

City of Bridgeport Comprehensive Plan



Adopted January 12, 2026





ORDINANCE

ORDINANCE OF CITY COUNCIL ADOPTING THE CITY OF BRIDGEPORT, WEST VIRGINIA COMPREHENSIVE PLAN ENTITLED “2026 COMPREHENSIVE PLAN FOR THE CITY OF BRIDGEPORT, HARRISON COUNTY, WEST VIRGINIA”.

WHEREAS, the City of Bridgeport is a West Virginia municipal corporation organized, authorized and operating pursuant to West Virginia Code §8-1-1 *et seq.*; and,

WHEREAS, the City of Bridgeport has by ordinance created a planning commission known as the Bridgeport Planning Commission, in accordance with and pursuant to the authority vested in West Virginia Code §8A-2-1, *et seq.*; and,

WHEREAS, Bridgeport Planning Commission has prepared an amended Comprehensive Plan thereby amending the Comprehensive Plan adopted in the year 2019, in accordance with the statutory requirements of West Virginia Code §8A-3-6; and,


WHEREAS, after dully noticed public hearing the City of Bridgeport Planning Commission approved the Amended Comprehensive Plan at its regular meeting on September 30, 2025, in accordance with West Virginia Code §8A-3-7; and,


WHEREAS, at the November 10, 2025, regular meeting of City Council the Bridgeport Planning Commission officially presented the Amended Comprehensive Plan to Council; and,

WHEREAS, after presentation by the Bridgeport Planning Commission and a thorough review by City Council, City Council has determined and therefore finds that the Amended Comprehensive Plan is in proper form and is reasonable in scope and properly addresses the future growth and development of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF BRIDGEPORT, that the City of Bridgeport Council does authorize, approve, consents, and adopts the City of Bridgeport Planning Commission’s Amended Comprehensive Plan, as attached hereto as Attachment “A” and incorporated herein by reference.

Adopted by the Council of the City of Bridgeport, Harrison County, West Virginia, and effective upon the second and final reading this 12th day of January, 2026.


ROBERT G. MATHENY, Mayor


Recorder



Acknowledgments

This plan would not be possible without the contributions and support of the following people. A special thank you to the Steering Committee members who contributed their time and input throughout the entire planning process to ensure that this plan was developed in an efficient and effective manner.

City Council

Mayor, Robert Matheny
Recorder, Hank Murray
Clayton Rice
Don Burton
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Jason Campbell
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Former City Council Members

Mayor, Andy Lang
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Staci Unger

Consultant

Benchmark Planning

Community Members

Throughout the planning process the public provided input and reviewed the draft plan. We would like to thank everyone who took the time to participate in the process. Your input was invaluable.

WONDER BAR

STEAK HOUSE

TURN RIGHT 2.5 MI. ~ TOP OF HILL



COFFEE



ALMOST HEAVEN
Desserts
848-2500 | 627-7541

Live & Let Eat

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Introduction

What is a Comprehensive Plan?

A comprehensive plan is a long-term policy document that guides the future growth and development of a community. It serves as a road map, outlining a community’s vision, goals, and priorities for land use, housing, transportation, economic development, natural resources, and public facilities. Typically developed through an inclusive planning process that engages stakeholders and the public, the comprehensive plan provides a framework for decision-making by local governments, ensuring that growth is managed sustainability and aligns with the community’s needs and aspirations. While it is not a regulatory document, it informs zoning ordinances and other local policies to shape a cohesive and vibrant community.



STATE REQUIREMENTS

The West Virginia Code requires communities to adopt and regularly maintain a comprehensive plan in order to enforce zoning regulations or subdivision and land development ordinances within their jurisdictions. The comprehensive plan is designed to serve as a functional tool for guiding development and growth and should align with regional and state planning objectives to promote consistency across jurisdictions. Chapter 8A, Article 3 of the state’s code outlines the requirements for Comprehensive Plans including the required elements of the plan, public participation, and frequency of updates.

HOW TO USE THIS PLAN

The comprehensive plan should be used as a guide for public sector and private sector decision-making concerning the future growth and land use development in Bridgeport. Specifically, the City’s elected and appointed officials should use the plan to provide consistency in the evaluation of development proposals or policy changes to achieve the vision of the Plan. The plan should also be used to guide capital improvements, development regulations, and coordination efforts with other government agencies and partners on issues of mutual interest. For the private sector, the plan provides guidance to landowners and developers on the City’s expectations for future growth.

City of Bridgeport

Bridgeport is a thriving city in Harrison County, playing a pivotal role as an economic and cultural hub for the north-central region of the state. With a small but growing population, Bridgeport combines small-town charm with strategic importance in West Virginia's development. Its location along I-79 positions it as a key connector between Morgantown, Fairmont, and Clarksburg; making it an ideal hub for commerce, industry, and travel within the region.

The City is home to the North Central West Virginia Airport, a significant driver of regional economic activity, serving both passenger and cargo needs. Adjacent to the airport is the AeroTech Business Park, attracting aerospace and technology firms and fostering job growth. Bridgeport is also a retail and service center for the surrounding area, featuring destinations like the Meadowbrook Mall and numerous locally owned businesses.

Education, healthcare, and recreation are central to Bridgeport's identity, with highly regarded schools, a major regional hospital, the longest airport runway in the state, well-maintained parks, and facilities like the Bridge Sports Complex. The City's commitment to infrastructure and quality of life has made it a sought-after location for families, businesses, and visitors. As a forward-looking community, Bridgeport continues to play a vital role in driving regional progress while maintaining its welcoming and close-knit atmosphere.

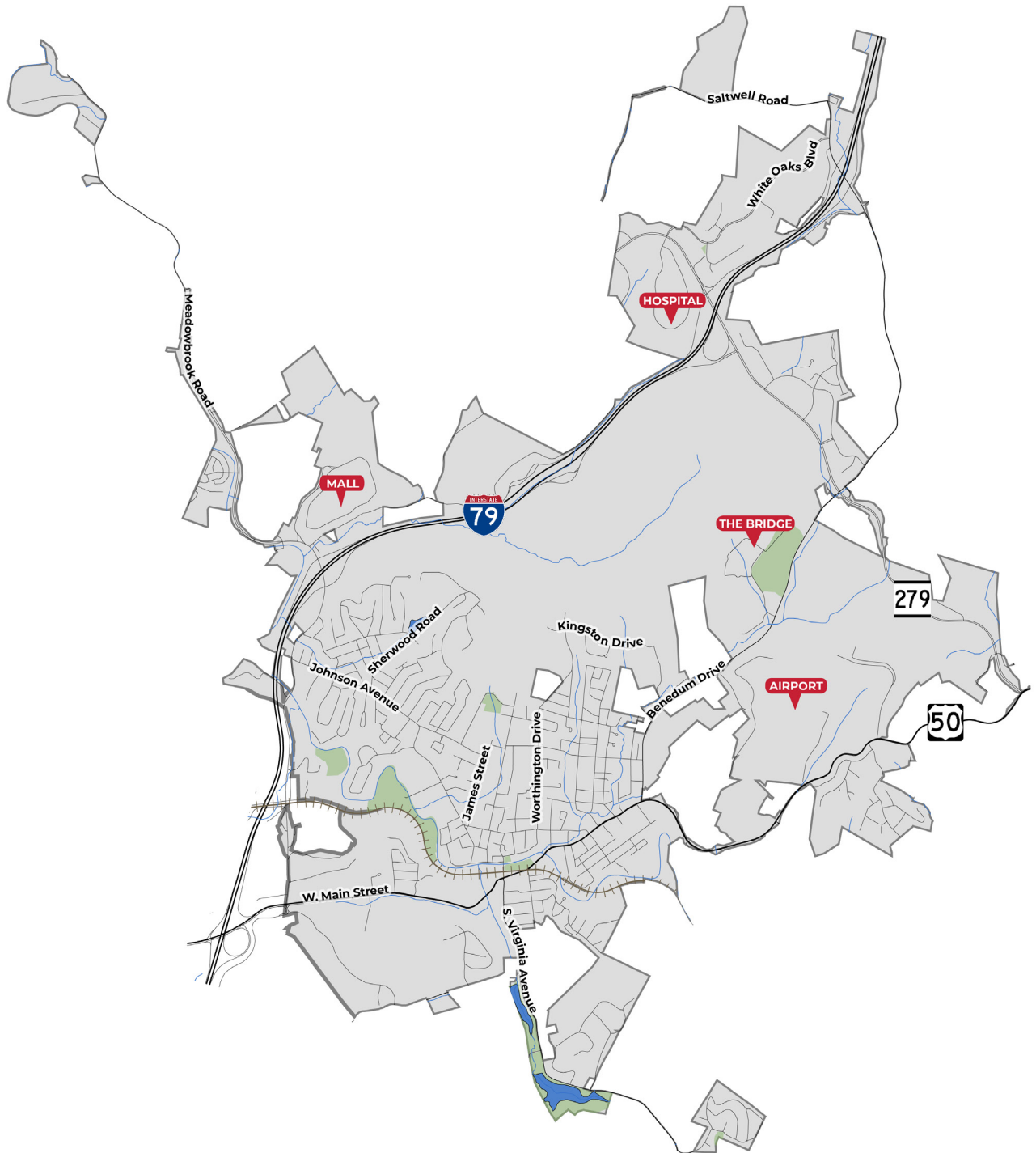
Bridgeport is a steadily growing community of about 9,395 residents as of 2024. Known for its strong economy and highly educated population, nearly half of its residents hold a bachelor's degree or higher. The City boasts a median household income of \$99,936, well above the state average, reflecting its prosperity. The City offers a stable, family-friendly environment, making it one of West Virginia's most desirable places to live.

Photo by Bridgeport CVB



PLANNING BOUNDARY

Most of the data and recommendations in this plan focus on the City of Bridgeport's 10.7 square miles, as outlined below. Originally centered around Simpson Creek, the City has since expanded along US 50, I-79, and Meadowbrook Road. Given its proximity to Clarksburg, Anmoore, and the Taylor County boundary, several recommendations emphasize the need for coordination and compatibility with these neighboring jurisdictions.



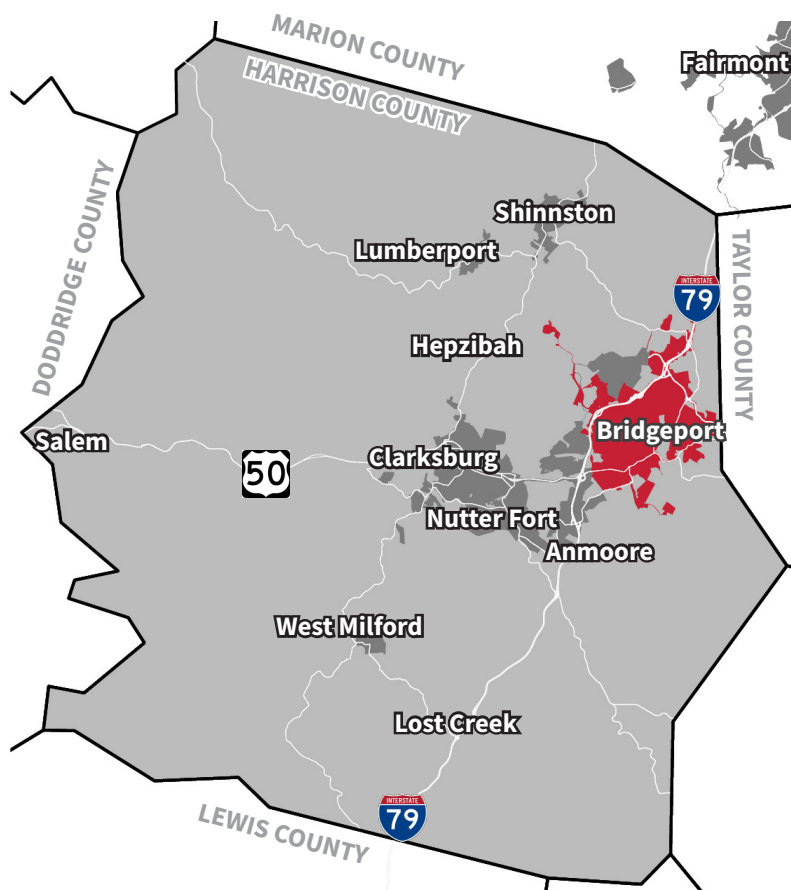
Regional Context

The North Central West Virginia Region includes Monongalia, Marion, Harrison, Taylor, and Doddridge Counties. Major cities in the region include Morgantown, Fairmont, Mannington, Clarksburg, Bridgeport, Grafton, and West Union. In addition, the region is well-connected to nearby urban centers including Pittsburgh, which is just 100 miles north, and it is a central point on the corridor connecting Washington, D.C. and Cincinnati, Ohio. The region has recently experienced positive economic and population growth, and is projected to continue with these trends. North Central West Virginia has been one of the few economic regions in the State to record steady economic growth over the past decade. Additionally, residential populations in the region have increased by 25,000 since 2000. West Virginia State Bureau of Business and Economic Research publishes yearly forecasts and economic outlooks for each region in the State and they forecast that the North Central West Virginia region will continue to grow but will see increased uncertainty.



COUNTY CONTEXT

Bridgeport is the second largest City in Harrison County (behind Clarksburg, the County Seat). Harrison County also includes the municipalities of Nutter Fort, Salem, Shinnston, Anmoore, Lumberport, Stonewood, Lost Creek, and West Milford. In the region, Harrison County has the highest per capita income. While the County is expected to decline in population over the next 20 years, Bridgeport is projected to continue growing in total population.



Past Plans

Integrating and building upon recent planning initiatives is a fundamental aspect of the Bridgeport Comprehensive Plan process. The comprehensive plan serves to unify and prioritize the projects, goals, and recommendations outlined in other plans.

2019 Comprehensive Plan

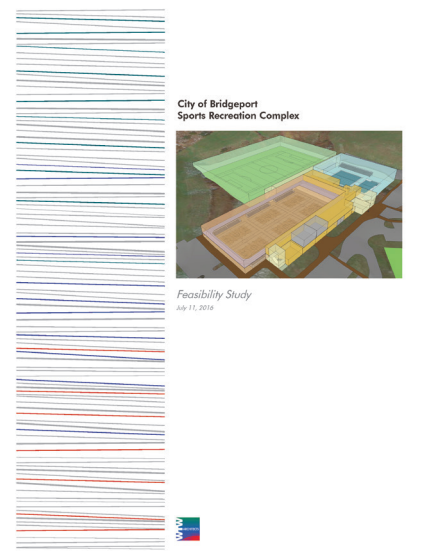
The City's previous comprehensive plan was adopted in 2019 and it established a set of goals; many of which are still relevant today. The plan focused on improving the City's housing stock and commercial areas, while balancing the needs of existing and new development. It focused on diversifying the City's tax base while protecting natural and historical resources. It also had recommendations to maintain and improve the City's downtown, parks, recreation, transportation network, and public services.



Bridgeport 2019 Comprehensive Plan

City of Bridgeport Sports Recreation Complex Feasibility Study

In 2016, the City initiated a feasibility study for a sports recreation complex. It included a market analysis, review of existing recreation, potential programming, a conceptual site plan, and a budget analysis. At the time, the vision for an indoor sports complex was to provide facilities to the City and the region, attracting outside events to the facility to have a positive economic impact on the City's investment. This study led to the development of The Bridge Sports Complex, which officially opened in 2021. The complex is now one of the main attractions in the City.



Bridgeport Sports Recreation Complex Feasibility Study

Public Input

Public input is a cornerstone of any comprehensive planning process, ensuring that the goals, and strategies outlined in the plan reflect the values and aspirations of the community it serves. This section summarizes the public input received throughout the planning process.

COMMUNITY SURVEY

Following the project kick off, a community survey was made available to gather input from the public. The Community Survey contained 17 questions including multiple choice, ranked voting, and open-ended responses. Many of the questions aimed at identifying strengths, weaknesses, and opportunities that exist in the City and elements to be included in the plan. The highlights are listed below, while Appendix A contains the full survey results.

Key Highlights

- » Over 68% of residents felt they experience a high quality of life in Bridgeport
- » Respondents felt that the sense of community, k-12 education, and open space are the most valuable parts of the City
- » Transportation and transportation access was very important to respondents
- » Traffic, Water and Sewer, and Cost of Living were the biggest concerns among respondents
- » The top priorities identified by survey respondents include streets and sidewalks, downtown, recreation, and stormwater
- » Respondents identified a desire to improve downtown and public spaces while increasing walkability, entertainment, and recreation

LISTENING SESSIONS

At the beginning of the project, two days of small group interviews, or listening sessions, were conducted. In total, about 40 participants attended, representing City staff, business and economic development entities, property owners, business owners, outside agencies, volunteer boards, community organizations, and real estate / development professionals. These meetings provided an opportunity for the project team to learn qualitative information to inform the data collected as part of the background research. The interviews helped to identify major strengths and weaknesses of the City, including input about housing affordability, recreational amenities, and signature events.

DRAFT PLAN REVIEW

After the draft plan was developed, a community drop-in meeting was held for residents to review and provide comments on the draft plan. A number of residents and property owners came out to review the Plan and provide feedback. No substantial changes were requested or made following this meeting. The Planning Commission held a public hearing following this input and recommended adoption of the Comprehensive Plan. It was then passed onto the City Council for approval.

Community Survey Quick Facts

- » Open September to November 2024
- » 264 Total Responses
- » 85% of respondents lived in the City

Project Process



TASK ONE: PROJECT INITIATION

The City of Bridgeport kicked off the project and formed a Comprehensive Plan Committee (CPC) to guide the process.

TASK TWO: BACKGROUND

During this phase, existing plans, documents, regulations, and physical conditions within the City were analyzed



TASK THREE: INITIAL PUBLIC INPUT

A community survey, listening sessions, and website were utilized to gather public input on the current state of the City and desires for the future.

TASK FOUR: GOALS AND OBJECTIVES

The background data and public input was utilized to identify key challenges and opportunities. This information was then used to build a series of goals and objectives for the comprehensive plan

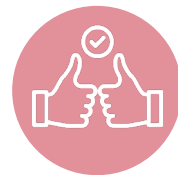


TASK FIVE: DRAFT PLAN

The draft plan was prepared, which incorporated the background research, goals, and objectives. The draft was reviewed by the Steering Committee and City Council.

TASK SIX: PUBLIC INPUT

The draft plan was made available for public review and comment to ensure that it was an accurate representation of the community's vision.



TASK SEVEN: FINAL PLAN

The public comments were used to update the Draft plan and help develop an implementation matrix.

TASK EIGHT: ADOPTION

The final plan was carried through the adoption process with the City including public hearing and final readings with the Planning Commission and City Council.



What is in the Plan?

This section provides an outline of the comprehensive plan, detailing its structure and organization in alignment with State requirements. The plan is organized by overarching themes that reflect the community's priorities for the future. It includes three main components: Goals, which establish the community's long-term aspirations; Topic Sections, which address specific areas such as housing, transportation, and economic development; and Implementation, which outlines actionable steps to bring the plan to life. Together, these components create a cohesive framework to guide the City's growth and development in a focused manner.

GOALS, OBJECTIVES, ACTIONS

Goals and Objectives are the core of the comprehensive plan, as they provide both a vision for the future and a road map for how to get there. In November and December 2024, the Comprehensive Plan Committee reviewed the community survey results, background research data, past planning documents, and existing conditions over several meetings. This information helped to shape a series of Goals and Objectives for this plan. In the topic sections of the plan, the goals which are relevant to each topic are listed and discussed in further detail.

TOPIC SECTIONS

As part of the State requirements, the Comprehensive Plan must include the various components such as: Land Use, Housing, Transportation, Infrastructure, Economic Development, Preferred Development Areas, Historic Preservation, Financing, and other related topics. Each of these required components were analyzed during the background research phase of the project.

For the Bridgeport Comprehensive Plan, the required components were grouped together into four sections based on shared topics and goals related to the management of those topics. The graphic on the following page illustrates the four topic sections and the main components which are covered within each section.

Each of the chapters start with a vision for the topic area and a list of the goals that apply to that topic. The main text then provides an overview of the topic and explains the existing conditions in Bridgeport today. For example, the Population and Growth chapter provides a picture of the demographic profile and housing supply today, as well as projected changes.

Implementation

The final chapter of the Plan outlines an implementation plan for the City on how to best enact the actions for each goal, who is responsible for taking charge of that action, and a recommended timeline for completing each action and objective.

Topic Section Outline

Population and Growth <i>Maintaining A Desirable Community</i> 	History, Cultural, and Recreational Amenities <i>Expanding on Community Assets</i> 	Transportation and Economy <i>Contributing to a thriving economy and network</i> 	City and Regional Services <i>Providing for local and regional residents</i> 
Demographics	History	Workforce Analysis	City Services
Housing	Cultural Resources	Education and Jobs	Regional Services
Land Use	Parks and Recreation	Transportation	Tourism
Environmental Factors	Community Design	Pedestrian	Communications

Goals, Objectives, Actions

This section outlines the strategic framework that will guide the implementation of the comprehensive plan. Goals represent the broad, long-term aspirations of the community, reflecting its collective vision for the future of the City for the next 10 years. Objectives provide more specific, measurable steps to achieve these goals, offering a clear road map for progress. Actions detail the practical initiatives, policies, and projects necessary to bring objectives to life but remain flexible enough to allow for changing needs throughout the 10 year horizon. Together, these components form the foundation for informed decision-making, ensuring that the plan remains focused, actionable, and aligned with the community's priorities.

The following eight goals serve as the foundation for recommendations within the Bridgeport Comprehensive Plan:

GOAL 1: Facilitate Growth

GOAL 2: Promote Quality Housing

GOAL 3: Broaden Community Amenities

GOAL 4: Attract and Connect Visitors

GOAL 5: Continue to Grow Economic Base

GOAL 6: Improve Transportation System

GOAL 7: Strengthen Partnerships

GOAL 8: Support Government Services and Infrastructure

Goal 1: Facilitate Growth

Bridgeport's population is a driving force behind its growth and prosperity. While the City will focus on preserving the elements which make it unique, such as its housing, amenities, and historic downtown, it will also recognize the importance of continuing to support growth and development both within and around its current boundaries.

Objective:

The City will work to encourage and facilitate growth within its boundaries.

Actions:



Utilize the Future Land Use Map to ensure housing and commercial growth is well-balanced.



Identify opportunities to promote infill development.



Work with the developers of White Oaks and Charles Pointe, as well as any other planned development, to encourage their build-outs.

Objective:

The City will work to encourage and facilitate growth beyond its boundaries.

Actions:



Establish policy guidance for considering annexations.

- » Prepare minimum standards that address fiscal impacts, service delivery, emergency response times, infrastructure costs, and related elements to guide the evaluation of potential annexation areas.
- » Coordinate with Harrison County and the City of Clarksburg on annexation priorities.



Coordinate with Harrison County, the City of Clarksburg, and other neighbors to ensure compatible growth occurs outside Bridgeport's boundaries.

Goal 2: Promote Quality Housing

Housing is a major component of a community. Providing a diverse housing stock provides opportunities for new residents to move into the City, and for long-time residents to down size into homes which better serve their place in life. Quality housing improves the appearance of a community, while also contributing to an increased sense of place and quality of life. Ensuring a high quality, diverse housing stock is important to the future of Bridgeport.

Objective:

Continue to maintain a high-quality housing stock.

Actions:



Maintain the quality of homes through continued nuisance and building code enforcement.



Utilize grant funding from outside sources to assist homeowners with repairs and maintenance, when necessary.

Objective:

Encourage the development of a diverse mix of housing in new development projects.

Actions:



Continue to encourage a diversity of housing types.



Support the build-out of planned developments in White Oaks and Charles Pointe.



Identify opportunities for infill housing construction and ensure zoning regulations support such development.



Identify areas outside of the existing city limits which can readily support new housing development.

Goal 3: Broaden Community Amenities

The City is known for its many exceptional amenities; particularly recreation. Growing and improving these amenities to better serve residents will be a major focus for Bridgeport in the coming years. An effort to connect these amenities via multi-use paths and trails will also be a focus, so that residents can easily access multiple amenities on foot.

Objective:

Continue to support the development of a robust parks and recreation system.

Actions:



Develop trail connections between primary destinations in the City.

- » Prioritize connecting downtown and the Bridge Sports Complex.
- » Prioritize completing the trails around the lakes and connecting the lakes to downtown.
- » Connect Compton Park to the Bridge Sports Complex
- » Connect the lakes to Briarwood.
- » Connect City Park to Lodgeville Rd.
- » Develop a trail along Simpson Creek.



Develop a community wide recreational and cultural facilities plan.



Continue to support the build-out of the Bridge Sports Complex.

Objective:

Support the development of civic and cultural facilities and programs.

Actions:



Work closely with civic organizations to expand community events and offerings.



Highlight recreational and cultural amenities that can attract visitors.

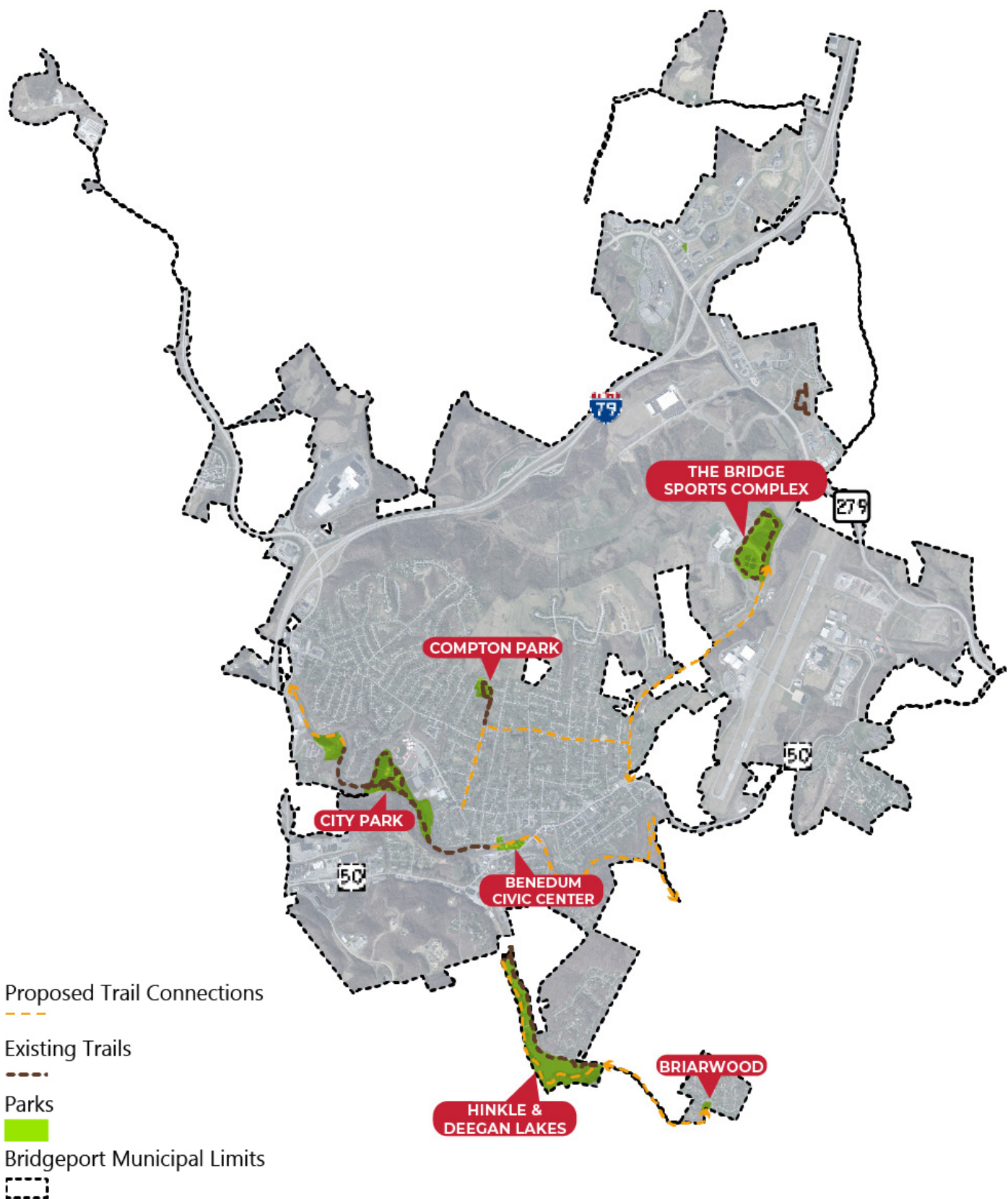


Develop a downtown master plan and invest in improvements identified in the plan.

- » Consider aesthetic improvements such as new wayfinding and signage, gateway/welcome signage, and an expanded beautification projects on Main Street.



Coordinate with regional partners to take advantage of cultural amenities in close proximity to Bridgeport.



Goal 4: Attract and Connect Visitors

Bridgeport will enhance its appeal as a visitor destination by promoting its tourism assets, improving connectivity to key amenities, and expanding recreation opportunities. Through strategic marketing, strengthened regional partnerships, improved wayfinding, and a variety of events, the City will attract a broader audience. Investments in transit, hospitality, and entertainment options will ensure Bridgeport remains a vibrant, accessible, and welcoming destination for both residents and visitors.

Objective:

Promote and Expand Bridgeport's Tourism Assets

Actions:

-  Develop a marketing campaign to showcase attractions, events, and recreation, including sports tourism
-  Strengthen partnerships with regional tourism organizations to expand promotional reach
-  Improve wayfinding, gateways, and visitor information for a more welcoming experience
-  Expand and diversify events and festivals to attract a larger audience year-round
-  Coordinate marketing of commercial and hospitality services; explore an info booth at The Bridge to connect visitors with local businesses
-  Encourage new entertainment and activities which can appeal to residents and visitors alike.

Objective:

Improve Connectivity and Access to Amenities

Actions:

-  Work with the airport, hotels, and hospital and major local and regional destinations to improve accessibility for visitors.
-  Explore the creation of a micro-transit service to supplement or enhance Centra's offerings, improving mobility for both residents and visitors.
-  Identify opportunities to expand lodging, dining, and entertainment options that strengthen Bridgeport's appeal and support tourism-driven economic growth.

Goal 5: Continue to Grow Economic Base

Bridgeport has worked to diversify its economic base over the years; growing significantly in both the aeronautical and health care industries. A continued diversification of employment and industry will benefit the residents, increasing the community's resilience to potential downturns and changes. This will also result in positive economic multipliers, such as increased spending in retail establishments and dining in restaurants.

Objective:

Support and strengthen existing businesses and industries.

Actions:



Conduct an inventory of existing business needs, and identify incentives and other programs which can assist businesses in Bridgeport.

- » Continue to market and provide economic incentives.



Continue to enhance the appearance of downtown and other commercial areas.

- » Develop gateways into the City and into downtown.
- » Improve signage and wayfinding throughout the City.



Ensure commercial and industrial areas have efficient access to the transportation network.

Objective:

Work to attract new employment providers and industry sectors.

Actions:



Work with regional partners to prepare an economic sector target report to identify potential businesses and industries that will diversify the base.

- » Benedum Airport Authority, HCEDC, WV EDA, WV IJDC, etc.



Conduct a comprehensive inventory of workforce skills and supporting assets to identify gaps, opportunities, and training needs.



Identify and reserve sufficient land to accommodate the expansion of employment generating economic development projects.

- » Utilize zoning and work with the BDA and Harrison County.



Assist with clearing obstacles and barriers to development.

Goal 6: Improve Transportation

How residents and visitors travel across the City is a major aspect of their perception of Bridgeport. Improving both automotive and non-automotive travel is a key goal for the City of Bridgeport. Expanding access to all, and improving the infrastructure which supports transportation will require a collaborative effort with the West Virginia Department of Transportation and other entities.



Objective:

Increase non-motorized transportation infrastructure.

Actions:



Facilitate the construction of sidewalk and trail connections.

- » Identify opportunities to expand pedestrian access in areas where feasible (in and near downtown, in and near parks, etc.).
- » Continue requiring sidewalks in all new subdivisions and with all major infrastructure projects (water, sewer, etc.).
- » Amend the design and construction manual to include requiring the construction of trails which are identified in adopted City plans.



Prioritize the expansion of the bicycle and pedestrian network.

- » Identify opportunities to tie into regional trail systems.
- » Prioritize pedestrian amenities within the core of Bridgeport.
- » Incorporate alternative traffic calming mechanisms that may be more conducive to pedestrian areas (narrowed lanes, curb extensions, etc.).

Objective:

Identify opportunities to improve automotive transportation infrastructure.

Actions:



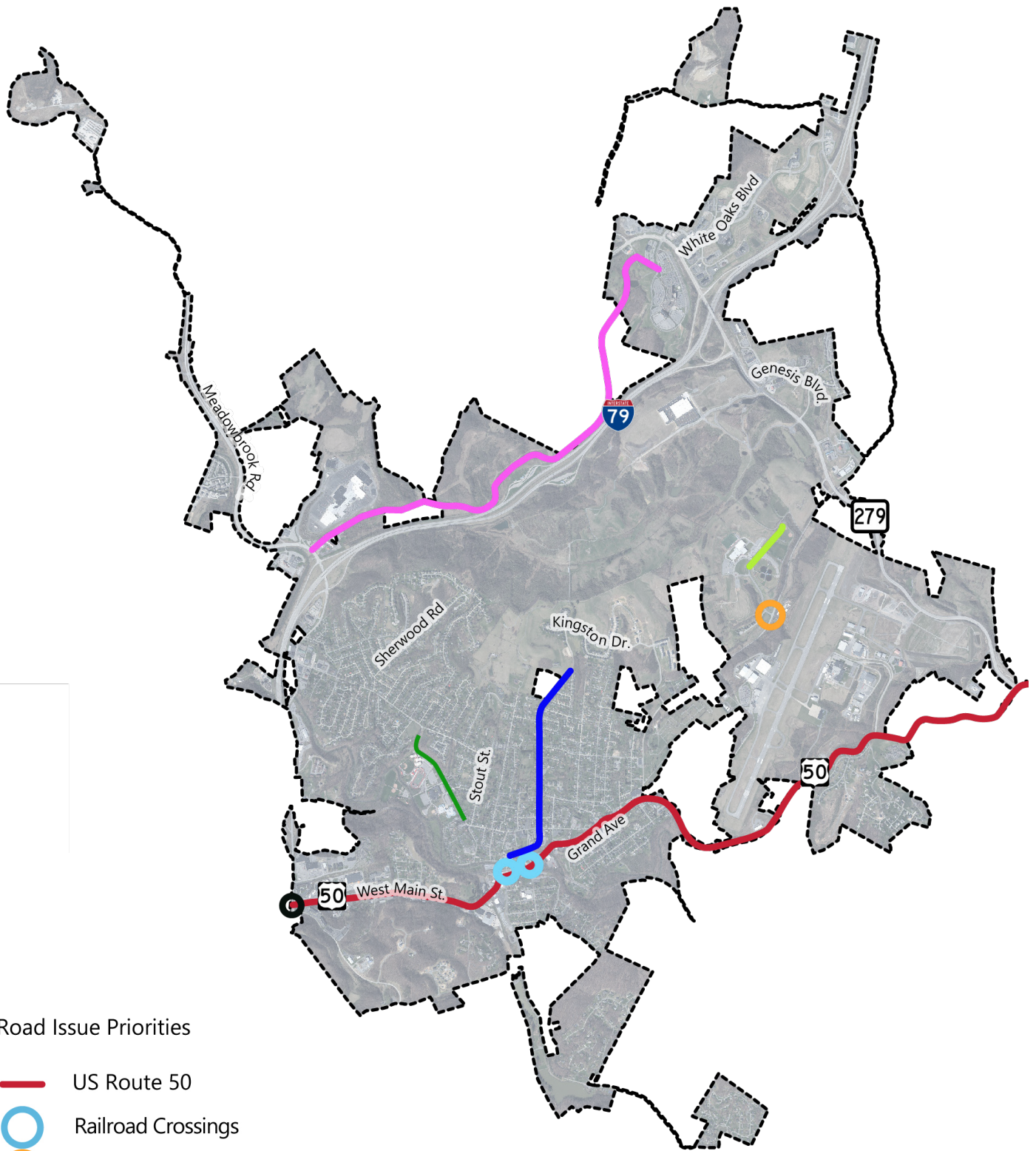
Examine primary transportation network issues and work with WVDOT, Harrison County, and others to develop solutions.



Consider opportunities to improve light signalization and alignment at congested intersections.



Work with the Airport Authority, Harrison County, and other partners to examine opportunities to support private enterprises that can facilitate access between the airport and regional destinations (rental cars, regional bus connections, shuttles, etc.).



Road Issue Priorities

- US Route 50
- Railroad Crossings
- The Bridge Sports Complex Entrance
- Forrester Boulevard Extension (Potential)
- Barnetts Run Road Extension
- Eastpointe Entrance on Route 50
- Worthington Rd
- Johnson Ave by Schools

0 0.5 1 2
Miles

Goal 7: Strengthen Partnerships

Bridgeport is as strong as its neighbors and the region within which it lies. While Bridgeport has grown at a consistent rate over the past five decades, it aims to continue building relationships with its neighbors in order to improve outcomes for the entire region. A successful region will be beneficial to everyone, providing a range of opportunities to increase tourism, marketing, and related efforts.

Objective:

Continue to build partnerships with neighboring localities, service providers, and regional organizations to improve services provided to residents.

Actions:



Work with neighboring localities on issues of economic development, growth, and land use to strengthen the region as a whole.

- » Explore opportunities to collaborate and partner on regional tourism initiatives with the Clarksburg Tourism / Visitors Bureau.
- » Work closely with the Harrison County Board of Education to ensure community needs are met.



Continue to coordinate with regional service providers.

- » Continue to collaborate with partners such as Clarksburg Water Board, WVDOT, Multi-County Law Enforcement Coordination, Benedum Airport Authority, and others.

Objective:

Identify opportunities to partner with local governments, non-profits, and other organizations to promote regional amenities.

Actions:



Identify opportunities to market regional amenities and events.

- » Promote Clarksburg Amphitheater and The Bridge Sports Complex
- » Coordinate better connection to regional destinations and outdoor tourism opportunities via bus and rental car access at airport



Promote and develop regional trails and bicycle connections.

- » Identify and improve connections to:
 - American Discovery Trail
 - Parkersburg to Pittsburgh Trail
 - Harrison North Rail-Trail
 - Harrison South Rail Trail

Goal 8: Support Government Services & Infrastructure

Continuing to maintain and improve community services and infrastructure is an important job for all local governments. In Bridgeport, a community known for its exceptional public services, this effort will be a primary focus moving forward. As critical infrastructure ages, and growth pressures continue, the City will focus on improving existing utilities, infrastructure, and services. Bridgeport will also regularly assess service needs to ensure that new services and improved offerings are provided in a timely manner.

Objective:

Continue to provide efficient government services and infrastructure.

Actions:

-  Utilize the capital improvement and budgeting processes to prioritize the continued operation of all municipal departments.
-  Consider benchmarks to make capital investments and continue to utilize the Capital Improvements Plan to regularly review municipal needs.
-  Continue to regularly maintain and improve existing infrastructure and services.
-  Improve stormwater management and flood control infrastructure.
-  Continue to expand on the City's social networking and communications to ensure the spread of accurate information.

Objective:

Regularly assess service needs and implement improvements.

Actions:

-  Plan for increased service demands related to the growing population, developing benchmarks to evaluate needs on an annual basis.
-  Consider existing infrastructure as a primary driver of new development and annexation potential.
-  Identify potential opportunities for expanded services and infrastructure.
-  Expand the City's rotation of annual road maintenance to include improvement of these roads and traffic flow.

Future Land Use

A Future Land Use Map (FLUM) is a planning tool used by cities to guide the long-term development and growth of their community. It is typically a component of a Comprehensive Plan and geographically represents the intended use of land within the City and surrounding areas over a specified planning horizon, often 10 to 20 years.

Key Features of a Future Land Use Map:

Land Use Categories:

The map divides land into categories based on the types of land use envisioned to be there in the future. This can include single-use categories, such as residential, commercial, industrial, or recreational, as well as mixed-use areas. The land use categories also establish criteria for how development should occur. The description of each future land use category is outlined on the following pages.

Growth Priorities:

It identifies areas for future growth, redevelopment, conservation, and infrastructure investments.

Flexibility for Change:

The FLUM is aspirational and may adapt to reflect changing economic, social, and environmental conditions. It should be regularly updated as major aspects of the City's vision change over time.



Charles Pointe Artist Rendering

How to use a future land use map

Policy Guidance:

The FLUM informs zoning decisions, helping City officials align zoning ordinances with the community's long-term goals. For example, areas designated for mixed-use development on the map might need to be rezoned to allow a combination of residential, commercial, and recreational uses rather than one singular use.

Development Review:

Planners and decision-makers should use the map to evaluate development proposals, ensuring they are consistent with the City's vision for land use and growth. While alignment with the future land use map is not required in the way that zoning is, it should strongly be factored into decision making.

Infrastructure Planning:

The FLUM helps to guide where to prioritize infrastructure investments such as roads, utilities, parks, and public facilities to ensure that infrastructure aligns with development intensity. These should be allocated both to areas in need of improvement and to support planned growth areas.

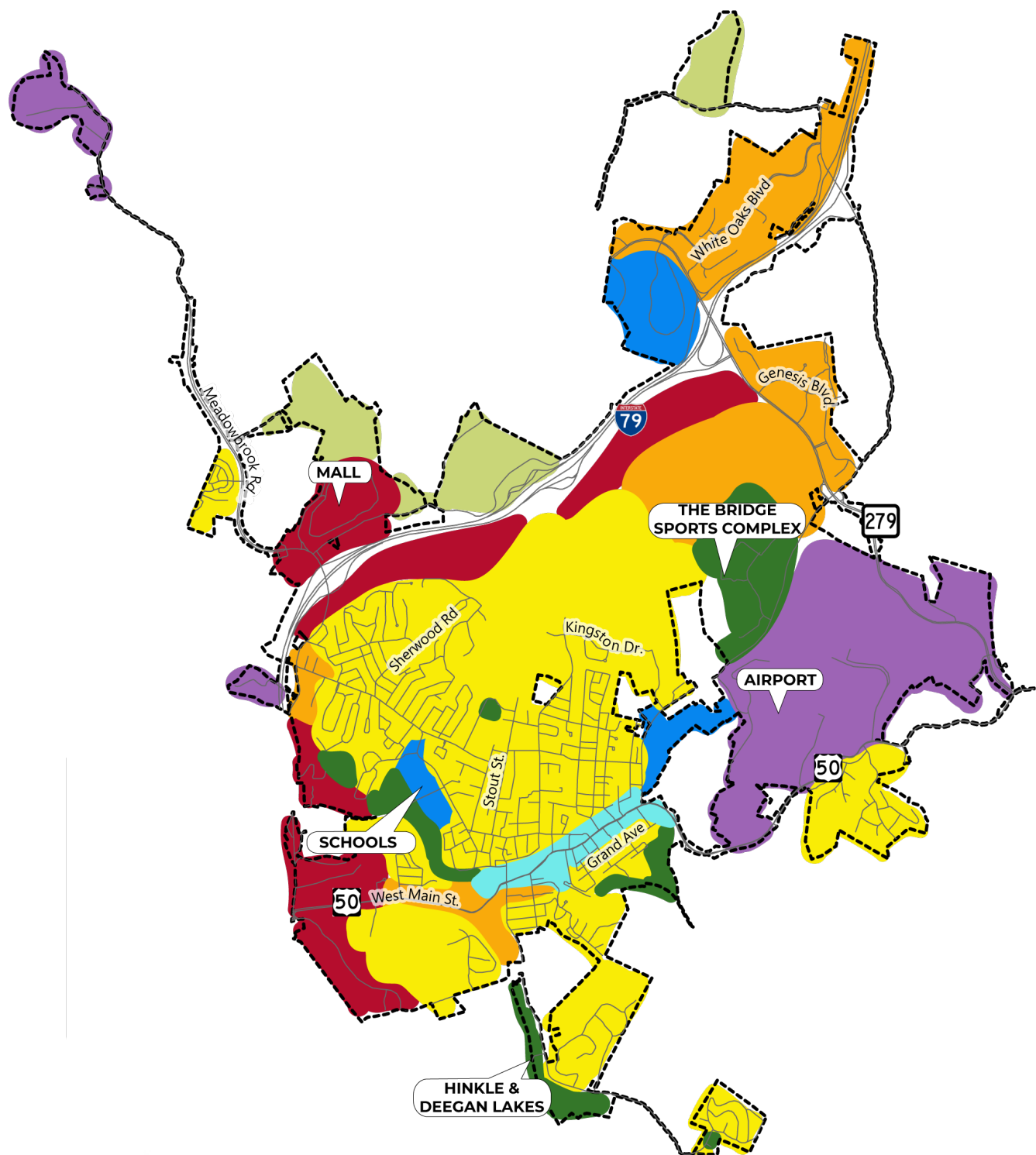
Illustrating the City's Vision:

The map serves as a visual tool for communicating the City's overall direction for growth to residents, developers, and other stakeholders; fostering transparency and public engagement.

A Future Land Use Map is a strategic framework that helps communities balance growth, development, and preservation. When used effectively, it ensures that a city evolves in a way that meets current needs while anticipating future opportunities and challenges. Bridgeport's Future Land Use Map is shown on the following page. Each of the future land use categories are explained in detail in the following section.

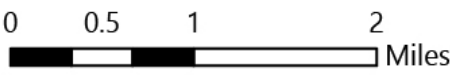


FUTURE LAND USE MAP



Future Land Use

- | | |
|---------------------|----------------------|
| Neighborhood | Parks and Recreation |
| Commercial Corridor | Downtown |
| Mixed Use Center | Industrial |
| Campus | Rural/ Agricultural |



NEIGHBORHOOD

Overview:

The Neighborhood future land use designation is intended to support and enhance existing residential communities while accommodating planned residential growth. This designation encourages a mix of single-family and multi-family homes on small to mid-sized lots, promoting housing diversity and accessibility.

To foster a sense of community and connectivity, neighborhood parks and trail networks are integrated into the development pattern, providing accessible green spaces and active transportation options. Strategically located small neighborhood businesses and retail at primary intersections create local hubs for daily needs, enhancing walkability and convenience.

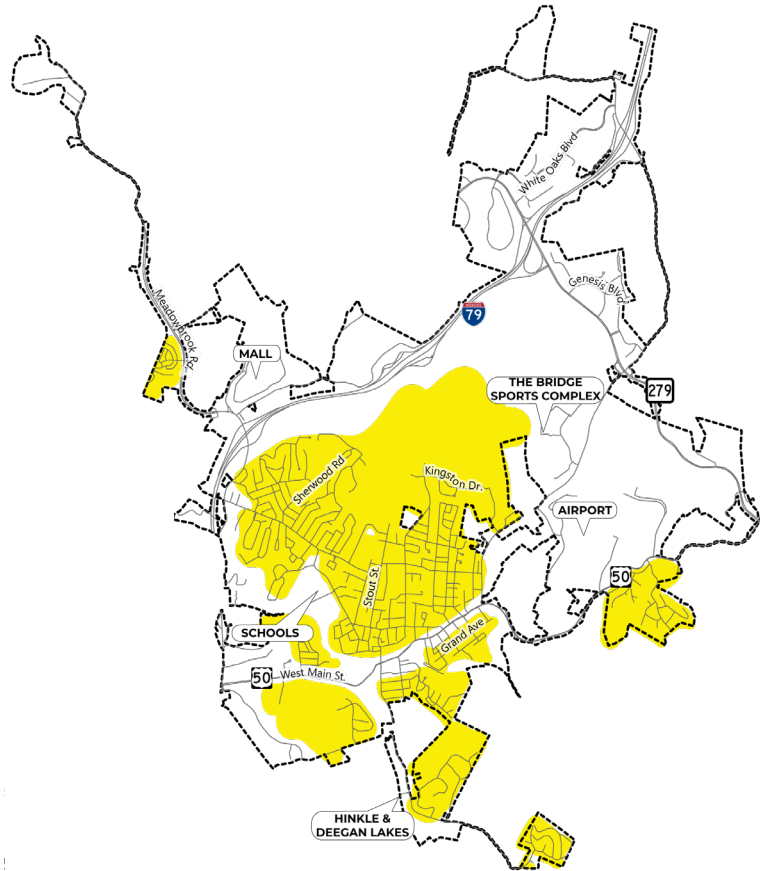
This future land use category is designed to balance residential growth with livability, ensuring cohesive, well-connected, and sustainable neighborhoods.

Character:

Existing neighborhoods and planned residential growth.

Land Use and Context:

- » Residential homes, single family or multi-family
- » Small to mid-size lots
- » Neighborhood parks and trail connections
- » Small neighborhood businesses and retail at primary intersections



DOWNTOWN

Overview:

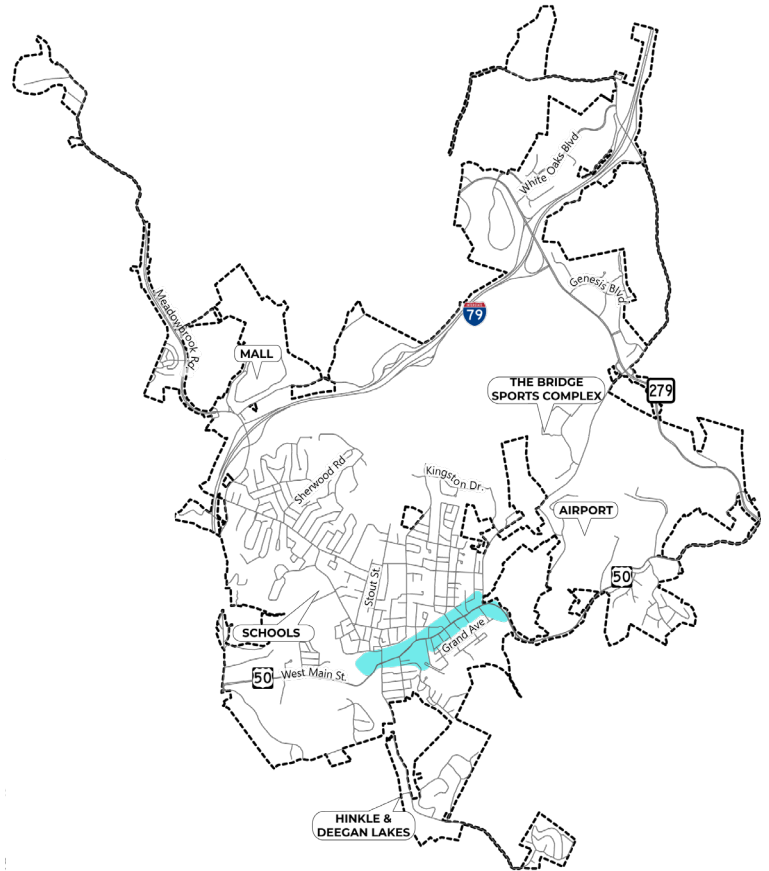
As the heart of the community, Downtown serves as the center for commerce, retail, and civic activity. This designation encourages a pedestrian-friendly streetscape, with buildings oriented toward the sidewalk to create an engaging, walkable environment. A mix of residential units above offices or retail supports a vibrant, around-the-clock atmosphere, enhancing both economic activity and urban livability.

Character:

Existing downtown area. Mix of local businesses and civic uses that are the heart of the community.

Land Use and Context:

- » Restaurant and retail focused commercial uses
- » Office and civic uses
- » Residential uses on upper stories of buildings
- » Pedestrian oriented building frontage
- » Larger sidewalks to create a more pedestrian friendly streetscape with outdoor seating and gathering opportunities



COMMERCIAL

Overview:

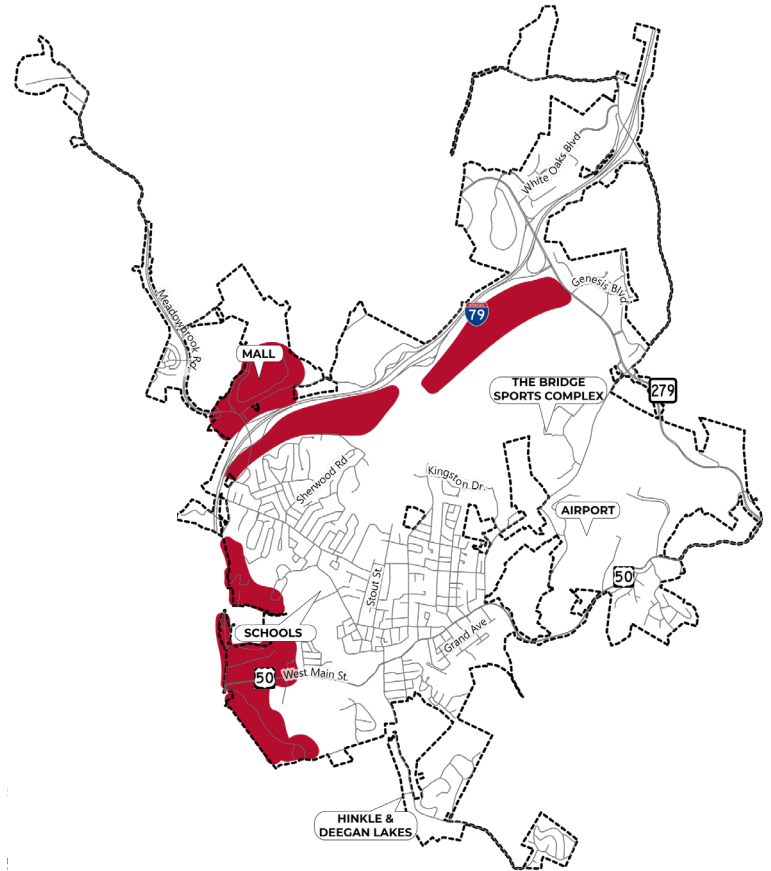
The Commercial designation supports large-scale businesses and offices, providing essential services, retail, and employment opportunities at a regional scale. Designed for high-visibility and accessibility, these developments feature larger buildings and lots with expansive parking areas, primarily accessed by car. Set back from the roadway, they may be arranged in a linear or clustered configuration to accommodate a variety of commercial needs while ensuring efficient traffic flow and accessibility.

Character:

Linear configuration along major arterials. Large commercial buildings primarily accessed by a car and set back from the roadway with individual or shared parking.

Land Use and Context:

- » Stand alone restaurants or retail businesses
- » Multi story office buildings
- » Hotels
- » Large parking lots



MIXED USE CENTER

Overview:

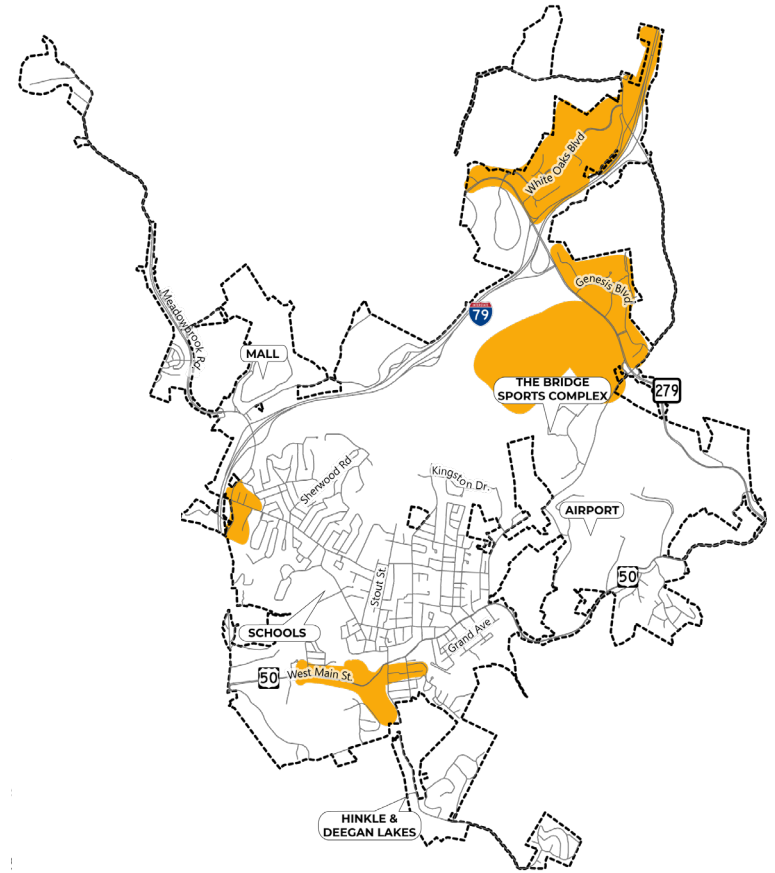
The Mixed-Use Center designation promotes a balanced blend of commercial, residential, and office uses in a pedestrian-friendly environment. While still accessible by vehicle, these areas utilize shared parking to encourage visitors to explore on foot. Development is designed to foster connectivity, convenience, and vibrancy, supporting a mix of daily activities in one location. Charles Pointe and White Oaks exemplify this land use type, creating dynamic hubs for living, working, and entertainment.

Character:

Pedestrian oriented mixed-use development with buildings set closer to the street. Attached or small to mid-sized structures with a variety of uses.

Land Use and Context:

- » Small to mid-sized retail and restaurants
- » Civic uses
- » Office buildings
- » Upper story or multi-family housing
- » Pedestrian friendly streetscape with shared parking lots and lots of sidewalks



CAMPUS

Overview:

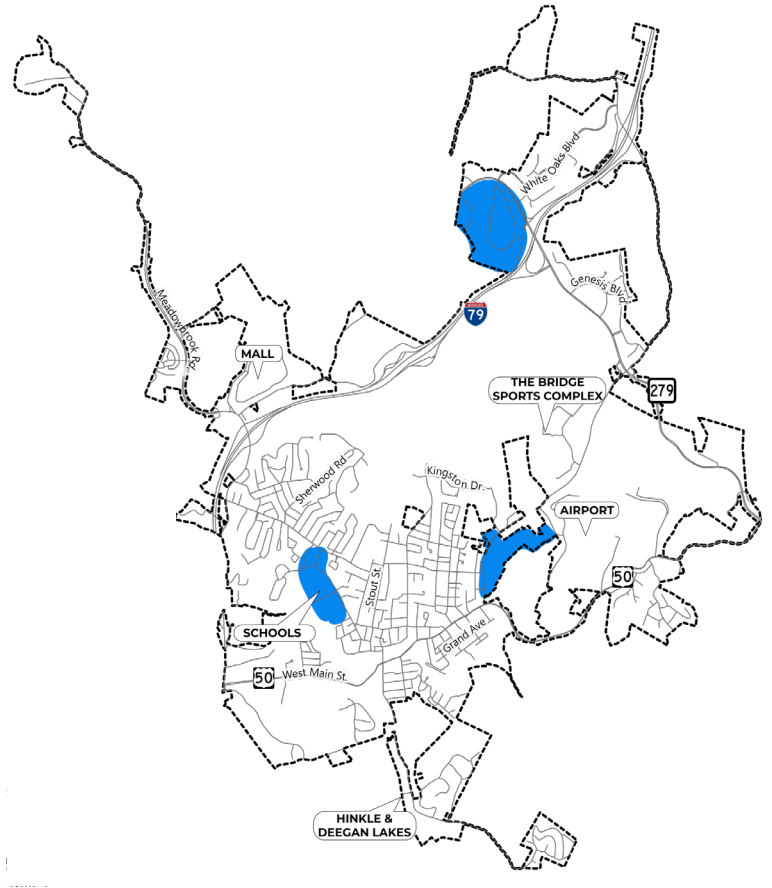
The Campus designation includes major employment and activity centers such as hospitals, schools, and civic institutions. These areas are typically focused on a single primary use but may be spread across multiple buildings or offices. While residential uses are not common, campuses may include shared open spaces or restaurants to support employees and visitors. Designed for functionality and accessibility, these areas serve as key hubs for education, healthcare, and public services.

Character:

Characterized by one major activity such as education, office, industrial, or medical. Major employment or activity centers.

Land Use and Context:

- » Education
- » Civic
- » Office
- » Light industry
- » Medical
- » Supporting commercial



INDUSTRIAL

Overview:

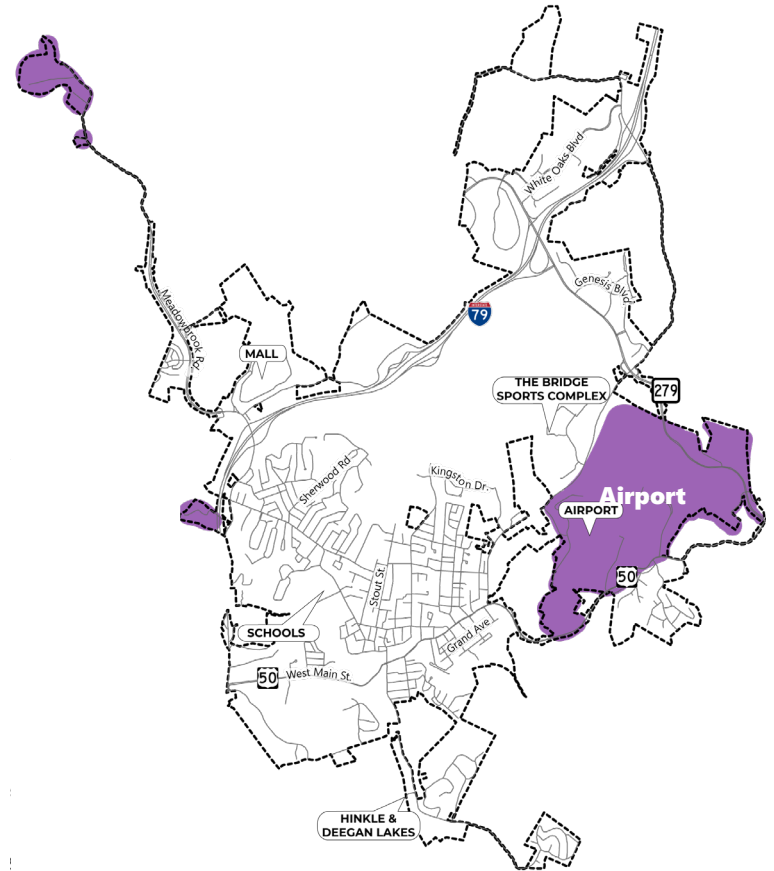
The Industrial designation includes key industrial and supporting commerce uses that drive the regional and local economy. These areas accommodate manufacturing, logistics, and other industrial operations essential to economic growth. The Bridgeport Airport is the City's largest industrial use, and continued support for its expansion and related industries is a priority. This use category ensures space for job creation, infrastructure investment, and long-term economic sustainability.

Character:

Large developments, including the airport, water treatment plant, and industrial facilities that draw from or impact the whole region.

Land Use and Context:

- » Major employment centers
- » Industrial or warehouse buildings
- » Service and utility centers
- » Aviation employment hub
- » Single use areas
- » Supporting commerce uses



PARKS AND RECREATION

Overview:

The Parks and Recreation future land use typology in Bridgeport encompasses all public parks, green spaces, and recreational facilities designed to enhance residents' quality of life by providing opportunities for outdoor activity, leisure, and community engagement. These spaces serve as vital assets for physical and mental well-being, offering playgrounds, sports fields, trails, and natural areas for people of all ages to explore and enjoy. The typology prioritizes accessibility, connectivity, and environmental stewardship, ensuring that parks remain well-maintained and integrated into the City's broader land use vision. Through continued investment and planning, Bridgeport aims to expand and enhance these recreational spaces to meet the evolving needs of the community.

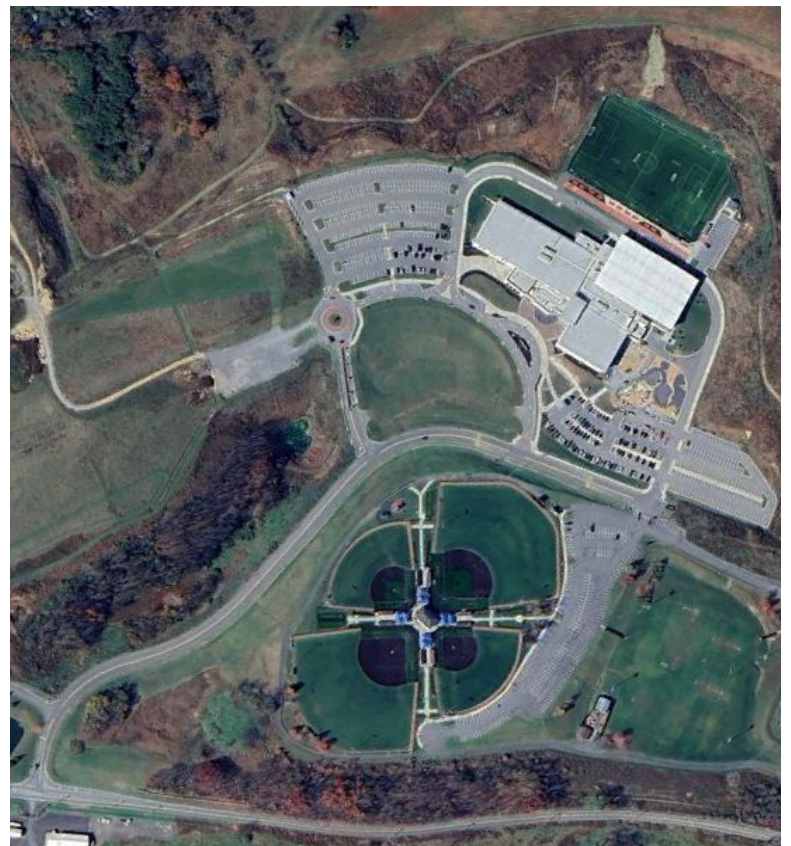
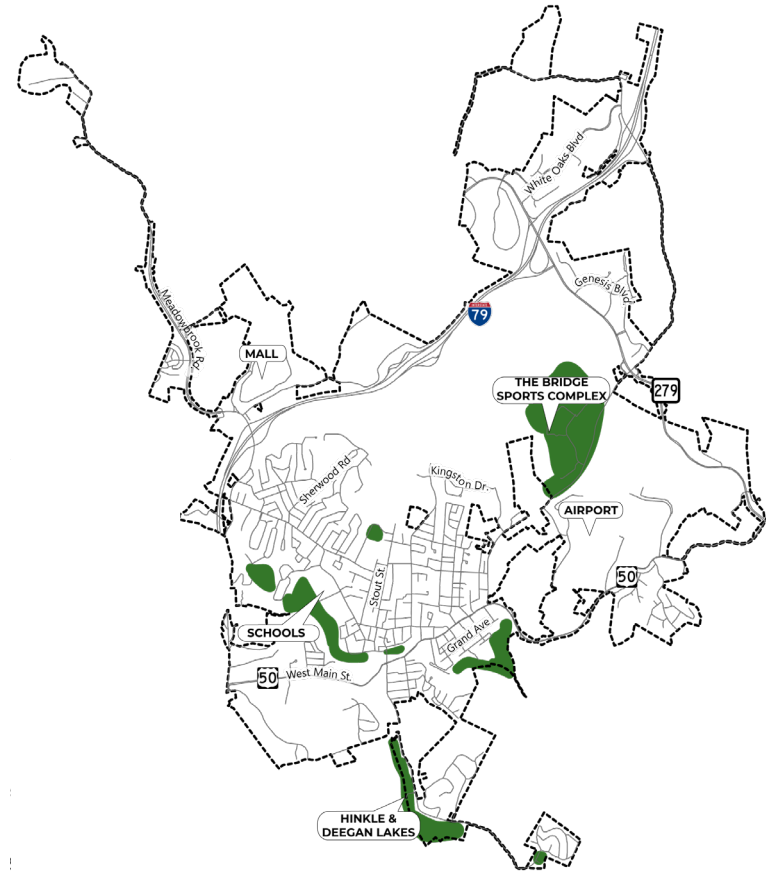
Character:

Parks or preserved open space.

*Small Parks, civic facilities, and trails may be located in other land use categories as well.

Land Use and Context:

- » Recreational Facilities
- » Ballfields
- » Lakes and Trails



RURAL/ AGRICULTURAL

Overview:

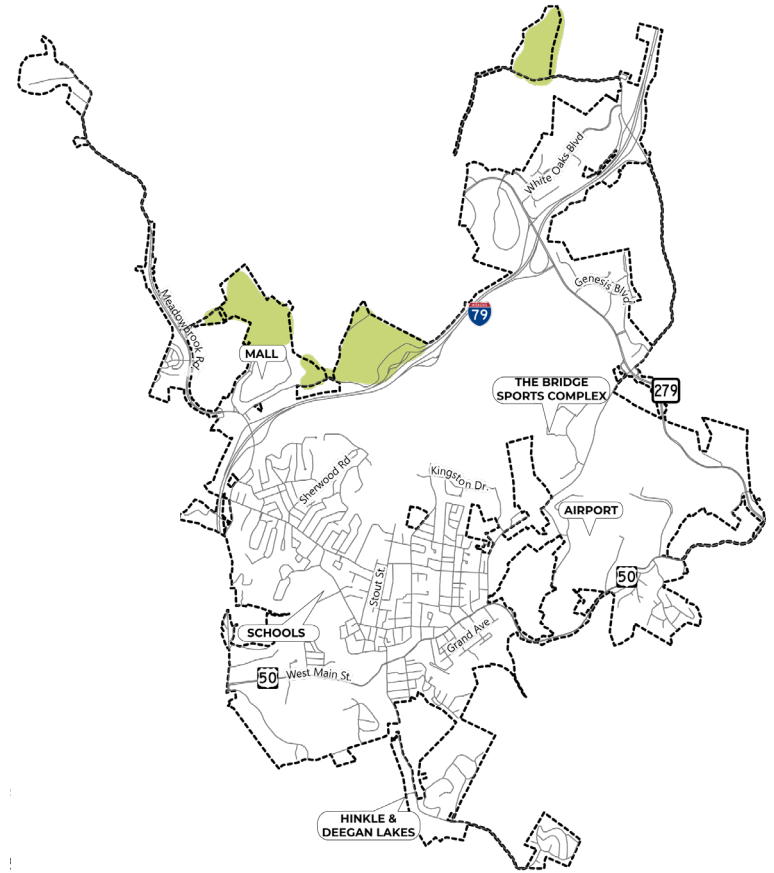
The Rural and Agricultural future land use typology is designated to preserve open space, farmland, and rural landscapes on the edges of Bridgeport, serving as a buffer against urban expansion. These areas help maintain the City's natural character while supporting agriculture, conservation, and low-density rural living. By acting as a transition zone or urban growth boundary, this typology helps manage development pressures, ensuring that future growth is balanced with the protection of scenic and environmental resources. Strategic planning for these areas prioritizes land conservation, sustainable land use practices, and the retention of rural heritage while allowing for limited, low-impact development where appropriate.

Character:

Low density residential, agricultural areas that are not prime for development at this time.

Land Use and Context:

- » Low Density Residential
- » Agriculture
- » Forestry
- » Non-public open space





Population & Growth



Bridgeport will continue to grow at a stable rate in the coming years. As planned developments continue to be built out, the City will focus efforts on maintaining quality of life standards across its jurisdiction. The City will also work with its regional neighbors to ensure that the region is in line with improvements occurring in Bridgeport. It will work to expand its footprint in a sustainable manner, continually focusing on improving the quality of life for its residents.

Introduction

This section of the comprehensive plan focuses on the interconnected dynamics of population, growth, housing, and land use; providing a foundation for understanding and addressing the community’s evolving needs. It examines current demographic trends, population projections, and their implications for future growth. By analyzing housing demands, affordability challenges, and land-use patterns, this section offers strategies to ensure balanced development that accommodates diverse lifestyles, preserves community character, and promotes sustainable land use. These insights aim to guide policies that foster equitable growth, vibrant neighborhoods, and efficient resource allocation to support the community’s long-term vision.

Where are we now?

DEMOGRAPHIC PROFILE

Population Growth and Projections

The population of Harrison County has steadily decreased since the 1960s. This trend is similar to neighboring counties in North Central West Virginia, which have also experienced a continued decrease in population. Communities surrounding Bridgeport (Clarksburg, Fairmont, and Grafton) have all experienced population loss as well. West Virginia University projects that this trend will continue through 2040.

However, over the last 60 years, Bridgeport’s population has more than doubled. The greatest rate of growth in the City occurred from 1970-1980, in part due to the completion of I-79.

Given trends in the City and the potential for additional growth in White Oaks and Charles Pointe, the City will likely continue to grow, though at a smaller rate than previous decades.

As seen in the map on page 44, the most dense portions of the region are generally in Clarksburg (west of Bridgeport). However, there are relatively dense concentrations of residents in the center of Bridgeport, as well as on the southeastern edge of the City. Generally, populations appear to be concentrated along the Interstate, and densities decrease as you move both north and south from Bridgeport. Topography also plays a significant role in where people have opted to move in the region.

Population & Growth

*Improving
A Desirable
Community*



GOAL 1: Facilitate Growth

GOAL 2: Promote Quality Housing

Median Age

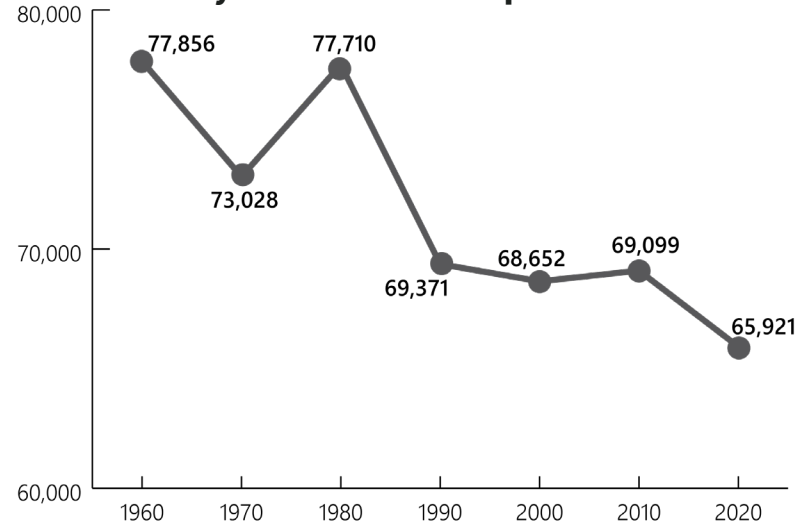
The Median age of residents in Bridgeport is 43.8. This is higher than both the median age for the US (39) and the State (42.6). Additionally, this median age is higher than the surrounding cities of Clarksburg, Fairmont, and Grafton, as well as slightly higher than the Harrison County median age. The following graphic shows Bridgeport's population by generation. It shows a fairly equal range of residents between the ages of 8-75 with very few residents below or above these ranges. While the median is higher, this breakdown illustrates a stable age mix. Trends across the United States are showing individuals living to older ages and therefore it will be important for Bridgeport to prepare for the large cohort of aging adults to be accommodated in the City.

Educational Attainment

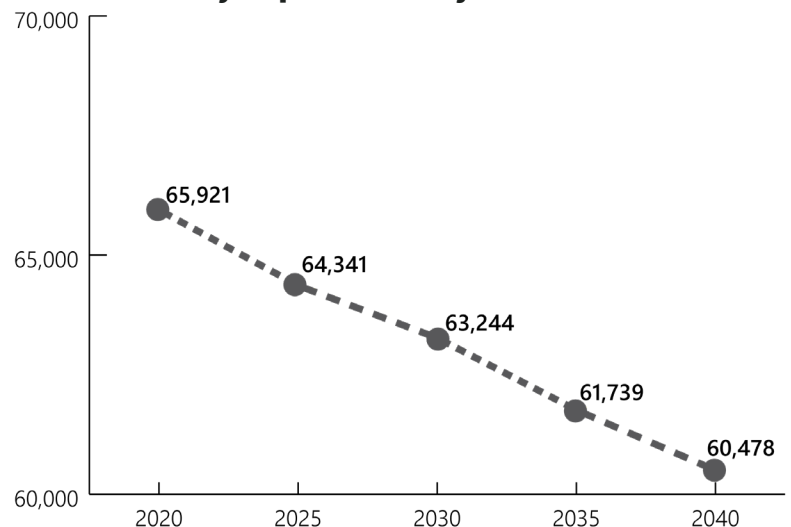
Bridgeport's population is highly educated, with more than 53% of adult residents having a Bachelor's Degree or higher level of education. In total, almost 80% of residents have attended some type of college and less than 4% of adult residents have not finished high school.

This high level of educational attainment influences many elements of the City's economic characteristics, and is reflected in ESRI's tapestry segmentation data, described to the right.

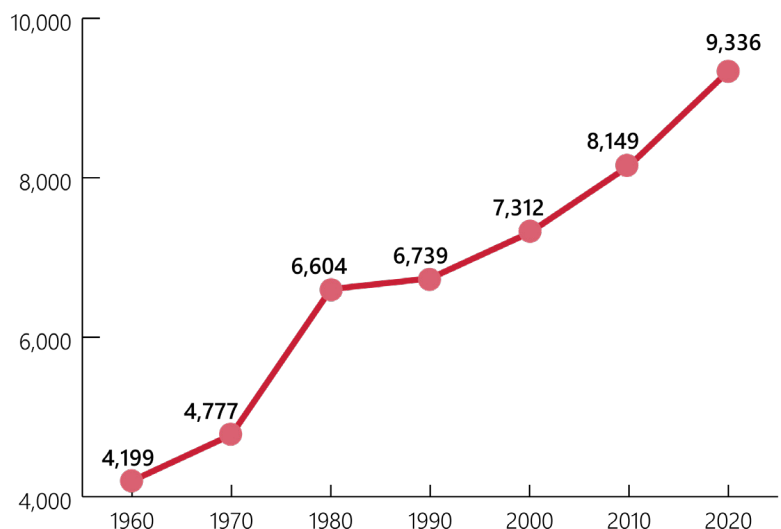
Harrison County Historic Census Population



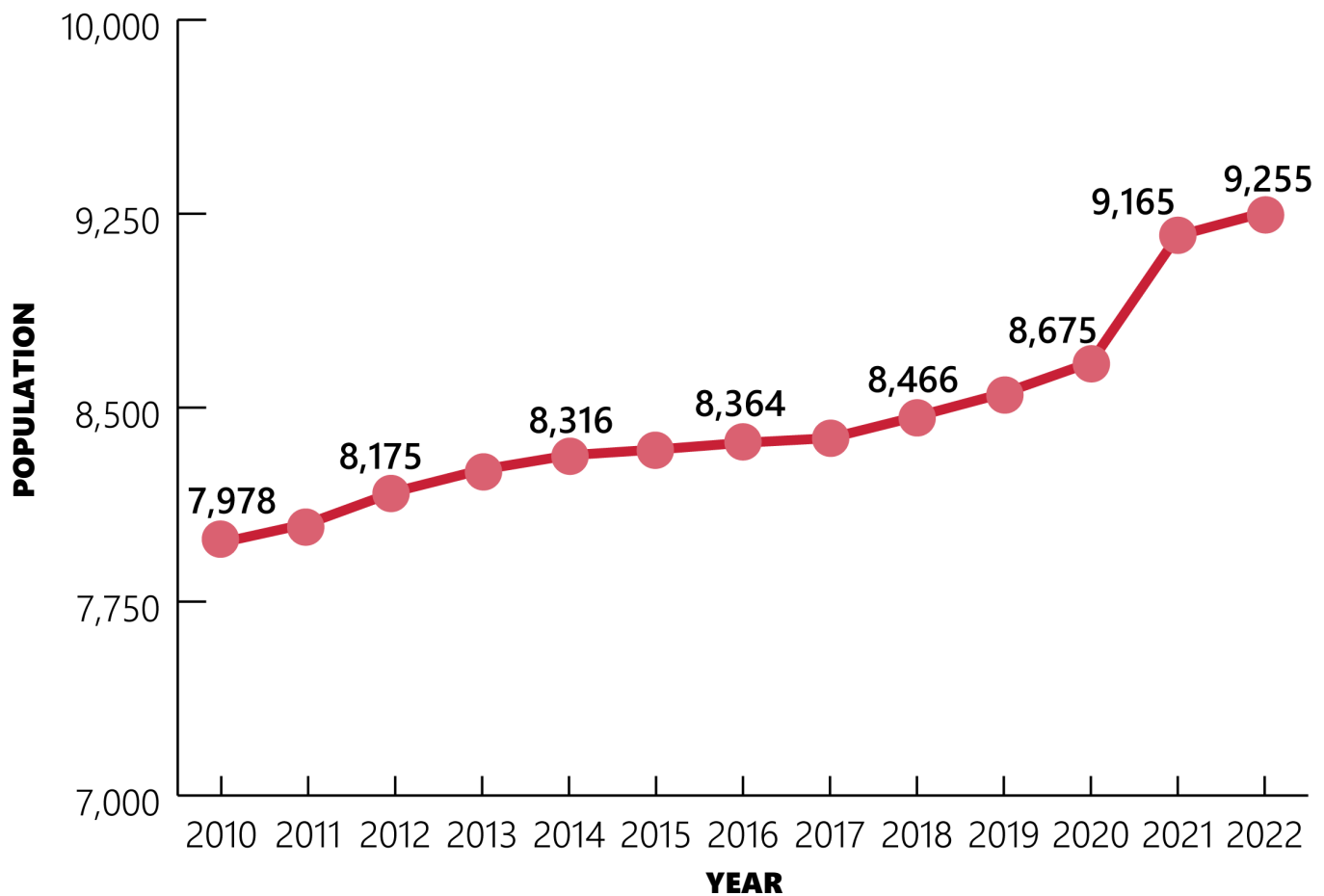
Harrison County Population Projections from WVU



Bridgeport Historic Census Population



	2020	2025	2030	2035	2040
Harrison County	65,921	64,341	63,244	61,739	60,478
		- 2.4%	- 1.7%	- 2.4%	- 2.0%
Taylor County	16,705	16,640	16,538	16,400	16,281
		- 0.4%	- 0.6%	- 0.8%	- 0.7%
Marion County	56,205	55,871	54,983	54,199	53,382
		- 0.6%	- 1.6%	- 1.4%	- 1.5%



Why did Bridgeport have a large uptick in population in 2020?

Possible explanations include:

- » Remote work and pandemic migration
- » Increased housing development at White Oaks and Charles Pointe
- » Growth in Aerospace and Healthcare Sectors
- » Desirable Quality of Life
- » Commercial growth due to available land, tax incentives, and proximity to major highways

Zillow Rental Market Overview

The price range for all bedrooms and property types is from **\$646 to \$2,300**

Median Rental Price over Time

In the last year, rent has increased by **\$475** compared to the previous year.



POPULATION BY GENERATION



6.6%

Greatest Gen: Born 1945/Earlier



22.7%

Baby Boomer: Born 1946 to 1964



20.4%

Generation X: Born 1965 to 1980



21.7%

Millennial: Born 1981 to 1998



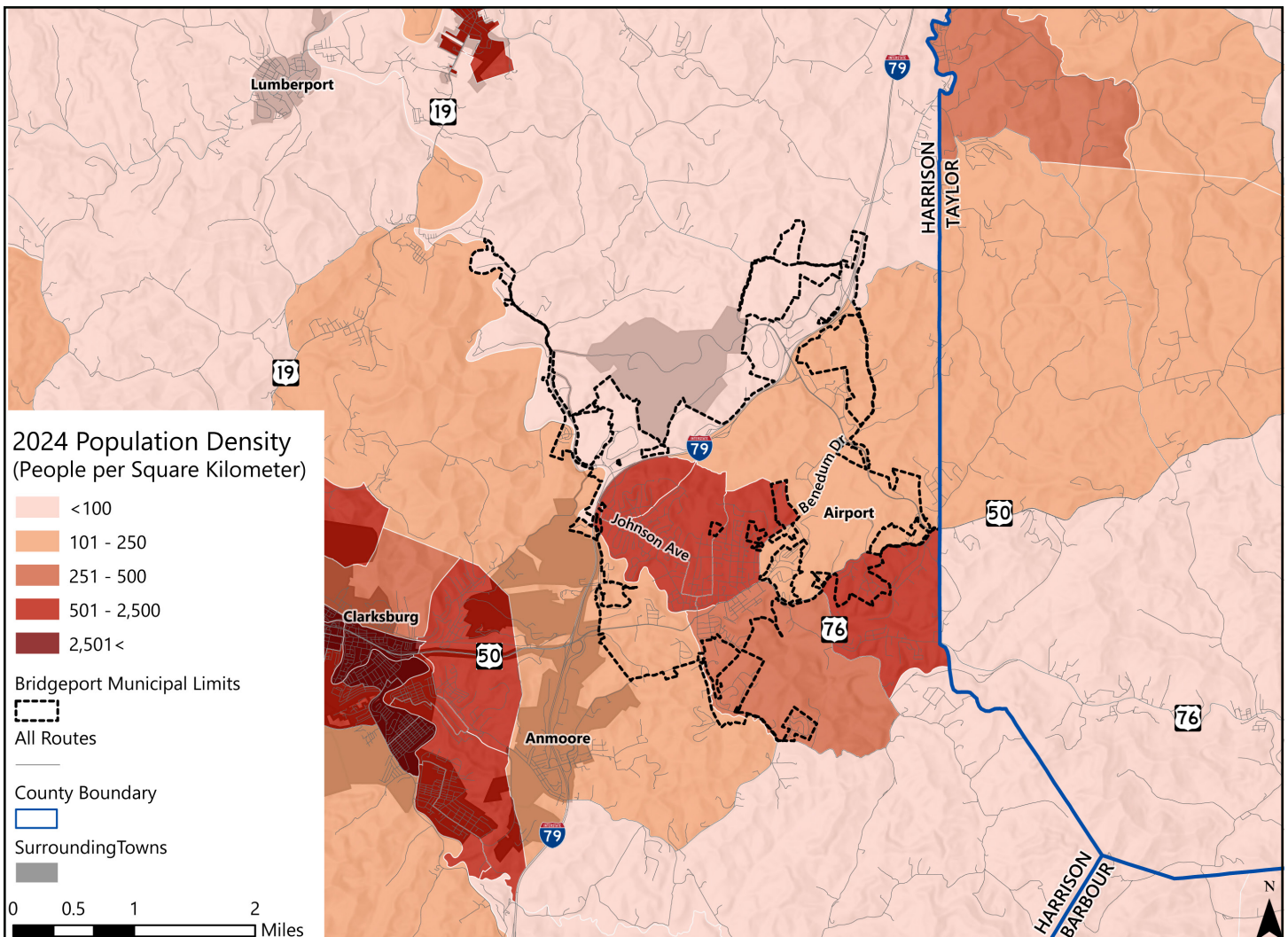
20.5%

Generation Z: Born 1999 to 2016



8.2%

Alpha: Born 2017 to Present



HOUSING

Bridgeport features a unique and dynamic housing market that reflects the City's steady growth, high quality of life, and appeal to families and professionals. The housing stock in Bridgeport comprises a mix of property types, including single-family homes, townhouses, and a smaller proportion of multi-family units. The market is largely characterized by its owner-occupied properties, with approximately 74.4% of housing units being owner-occupied, and 25.6% renter-occupied, its broad age of housing units, and a variety of housing styles.

Housing Characteristics

The City's housing stock reflects its suburban appeal, with many homes built in established neighborhoods that prioritize spacious layouts, well-maintained yards, and proximity to local amenities. The median year of construction for homes is 1974, highlighting a mix of older, character-filled homes and newer developments catering to modern tastes.

Vacancy rates in Bridgeport are relatively low, at 10.25%, underscoring the demand for housing in the area. Single-family homes dominate the market, and recent development projects in Charles Pointe and White Oaks have introduced more housing options, such as townhomes, to accommodate the City's growing population.

The map on page 46 displays the rate of housing growth in census block groups in and around Bridgeport between 2000 and 2020. As shown, the greatest amount of housing growth has been on the northeastern side of Bridgeport, particularly with new subdivisions coming into Charles Pointe. This

Major Tapestry Segments

ESRI uses data to develop detailed summaries of communities across the United States. These demographics are grouped into segments based on shared socioeconomic and lifestyle characteristics. While they are generalizations, these segmentations can help give insight into patterns at a neighborhood and community level and help us to better understand the needs of the community. The following segmentations were the most prominent in Bridgeport.

Midlife Constants

- » DIY enthusiasts that spend time on home improvement and gardening
- » Attentive to price but not at the expense of quality
- » Sociable, church-going residents belonging to clubs and charitable organizations
- » Contribute to arts and cultural, educational, health, and social service organizations
- » Traditional, not trendy

In Style

- » Married couples, primarily with no children or single
- » Average homeownership
- » College educated with high labor force participation rate
- » Affluent market with income supplemented by investments
- » Primarily single family homes in older neighborhoods, some townhomes
- » Attentive to price, they use coupons

Exurbanites

- » College educated, labor force is beginning to retire
- » More residents prefer self-employment or work from home
- » Consumers are more interested in quality than cost. They take pride in their homes
- » Sociable, hardworking, and physically fit
- » Larger market of empty nesters, married couples with no children
- » Primarily single family homes with a high value

significant rate of growth has also been experienced east of the City, in unincorporated areas of Harrison and Taylor Counties, as well as in Grafton.

Home Values and Market Trends

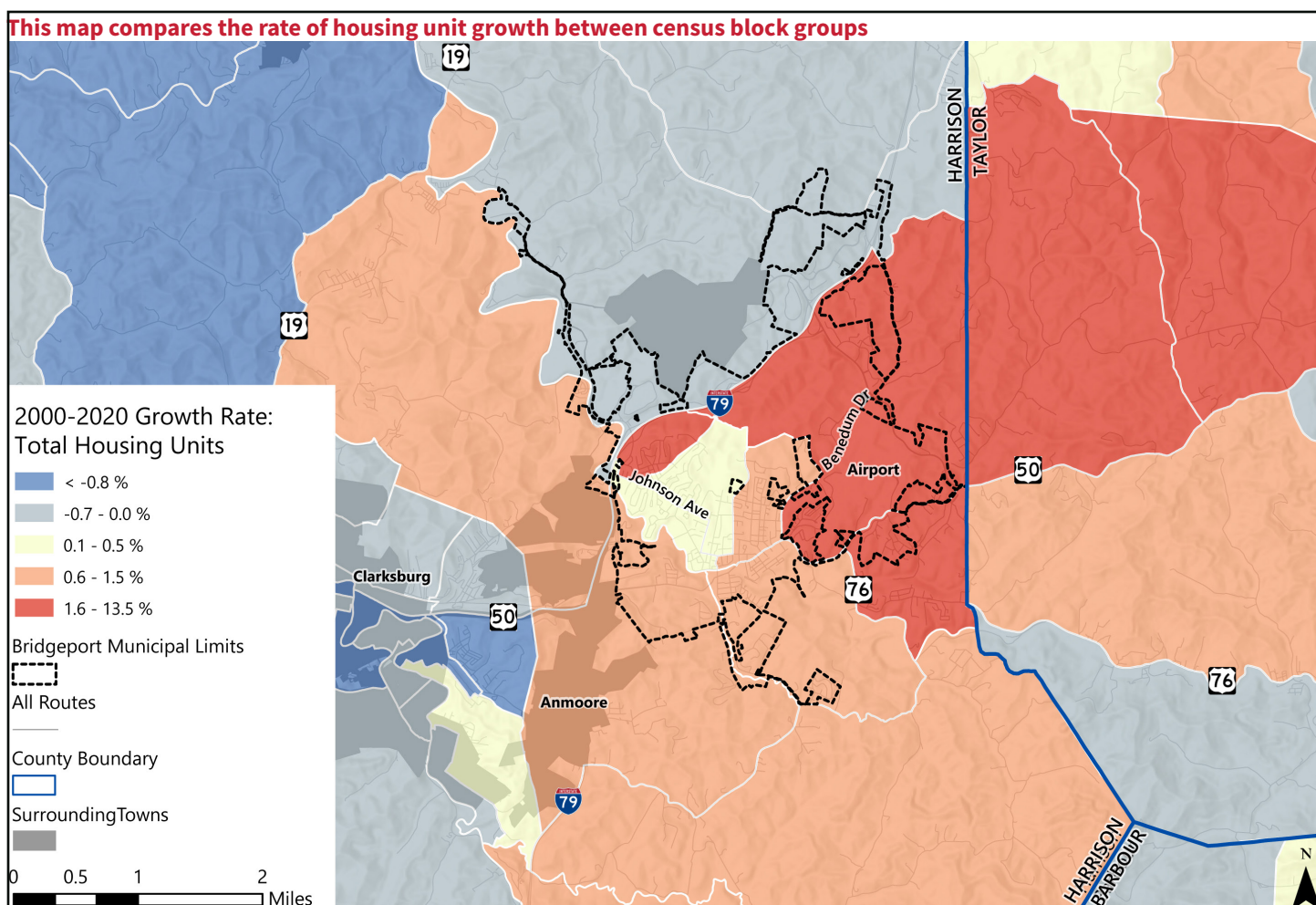
As of the 2019-2023 period, the median value of owner-occupied housing units in Bridgeport was \$276,700, significantly higher than the West Virginia state median of \$139,200. Recent trends indicate a slight softening in the housing market, with the median listing price for homes at \$321,450 in December 2024. This reflects a 4% month-over-month decrease.

Despite this decline, the market shows resilience, with a median price per square foot at \$164, indicating that homes in Bridgeport remain relatively competitive for buyers seeking value and quality.

Housing inventory has expanded recently, with 54 homes listed for sale in December 2024, a 38.5% increase from the previous month. The average listing age was 67 days, suggesting a moderately paced market with opportunities for both buyers and sellers.

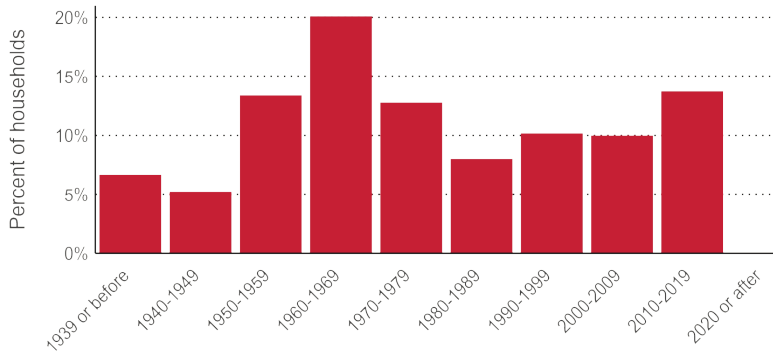
Rental Market

Bridgeport's rental market caters to professionals, students, and families. The median monthly rent is \$1,132, which is higher than the state median of \$658 and the national median of \$949. This premium reflects the City's desirable location, strong school system, and robust local economy. Rentals primarily consist of apartments and a limited number of single-family homes available for lease.

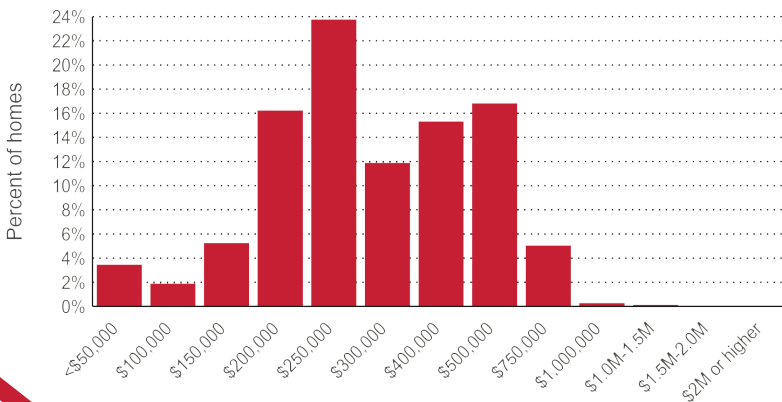


ESRI Community Analyst (2024) Bridgeport Housing Overview

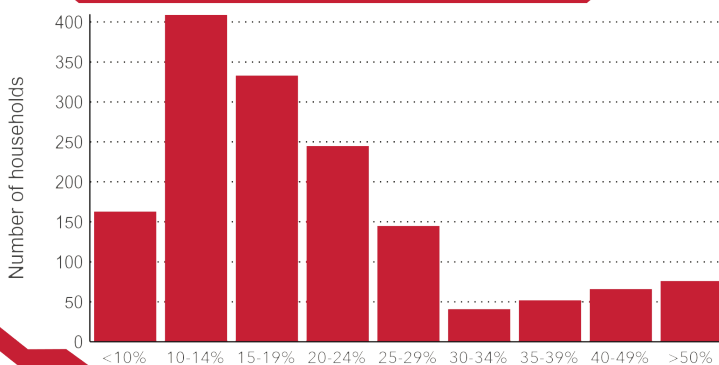
Year Property Built



Home Value



Mortgage as % Salary



Growth: What we heard?

"I feel fortunate to live in a part of the state that is growing.
Most of WV is not"

"Too much new housing... not enough space in our schools"

"The price of homes is out of control. Residents have little to no options for an affordable home" "No way to downsize for older people"

"Bridgeport is starting to look like a big city with apartments and townhomes on top of one another"

65% of survey respondents felt that the recent pace of growth in Bridgeport was **Just Right**

When asked what respondents valued most about Bridgeport

» **31%** of respondents ranked Sense of Community as their number one value (57% included it within their top 3)

When asked if the current housing options in Bridgeport meet their needs, **74.6%** of residents said yes!

PHYSICAL CONDITIONS

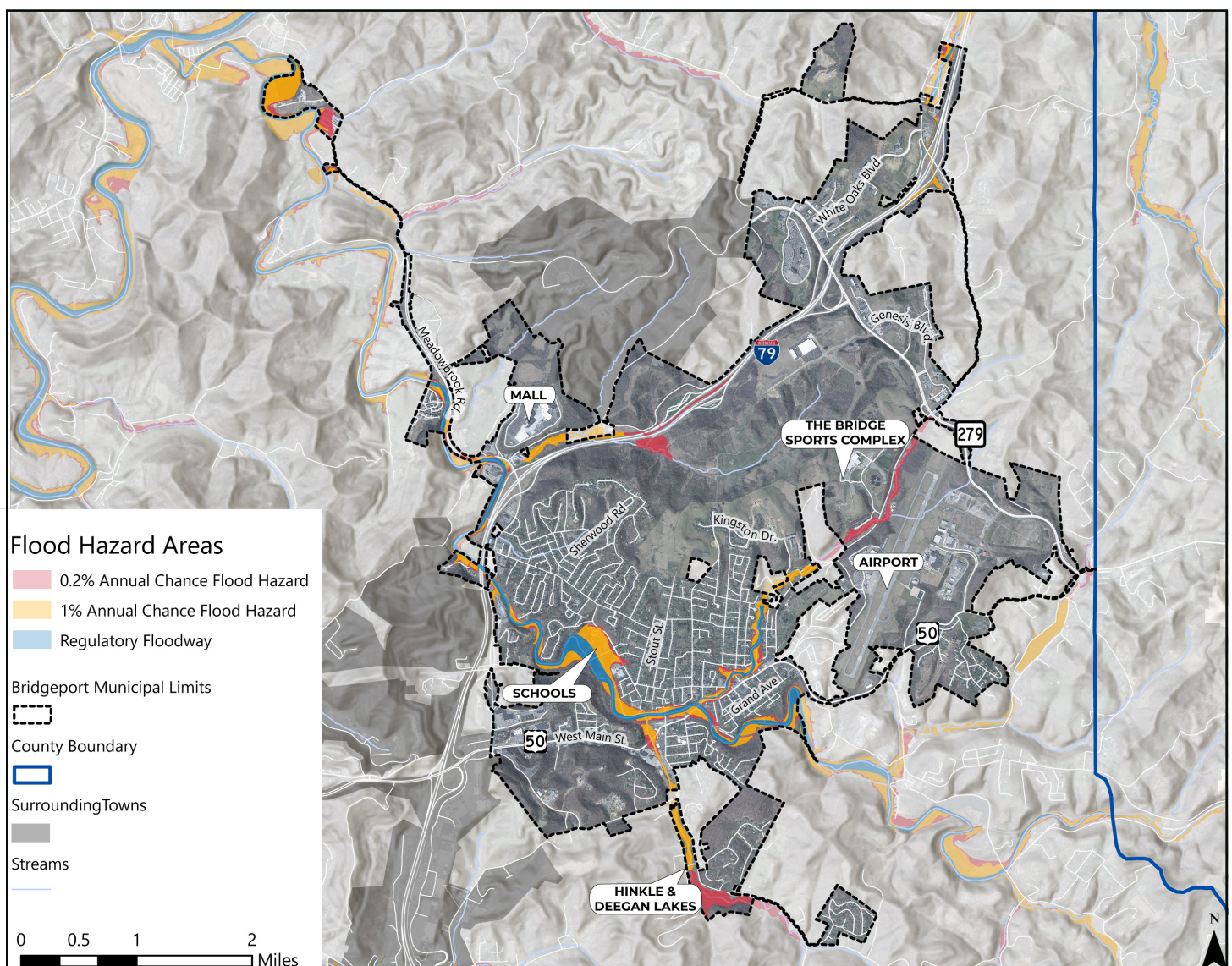
Environmental factors

Flooding

Bridgeport's flooding challenges stem from its proximity to Simpson Creek and its tributaries, as well as its position within a watershed prone to flash flooding. The following factors should be carefully addressed in planning efforts:

Floodplain Areas:

FEMA flood maps identify significant portions of Bridgeport within 100- and 500-year flood zones, and over 560 parcels are at least partially within a floodplain. These areas experience periodic flooding during heavy rainfall events, particularly along Simpson Creek, where backwater flooding and stream overflowing are common. Development in floodplains requires adherence to floodplain management strategies, such as raising structures above base flood elevations, incorporating flood-proofing measures, and maintaining undeveloped buffer zones.



Historical Flood Events:

Historical data indicates several severe flood events, including those resulting from hurricanes or tropical storm remnants, which bring prolonged heavy rainfall. The most significant floods in Bridgeport were in 1913, 1985, 2016, 2018, and 2023. The flood of 1985 was one of the worst natural disasters in West Virginia's history. It was caused by Tropical Storm Juan, which brought over 10 inches of rain, killing 47 people and damaging nearly 10,000 homes and 700 businesses; causing nearly \$700 million in damages across the State. Localized flash floods caused by intense thunderstorms have also caused property damage and disrupted infrastructure in urbanized areas. The 2016 flood was brought on by several rounds of thunderstorms and intense rainfall. Flash flooding contributed to 23 fatalities in the state. Record breaking rainfall struck the area again in 2023 especially in the North Central Region. Bridgeport was especially struck hard with sections of US 50 closing down and over 40 emergency calls. As flood events continue, the City will need to improve storm water and regulatory measures to protect its residents.

Stormwater Infrastructure Challenges:

Increased development has led to greater impervious surface coverage, which reduces natural infiltration and exacerbates runoff during storms. Existing storm water systems may not adequately handle peak flow during extreme weather events. Upgrades to storm water detention basins, culverts, and drainage networks are critical to reducing future flood risks. Additionally, incorporating green infrastructure such as bioswales, rain gardens, and permeable pavements can help alleviate runoff and support natural hydrology.

Steep slopes accelerate water runoff during heavy rain events, leading to potential flash flooding and



Flooding at Bridgeport High School, 2018

overloading of storm water systems. Incorporating terracing, contouring, and retention structures can help slow and capture runoff before it reaches downstream areas.

Riparian and Wetland Preservation:

Riparian zones along Simpson Creek and its tributaries play a critical role in flood mitigation by slowing water flow and providing natural storage during storm events. Wetlands also act as sponges, absorbing excess water and filtering pollutants. Unfortunately, much of the area along Simpson Creek has already been developed resulting in critical facilities such as Johnson Elementary School, Bridgeport High, Bridgeport Middle, Bridgeport Fire Department, Bridgeport Free Methodist Church, and the Wastewater treatment plant, being located in the 100 year floodplain. Extra attention should be given to the reconstruction of structures in these spaces to meet new floodplain requirements or consideration to relocate these facilities outside of danger. Stouts Run travels through Charles Pointe, however, plans include preserving space around the creek from development.

Weather Projections:

With climate projections indicating an increase

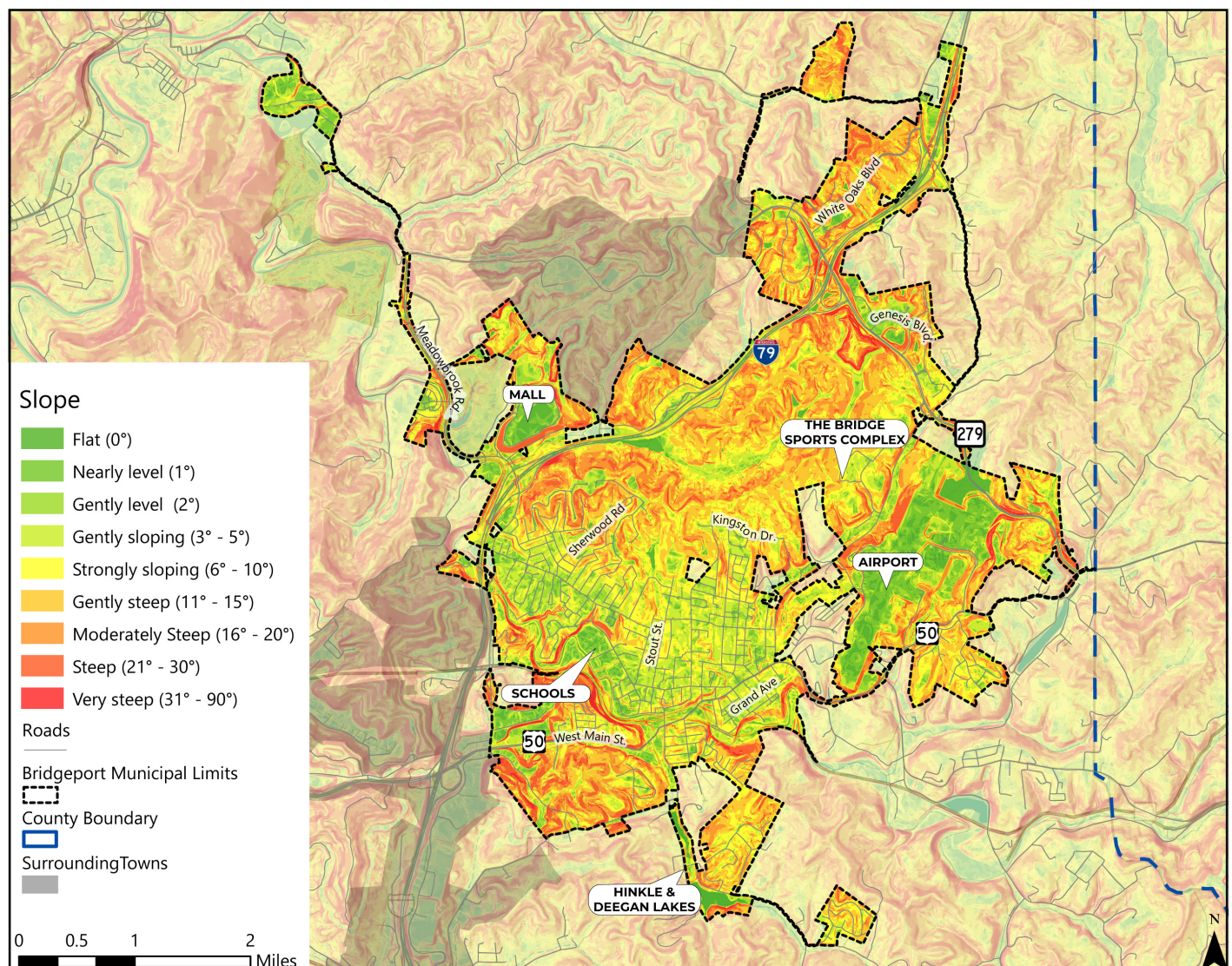
in the frequency and intensity of heavy rainfall events, flood risks are likely to grow. Planners must incorporate adaptive strategies, including increased storm water retention capacity, resilient infrastructure designs, and updated floodplain maps that account for changing precipitation patterns.

Bridgeport's rolling hills and varied topography present unique opportunities and challenges for development. Key considerations related to slopes and terrain include:

Steep Slopes (> 15%):

Areas with steep slopes are prevalent, particularly in the outlying portions of Bridgeport. These slopes present construction challenges such as soil instability, erosion risks, and higher grading costs. Development on slopes may require retaining walls, slope stabilization, and proper drainage to prevent landslides and runoff. Planners should encourage clustering development on flatter areas while leaving steeper areas undeveloped as open space.

Slopes and Terrain



Erosion Concerns:

The combination of steep slopes and development activity can exacerbate soil erosion, especially in areas where vegetation is cleared. Erosion not only destabilizes construction sites but also contributes to sedimentation, impairing water quality and aquatic habitats. Erosion control measures are essential for mitigating these impacts.

Suitability for Development:

Flatter terrain is more conducive to cost-effective development, while steeper slopes are better suited for conservation or low-impact uses such as hiking trails or parks. Geotechnical studies should be conducted before development to assess soil stability and foundation design.

Environmental Preservation

The natural environment in and around Bridgeport provides essential ecosystem services, including flood control, water filtration, and habitat for wildlife. Sustainable development should prioritize the preservation and integration of these natural features.

Riparian Buffers:

Maintaining and restoring riparian buffers along Simpson Creek and other waterways helps reduce flooding impacts, improve water quality, and support biodiversity. These buffers can be integrated into development plans as green corridors or parkland.

Forested Areas:

The wooded hillsides around Bridgeport play a significant role in preventing soil erosion, regulating water runoff, and maintaining local air quality. Development that minimizes tree removal and incorporates tree preservation ordinances can mitigate negative environmental impacts.

Green Infrastructure:

Incorporating green roofs, rain gardens, and permeable pavements into urban areas can reduce the burden on traditional storm water systems and provide additional environmental benefits, such as improved aesthetics and urban cooling.

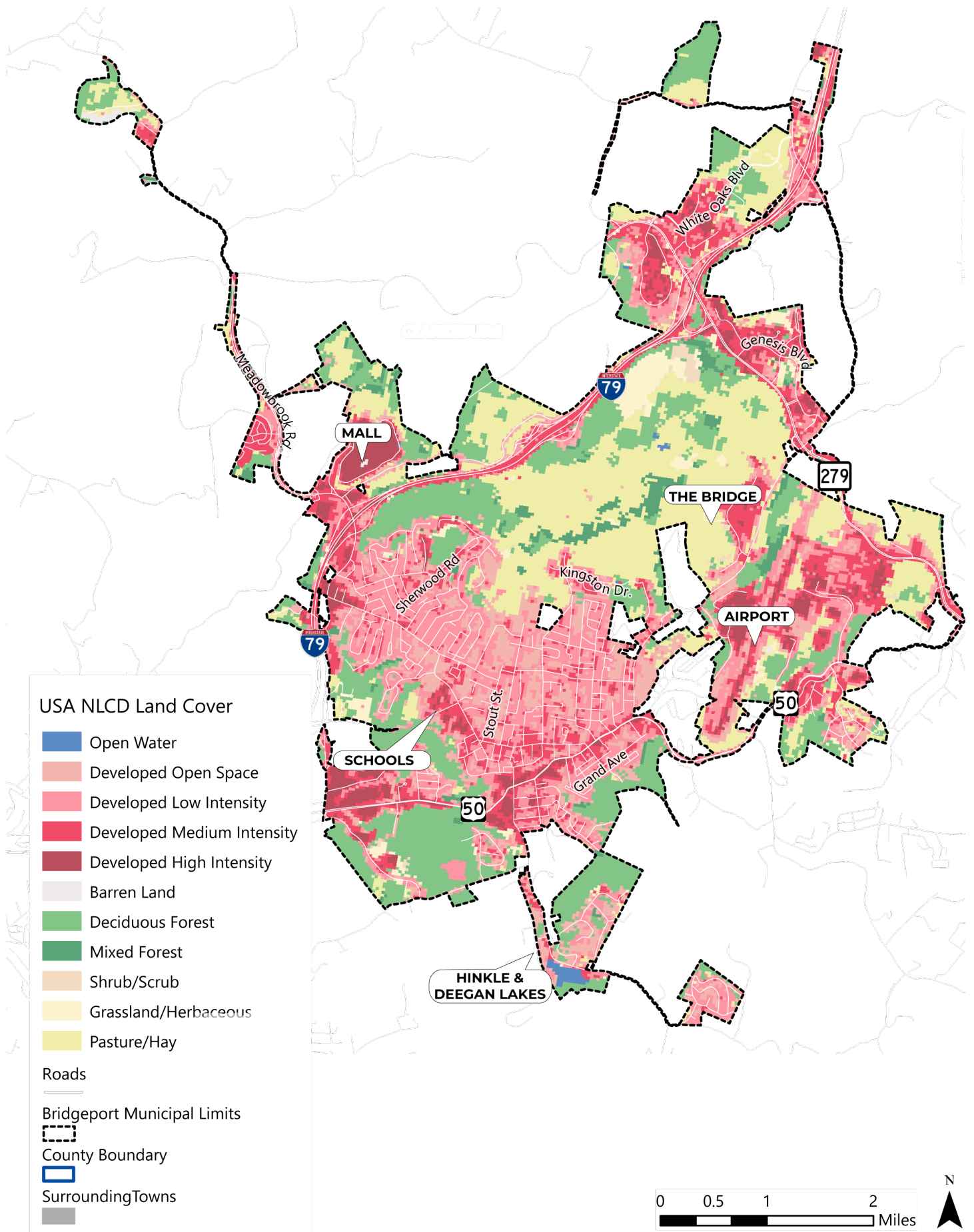
LAND USE

Land Cover

As the land cover map illustrates, the majority of development in Bridgeport is concentrated in the center of the City. Other hot spots for developed land include the airport, White Oaks, and the major highway and roadway networks. While most of Charles Pointe is currently forest and grassland, this area is slated for future development. After this, there will be a limited amount of undeveloped land within the City limits. However, there are still large undeveloped areas just outside the City limits that could support additional development in the future.

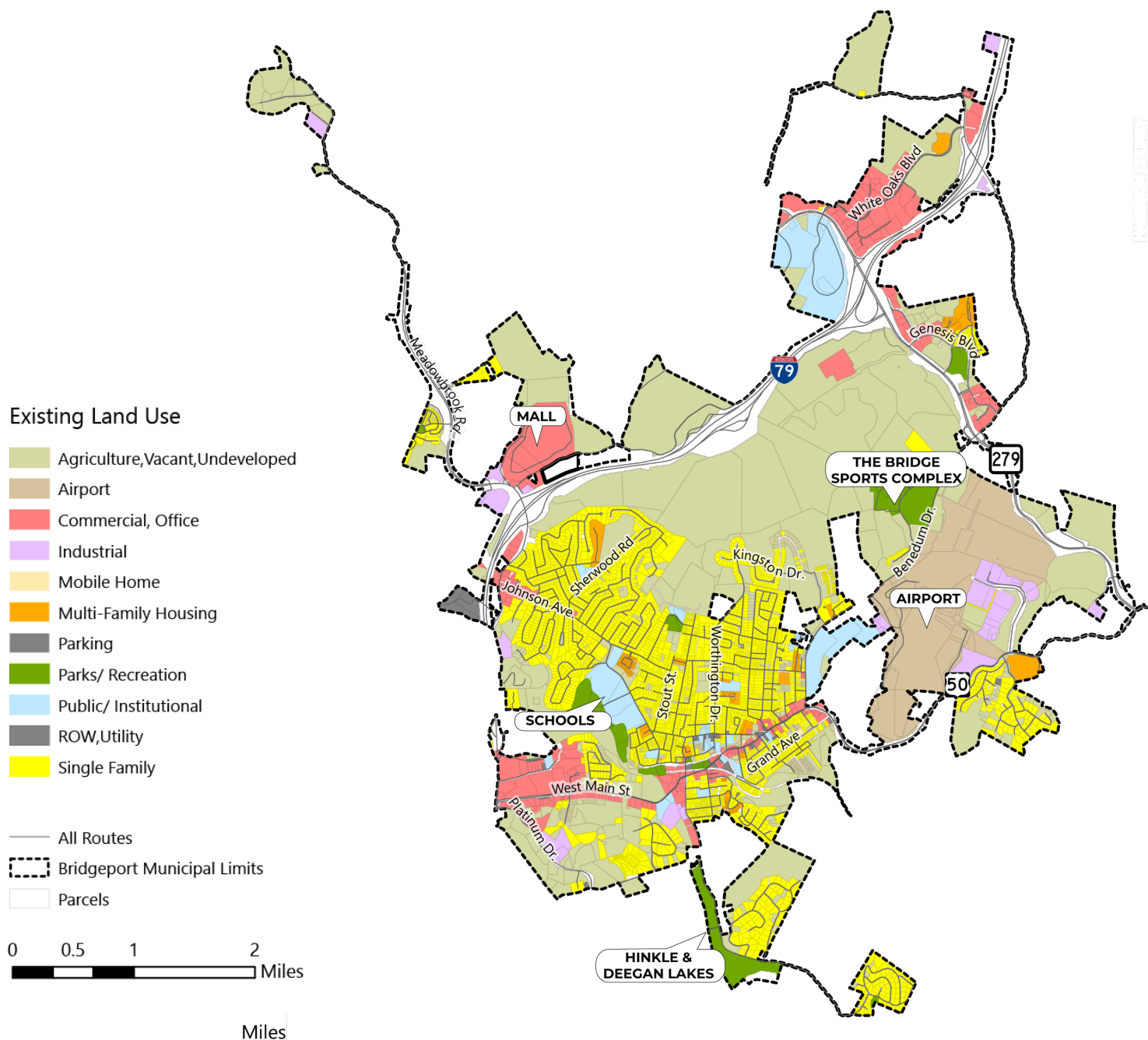
Land Use and Zoning

The City of Bridgeport encompasses approximately 10 square miles. Over 78% of the parcels within the City are residential uses, making up over 24% of the total land area. The largest portion of land area is vacant, undeveloped, or agricultural land currently but, as previously stated, the Charles Pointe development will convert most of this land to commercial and residential uses.



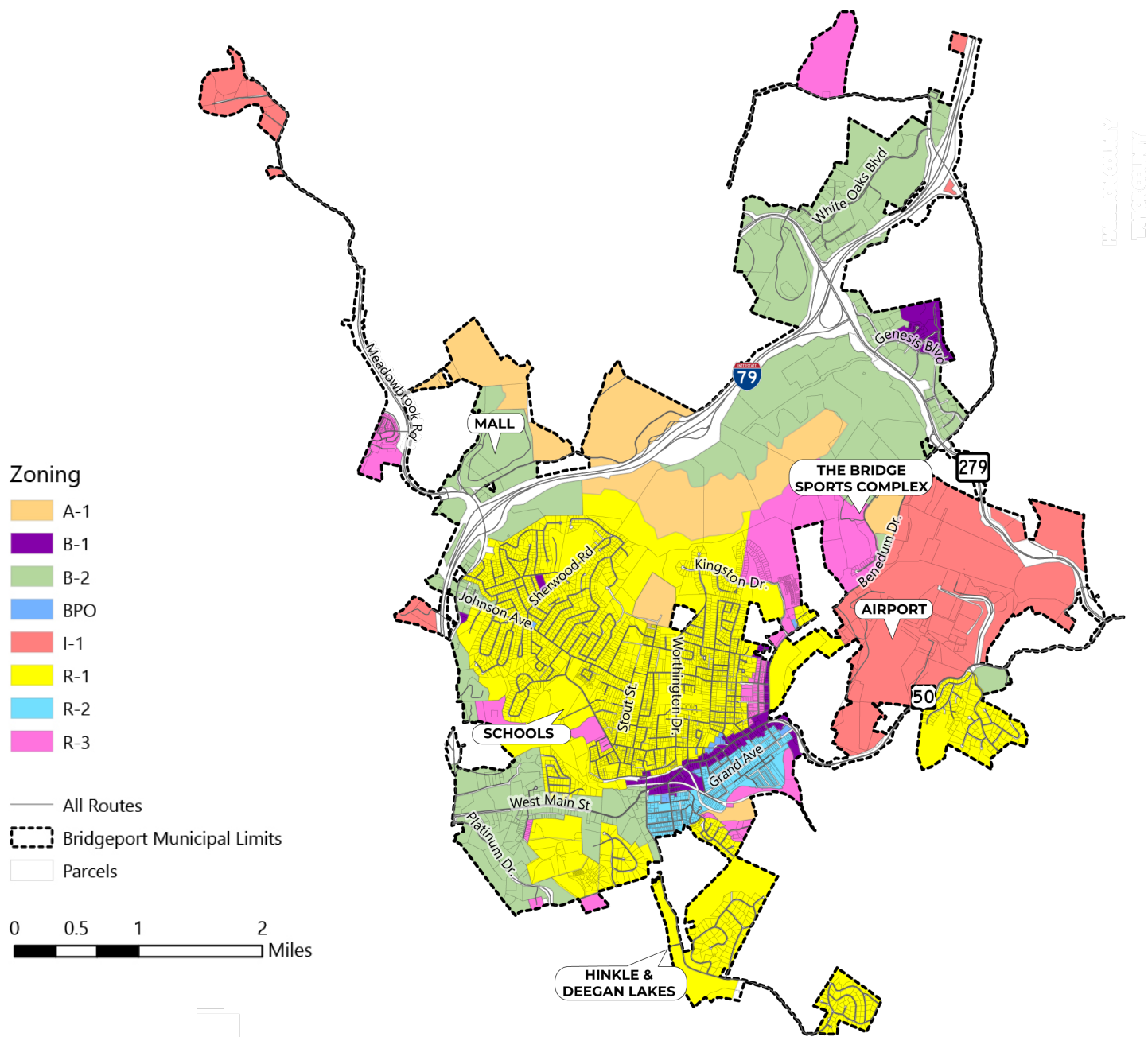
The North Central West Virginia Airport and compatible uses occupy 8.7% of the land area within only 0.7% of the parcels. The airport is also undergoing planned expansion and will likely expand its footprint in the City as it grows. While there are only a few parks within Bridgeport, some (such as the Bridge and Hinkle and Deegan Lakes park) are on large parcels and therefore occupy over 3% of the total land area in the City.

The existing zoning map for the City illustrates a more developed future for the City. There are 8 zoning districts currently outlined for Bridgeport. The majority of parcels in the City are zoned R-1, which supports single family residential development. 16% of parcels are zoned for higher density residential uses (R-2 and R-3), mostly south of Downtown Bridgeport and land around the Bridge Sports Complex.



Land around Stouts Run Creek is zoned for Agriculture to help preserve the water quality. However, the remaining land in Charles Pointe, along with White Oaks, is zoned for large scale commercial businesses. Only the airport and properties along Meadowbrook Road are zoned for industrial uses. The Future Land Use Map, highlighted in the introduction, establishes a future land use pattern that builds upon the existing land use, zoning, and anticipated future conditions.

The Future Land Use Map will guide rezoning and growth decisions over the next five to ten years. This will help align the current zoning with the goals and desired growth for the future of Bridgeport, promoting orderly growth, protecting natural resources, enhancing livability, and creating a predictable environment for both residents and developers.





3 Historic, Cultural, & Recreational Amenities

Maintaining and improving the City's many recreational and cultural amenities will be a primary focus on continuing to foster a high quality of life for residents. Expanding and marketing regional amenities will also assist the City in the growth of tourism, which provides a range of economic benefits.

Introduction

This section of the comprehensive plan highlights the historic, cultural, and recreational amenities that define the City's identity and enhance its quality of life. It explores the preservation of historic landmarks, the celebration of cultural heritage, and the development of recreational facilities that serve residents and visitors alike. By emphasizing the importance of these assets, this section outlines strategies to protect and promote the City's unique character, foster community pride, and support economic vitality through tourism and cultural engagement. Together, these amenities create a vibrant, connected community and contribute to the City's long-term sustainability and growth.

Where are we now?

HISTORY OF BRIDGEPORT

Nestled in the heart of North Central West Virginia, Bridgeport has a rich history that blends early frontier settlement, industrial development, and a thriving cultural heritage. Bridgeport was originally home to Cherokee, Iroquois, Seneca, Delaware, and Shawnee tribes. The first European settlers established came to the area in the late 18th century, the area served as a vital crossroads for pioneers heading west. Its name reflects the presence of an early bridge over Simpson Creek, which became a key transportation and trade hub for the region.

Bridgeport officially became a town in 1816 but did not incorporate until 1887. The town grew steadily through the 19th century, benefiting from its location along key transportation routes, including the Northwestern Turnpike. The arrival of the railroad in the mid-1800s further spurred economic growth, as industries such as coal mining and agriculture flourished. The first other major industries in the City were the West Virginia Pottery Company, Bridgeport Lamp Chimney Company, and the Master Glass Company.

In the 20th century, Bridgeport transformed into a vibrant suburban community, supported by advancements in aviation and energy production. The development of the North Central West Virginia Airport and the growth of nearby industries brought new residents and economic opportunities to the area.

Amenities

*Expanding on
Community Assets*



**GOAL 3:
Broaden
Community
Amenities**

**GOAL 4:
Attract and
Connect Visitors**

**GOAL 5:
Continue to Grow
Economic Base**

Bridgeport has also cultivated a rich cultural identity. The City is known for its strong sense of community. The City's public parks, arts programs, and educational institutions contribute to a thriving cultural scene that highlights the region's Appalachian roots while embracing modern innovation. Today, Bridgeport is a dynamic city that balances historical preservation with forward-thinking development, offering a welcoming and enriching environment for residents and visitors alike.

Historic Sites in Bridgeport

Bridgeport is home to several properties listed on the National Register of Historic Places, which reflect the City's rich cultural and historical heritage. These sites offer insight into the development of the area, its architecture, and the stories of the people who shaped the region. The National Register sites in Bridgeport reflect the City's growth and architectural diversity, from civic buildings to transportation infrastructure. They offer a glimpse into the historical development of the town, providing valuable connections to the region's past.

Whether you are exploring the Victorian buildings in the historic district or visiting the iconic arch bridge, Bridgeport's National Register sites provide a rich cultural heritage for residents and visitors alike. Here are the notable National Register sites in Bridgeport:

Bridgeport Lamp Chimney Company Bowstring Concrete Arch Bridge

The Bridgeport Lamp Chimney Company Bowstring Concrete Arch Bridge is a historic pedestrian bridge. Constructed in 1924, it was designed by Frank Duff McEnteer, a pioneer in the use of reinforced concrete for bridges and buildings.

This elegant bowstring arch bridge was built to connect the Bridgeport Lamp Chimney Company's glass plant to a warehouse across Simpson Creek, facilitating the transport of glass products via hand carts. The bridge measures 70 feet in length and 8 feet in width, with a centerline transom height of 10 feet above the deck.

Bowstring Concrete Arch Bridge- 1974



Oakdale - Today



Today, the bridge stands as the sole remnant of the original glassworks and its successor, the Master Glass Company, symbolizing the early 20th-century glass industry that once thrived in the area. Recognizing its historical and architectural significance, the bridge was added to the National Register of Historic Places on January 27, 1997.

Governor Joseph Johnson House

The Governor Joseph Johnson House, also known as “Oakdale,” is a historic residence located at 424 Oakdale Avenue in Bridgeport, West Virginia. Constructed in 1818 for then-state assemblyman Joseph Johnson, the house holds significant historical value as the home of the only governor of Virginia from the Trans-Allegheny region.

Originally built as a two story frame residence, Oakdale was remodeled around 1840 in the Italianate architectural style. The structure features clapboard siding and rests on a well-crafted cut stone foundation, indicative of the master stone masonry of the period.

Joseph Johnson’s historic residence, Oakdale, stands as a testament to his influence and the region’s historical heritage.

Amenities: What we heard?

“I’m concerned with the increase of commercial property we will have less and less greenspace.”

“A lot of people don’t understand the culture”

“Downtown needs ordinances on signage and design”

“We need to create some hipper spaces to draw people in and create entertainment or gathering opportunities for teens or young adults”

“There is nothing going on in this town anymore. There used to be boats to rent in the summer at the lakes, movies in the park, more events downtown.”

“We need a park that is dedicated to nature”

“Bridgeport has a downtown?”

53% of survey respondents would like to have better access to Trails

When asked their perception of the City’s aesthetic appearance, **58%** of respondents think it ***looks great!***

Benedum Civic Center

The Benedum Civic Center, located in Bridgeport, stands as a testament to the philanthropy of Michael Late Benedum, a prominent oilman and native of Bridgeport. In 1956, Benedum dedicated the center to his hometown, funding its construction as a gift to the community. The center is an enlarged replica of Benedum's family home, symbolizing his deep connection to Bridgeport.

Beyond its architectural significance, the Benedum Civic Center has long served as a hub for community events and gatherings. For instance, it has hosted Christmas parties since at least 1951, fostering community spirit and togetherness. Additionally, the center has been a venue for entertainment, as evidenced by events held there in the 1970s.

The establishment of the Benedum Civic Center reflects Michael Benedum's commitment to giving back to his hometown, enhancing the cultural and social fabric of Bridgeport.

Benedum Civic Center- Today



West Virginia Department of Arts, Culture, and History

Grants

The WVU department of Arts, Culture, and History offers several funding and grant opportunities to empower individuals, organizations, and communities to celebrate and preserve West Virginia's vibrant history, culture, and arts.



Arts Grants

Supporting visual arts, performances, and creative projects



Cultural Heritage Grants

Funding preservation efforts for historic sites, archives, and cultural resources



History Grants

Encouraging research and projects that explore and document West Virginia's rich history



Museums

The WVU Department of Arts, Culture, and History oversees and operates four historic sites and museums to protect and promote the State's rich culture and history.

West Virginia State Museum

Camp Washington-Carver

Grave Creek Mound Archaeological Complex

West Virginia Independence Hall

CULTURAL RESOURCES

Bridgeport has an emerging cultural scene enriched by local traditions, community engagement, and regional collaboration. The City takes pride in its cultural resources, which include public parks, community centers, historical landmarks, and a calendar full of annual events that bring residents and visitors together.

Cultural Resources in Bridgeport

- » Bridgeport Public Library: A hub for learning, cultural programming, and community events. The library offers resources for all ages, including book clubs, story times, and workshops.
- » Benedum Civic Center: This historic venue serves as a gathering place for cultural and recreational activities, hosting everything from art classes to community meetings.
- » Local Arts and Crafts: Bridgeport celebrates its Appalachian heritage through locally crafted goods available at markets and specialty stores.

Annual Events in Bridgeport

- » Summer Kickoff: The Associated Businesses of Bridgeport host an annual summer kickoff and food truck festival downtown.
- » Light Up Night: Each holiday season, Bridgeport kicks off the festivities with a tree-lighting ceremony, caroling, and a warm sense of camaraderie.
- » Bridgeport Farmers Market: Held seasonally, this popular event showcases local produce, artisanal goods, and live entertainment, creating a vibrant space for cultural exchange.
- » Sports Tournaments and Youth Activities: The City hosts numerous sporting events and youth programs, emphasizing community wellness and engagement.

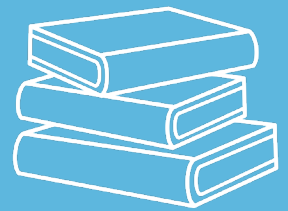
The Bridgeport Public Library

BY THE NUMBERS

The Bridgeport Public Library serves as a vital resource for the community, offering a wide array of materials, programs, and services.

Over **66,690** visitors in 2024

The library has a collection of over 58,000 books in a variety of genres



The children's collection has over 26,000 books!



Users of the library have access to more than 15,000 audio and visual materials including DVDs, Blu-rays, and CDs

Over **1,760** new library cards
from June 2024-January 2025

In 2024, 832 events were held for children, teens, families, and adults.

The library offers a range of programs for adults, teens, and children; including discussion groups, educational lectures, book signings, writing workshops, and more.



Bridgeport Farmers Market



Light Up Night Festival

Regional Cultural Resources and Events

Neighboring communities near Bridgeport also contribute to the region's cultural richness, offering opportunities for collaboration and tourism:

- » West Virginia Italian Heritage Festival: Held annually, this nationally recognized event celebrates Italian-American culture with music, food, and cultural exhibits, attracting thousands of visitors.
- » Clarksburg Amphitheater: Clarksburg's 2,000 seat outdoor performance venue hosts live concerts, movies, and events.
- » Robinson Grand Performing Arts Center: This historic theater, dating back to 1913 hosts a wide variety of productions and programs for all ages.
- » West Virginia Black Heritage Festival (Clarksburg): This event honors the contributions of African Americans to the region's history and culture through performances, food, and educational activities.
- » Fairmont's Feast of the Seven Fishes Festival: This holiday tradition highlights Italian culinary heritage and brings a festive atmosphere to the region.
- » Buckhannon's Strawberry Festival: A short drive from Bridgeport, this iconic event draws visitors with parades, pageants, and strawberry-themed festivities.
- » Cultural Institutions: Nearby universities, such as Fairmont State University, often host art exhibitions, theater productions, and lectures that enrich the cultural fabric of the area.

PARKS AND RECREATION FACILITIES

Bridgeport offers a wealth of parks and recreational facilities that enhance the quality of life for residents and visitors. These spaces provide opportunities for outdoor activities, fitness, and community events, fostering a strong sense of connection and well-being.

Local Parks and Facilities

- » City Park: A popular destination for families, City Park features playgrounds, picnic shelters, walking trails, and sports courts. Its central location makes it a hub for local events and outdoor gatherings.
- » Hinkle & Deegan Lakes Park: This scenic park includes two small lakes for fishing and kayaking, picnic areas, pickle ball courts, trails, and open spaces for recreation.
- » The Bridge Sports Complex: A state-of-the-art facility with an indoor pool, indoor sports fields and courts, fitness classrooms, meeting spaces, baseball and softball fields, soccer pitches, and walking trails. The complex hosts local and regional tournaments, making it a cornerstone of youth and adult sports. It also includes a recently added accessible playground!
- » Benedum Civic Center: While primarily a community center, the civic center organizes recreational programming, including fitness classes, art workshops, and youth activities. In the heart of downtown, it also includes an outdoor pool, tennis courts, a playground, and accessory recreational amenities. This site is the subject of an upcoming plan for improvements.
- » Compton Park: Tucked in a residential neighborhood, Compton Park is a community gem. This park includes a fitness trail, basketball court, play structure, wall ball court, picnic shelter, and restrooms.
- » Bridgeport Bark Park: A fenced in off leash dog park adjacent to Hinkle Lake.

Master Plan Option for Benedum Civic Center - 2022



Recreational Events

- » Seasonal Sports Leagues: Bridgeport organizes youth and adult leagues for sports such as baseball, softball, soccer, and basketball, fostering teamwork and healthy lifestyles.
- » Outdoor Movie Nights: Hosted in local parks, these family-friendly events bring the community together under the stars.
- » Fishing Derbies: Hinkle & Deegan Lakes Park hosts fishing competitions for residents of all ages, encouraging outdoor recreation and connection with nature.
- » Fitness Challenges and Walkathons: The City promotes wellness through community-wide fitness events held in its parks and trails.

Regional and State Parks Serving Bridgeport Residents

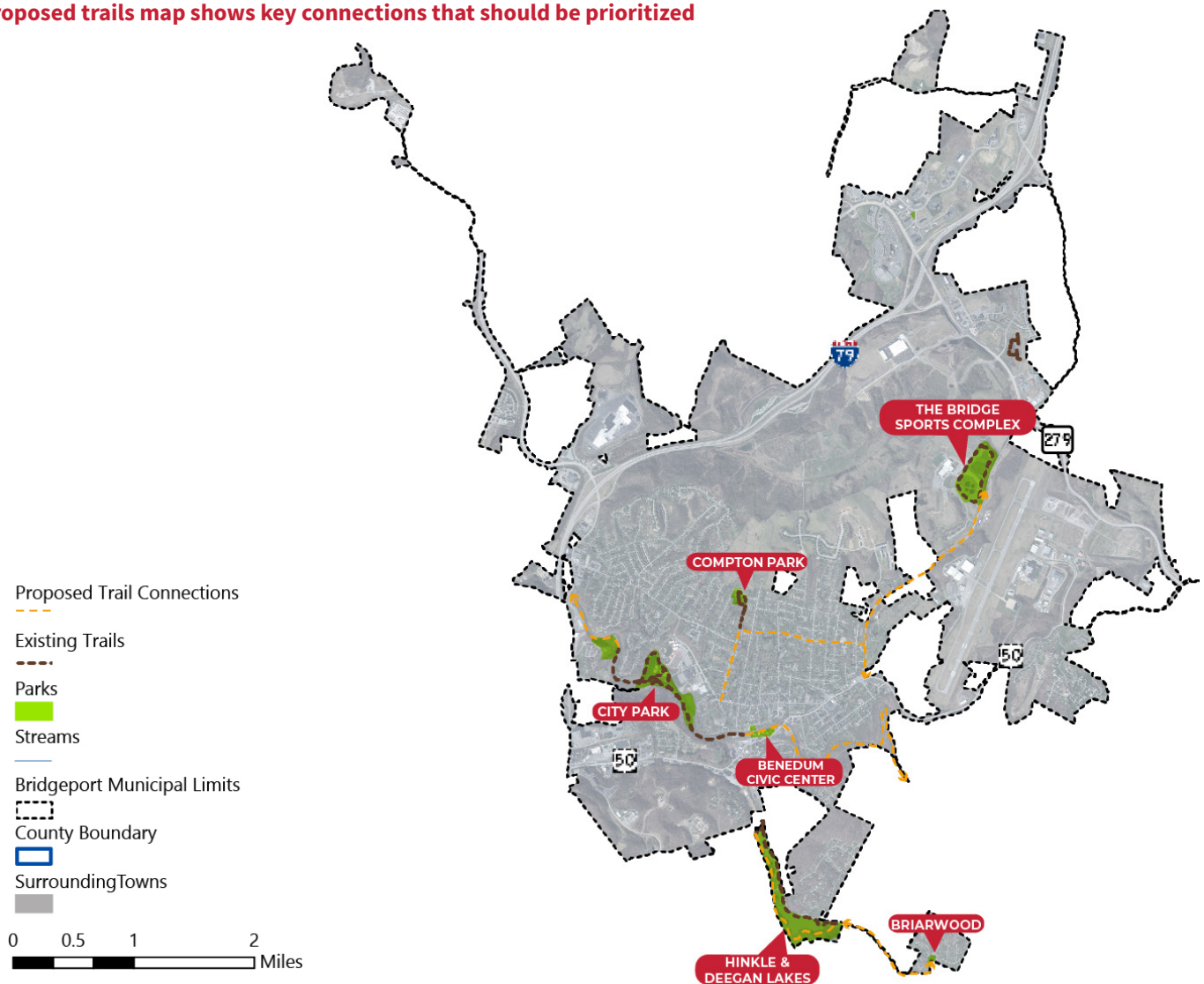
In addition to local amenities, Bridgeport residents enjoy access to nearby regional and State parks that offer extensive recreational opportunities:

- » Watters Smith Memorial State Park: Located just 20 minutes from Bridgeport, this park features hiking and biking trails, picnic shelters, and historical exhibits celebrating the region's pioneer heritage.
- » Tygart Lake State Park: A 40-minute drive from Bridgeport, this park provides boating, fishing, swimming, and camping opportunities. Its marina and lodge make it a favored destination for outdoor enthusiasts.
- » Stonewall Resort State Park: About 40 minutes away, this park boasts miles of trails, a championship golf course, and a picturesque lake for kayaking, paddle boarding, and fishing.



Compton Park- WV News

This proposed trails map shows key connections that should be prioritized



- » North Bend Rail Trail: This 72-mile trail stretches through Harrison County, offering scenic opportunities for hiking, biking, and horseback riding. It's part of the nationwide Rails-to-Trails network and is easily accessible to Bridgeport residents.
- » Monongahela National Forest: For those seeking more rugged outdoor adventures, this vast forest offers hiking, camping, and wildlife observation within a two-hour drive.

The map above illustrates proposed trail connections for the City to support in the coming years. Developing these will improve residents' ability to walk or bike between key attractions across

the City. The map also emphasizes potential regional connections which could be made to the larger network. Going forward, the City should require that development occurring along these routes set aside an easement or land to help facilitate the development of these trails.

The paths shown are preliminary, and may need to be changed as implementation begins. Connecting into the regional network in particular may pose challenges related to topography and existing infrastructure (i.e. an active railroad). As implementation begins, alternative routes may need to be considered.

COMMUNITY DESIGN

The City of Bridgeport, West Virginia, has established comprehensive building design and downtown regulations to ensure orderly development and maintain the City's aesthetic appeal. The Community Development Department oversees these regulations, administering the state and city building codes, zoning laws, planning initiatives, and property maintenance standards. This department collaborates with the City Manager, Mayor, and City Council to support economic development while preserving the quality of life for residents.

For detailed guidelines on building design and construction standards, the city has published the "Design and Construction Standards Code," which assists the public and development community in understanding the policies applicable to land development in Bridgeport. Additionally, the City's Codified Ordinances provide legal frameworks for building standards and permits, outlining the requirements for construction, renovations, and other building-related activities.

In 2023, the City initiated a substantial reconstruction project along the Main Street corridor. This initiative included the renovation of longstanding businesses and the removal of on-street parking to expand the sidewalks. The project, valued at over \$300,000, reflects Bridgeport's commitment to revitalizing its downtown area and supporting local enterprises.







Transportation & Economy

The City's economic standing and transportation system are both deeply connected and intrinsically important to Bridgeport's future. Moving forward, the City aims to both improve and grow both of these factors; improving the residents' quality of life while also attracting visitors to the community.

Introduction

This section of the comprehensive plan explores the critical relationship between transportation and the economy, highlighting how efficient and accessible transportation systems drive economic growth and community prosperity. It examines the ways in which transportation infrastructure connects people to jobs, businesses to markets, and goods to destinations, fostering economic activity and regional competitiveness. By examining challenges and opportunities, this section identifies ways to enhance mobility, improve connectivity, and support sustainable economic development.

Where are we now?

WORKFORCE ANALYSIS

Bridgeport, West Virginia, is a growing economic hub in North Central West Virginia, with a diverse economy supported by healthcare, energy, technology, education, and retail sectors. Its strategic location near Interstate 79 and North Central West Virginia Airport (CKB) makes it an attractive area for businesses and workers alike, contributing to a dynamic job market and high-quality workforce.

Job and Occupation Sectors

Bridgeport’s economy is driven by several key industries:

Energy and Aerospace:

The energy sector, particularly natural gas, plays a significant role, complemented by a strong aerospace industry anchored by companies like Pratt & Whitney and Aurora Flight Sciences. In fact, Pratt & Whitney is the second largest employer in the City, providing 450 jobs in 2024. Engine & Airframe Solutions, as well as the North Central West Virginia Airport were amongst the three businesses tied for the tenth highest employment in the City in 2024.

Healthcare and Social Assistance:

Major employers such as United Hospital Center and WVU Medicine provide a substantial number of jobs, offering opportunities in medical, administrative, and support roles. In Bridgeport, United Hospital Center is the largest employer, providing more than 2,500 associate jobs in 2024. Other medical centers, Meadowview Manor and Stonerise Bridgeport are also a major medical employer in the City.

Economy and Transportation

Contributing to a thriving economy and network



GOAL 4:
Attract and Connect Visitors

GOAL 5:
Continue to Grow Economic Base

GOAL 6:
Improve Transportation

Retail and Hospitality:

The City's retail corridor, including the bustling Charles Pointe development, offers numerous jobs in retail, dining, and hospitality. Connect Bridgeport lists 114 restaurants in the area and 47 retail establishments.

Professional and Technical Services:

Many residents work in government contracting and technology-focused roles, supported by Bridgeport's proximity to Clarksburg's FBI Criminal Justice Information Services Division. In fact, according to ESRI, there were 50 businesses employing 1,500 people in professional, scientific, and tech services in the City in 2024.

Education and Public Administration:

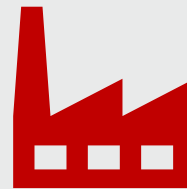
Local schools, including the Harrison County School District, and nearby higher education institutions such as West Virginia University, contribute to employment in teaching, research, and administration. Additionally, degrees in education and teaching near Bridgeport have been growing over the past 5 years, with 206 students completing these degree programs in the region in 2023.

County Economic Sectors

The primary economic sectors in Harrison County are only fairly reflective of employment in Bridgeport. Location quotients (LQs) are used to compare the concentration of specific industries or occupations in a region to a national average, with a value greater than 1 indicating a higher local concentration. According to the U.S. Bureau of Labor Statistics, the county has notably high ELQs in several occupations:

- » Natural resources and mining (2.24)
- » Construction (1.48)
- » Trade, transportation, and utilities (1.09)
- » Education and health services (1.08)

While mining and construction are not as prevalent in Bridgeport, there are several areas just outside the City which employ this type of work.



710
Businesses



11,001
Employees



17,327
Daytime Population

17.6 minutes

Average daily commute time for
Bridgeport workers

82.3%

Percentage of workers who drive alone
to work

9.4%

Percentage of workers who work from
home

Employment

While Aerospace, Healthcare, and Education are the leading employment industries in the City, over 11,000 individuals commute into the City for work. The majority of Bridgeport residents (32%) work in educational services, health care, and social assistance fields but a number of residents also work in public administration (13%), management (13%) and retail trade (7%).

Almost 63% of the population over 16 in Bridgeport is within the labor force, a measure of the population actively seeking work (either employed or unemployed). This is on par with the national average but above the average for the state (54%). However, only 1.8% of the population in the City is classified as unemployed which is far below the state's 4.5% and slightly below the county's 2.8%.

EDUCATION LEVELS AND JOB TRAINING

Bridgeport's workforce is well-educated, with 38.2% of residents holding a bachelor's degree or higher, compared to the State average of just 24.2%. This higher education level is bolstered by proximity to universities and colleges that offer specialized training in healthcare, engineering, and technology.

The labor force participation rate, or the portion of adults either employed or actively seeking employment, in the North Central West Virginia region is higher than the State average as well.

Job training and workforce development programs are available through regional partnerships and institutions:

Pierpont Community & Technical College:

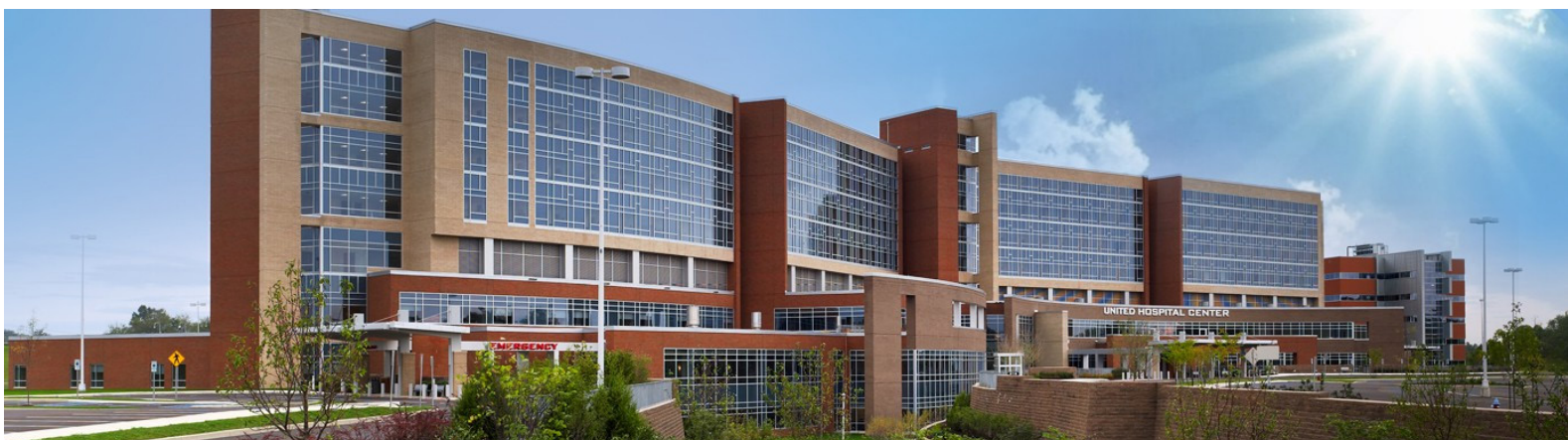
Offers programs in fields such as aviation, healthcare, and advanced manufacturing, addressing the region's workforce needs.

West Virginia Governor's Workforce Training Program:

Provides resources for businesses and workers, including apprenticeships and skills training for in-demand industries.

Workforce WV:

A State-run initiative offering career counseling, training, and job placement services.



Educational Attainment

Bridgeport boasts a highly educated populace, with over 49% of residents holding a bachelor's degree or higher, surpassing both state and national averages.

Only 3.6% of City residents do not hold a High School Diploma which is far below the national average of 10.2%.

Commute Data

The average commute time for Bridgeport residents is approximately 17.6 minutes, shorter than the state average of 27.7 minutes. The City benefits from well-maintained transportation infrastructure, with Interstate 79 and US Route 50, ensuring smooth travel to employment hubs.

Many residents commute to jobs in nearby Clarksburg, Morgantown, or Fairmont, with 60% of residents commuting 10 miles or less from the City. In terms of the City's workforce, more than 11,700 individuals who live outside the City commute into Bridgeport for work. Approximately 40% of workers in Bridgeport live within 10 miles of the City limits, but almost 18% live more than 50 miles from Bridgeport.

It is important to note that because of the proximity of the FBI Center (in Clarksburg) to the Bridgeport City limits, the commute data might be slightly skewed to include FBI employees as workers or residents of Bridgeport. However, the FBI Center was not included in ESRI's report of businesses in the City, so the skew is marginal.

Additionally, the North Central West Virginia Airport provides connectivity for business and leisure travel,

supporting the broader economic ecosystem. Some employers even use the airport as a form of their weekly commute into Bridgeport or the region.

Income

Incomes in Bridgeport are some of the highest in region and fastest growing in the State.

Income Quick Facts

- » Median Household Income: As of the 2018-2022 period, the median household income in Bridgeport was \$96,063. That's significantly higher than the State median of \$52,574.
- » Per Capita Income: During the same period, the per capita income in Bridgeport was \$52,676.
- » Poverty Rate: Bridgeport maintains a low poverty rate of 3.8%, compared to the State average of 16.0%, indicating a relatively affluent community.

Major Economic Drivers and Tourism

The City of Bridgeport has several attractions that help bolster the economy by bringing in visitors and providing resources for residents. The Bridge Sports Complex alone attracted one million visitors last year. Many of these visitors who were attending a sporting tournament also contributed to the economy by eating in Bridgeport's restaurants and staying in one of the City's hotels.

In fact, for a small city, Bridgeport is home to a number of hotels (10!). These are all clustered along the interstate, also benefiting from travelers cutting across the State.



White Oaks Development Plan

The North Central West Virginia Airport is also a major economic contributor. In addition to its existing economic impact, the area has 83 acres of flat, developable land to attract new businesses and workforce development training. Fairmont State currently operates a flight school on the property which helps to encourage growth and job training in this sector.

Other major Aerospace industry drivers include:

- » Aurora Flight Sciences: advanced robotic manufacturing at airport
- » Pratt & Whitney: jet engine maintenance facility, employing hundreds at the airport
- » Mitsubishi Heavy Industries: aircraft maintenance, repair, and overhaul (MRO) at airport
- » Secondary jobs in logistics, supply chain, service sectors

In the healthcare space, the United Hospital Center continues to drive economic growth as one of the largest employers in the region and a central healthcare hub for the County and surrounding areas. Healthcare is one of the most stable and growing industries in Bridgeport and is expected to continue to grow in the coming years, especially as UHC expands its services and facilities. The City's aging population, combined with regional health care demands suggests more health care facilities and practices could emerge to meet growing needs.

Other major economic drivers include the following developments that are underway in the City:

- » Charles Pointe: \$1.5 billion mixed-use community spanning over 1,700 acres along the I-79 high tech corridor
- » White Oaks: The 470 acre mixed use business park on the north edge of the City has brought a number of hotels, restaurants, and office space. Phase I is mostly complete and Phase II was recently approved.

Outside of Bridgeport, there are numerous nearby attractions that can bring visitors to stay and dine within the City. Some of these include: Lambert's Vintage Wines, Audra State Park, Tygart Lake State Park, Valley Falls State Park, Watters Smith Memorial State Park, and Stonewall Jackson State Park.

Workforce Attraction

Bridgeport, West Virginia, faces challenges in attracting and retaining a younger population due to a mix of economic and geographic factors. The City's job market is shaped by specialized industries, such as aerospace, healthcare, and energy, alongside a service sector that may not provide a wide range of opportunities for young professionals. This limited employment landscape can make it difficult for recent graduates and early-career workers to establish long-term roots in the area.

Housing affordability is another concern, as average home values in Bridgeport may be out of reach for many young families looking to settle down. Without accessible housing options, younger residents may be drawn to more affordable areas. Additionally, Bridgeport's location, while offering a strong local economy, is not proximate enough to major metropolitan

areas to make commuting a viable option for college-aged individuals and young professionals seeking broader educational or career opportunities. These factors combined make it challenging for Bridgeport to attract and retain a younger demographic.

Regional Economic Base

North Central West Virginia has been one of the few economic regions in the state to experience steady growth over the past decade. However, its post-pandemic recovery has lagged slightly behind the statewide average. During the pandemic, Harrison County payrolls dropped by nearly 5,000 in the initial phases. Since then, it has rebounded by more than 4,000 as of the second quarter in 2022. According to the West Virginia Bureau of Business and Economic Research, the region is expected to continue growing, though with increasing economic uncertainty.

Within the region, natural gas output has grown rapidly and regional coal production has trended

Top 10 employers in Harrison County

- 1 U.S. Federal Bureau of Investigation
- 2 WVU Medicine
- 3 Harrison County Board of Education
- 4 U.S. Department of Veteran Affairs
- 5 Walmart
- 6 Penney Opco LLC
- 7 Pratt & Whitney Engine Services, Inc.
- 8 Monongalia Power Company
- 9 Eastern Gas Transmission and Storage
- 10 West Virginia Division of Highways

lower.

Harrison County stands out as having the highest per capita income in the region. However, in the coming years, its employment growth is not expected to keep pace with that of Monongalia and Preston Counties, which are projected to see stronger job expansion.

Economic Growth and Projections

Employment Growth:

According to the WVU Economic Outlook Report for 2023-2027, the North Central region, including Bridgeport, is expected to experience employment growth at an annual rate of 0.6% through 2027, outpacing the State's overall projected growth rate of 0.3%.

As noted earlier, regional demographic trends have shown an increase of 25,000 people since 2000 with a younger and higher education population than the rest of the state, projecting a continued growing labor force. West Virginia University

Sector-Specific Projections:

Manufacturing: Anticipated to grow at the fastest rate during the forecast period, with recent development announcements suggesting recovery of jobs lost in previous years.

Healthcare:

Continued expansion is expected, led by institutions like WVU Medicine, reinforcing the sector's role as a key driver of regional growth.

Unemployment Trends:

The unemployment rate in the region is projected to remain low in the coming years, staying below the statewide average throughout the forecast period.

North Central West Virginia Economic Outlook

KEY TRENDS & PROJECTIONS FOR GROWTH



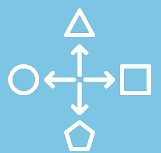
West Virginia's Gross State Product is projected to reach **\$83.6 billion** in 2024, a decrease from \$99.5 billion in 2023

West Virginia has become the nation's fifth-leading producer of natural gas with significant output growth since 2016



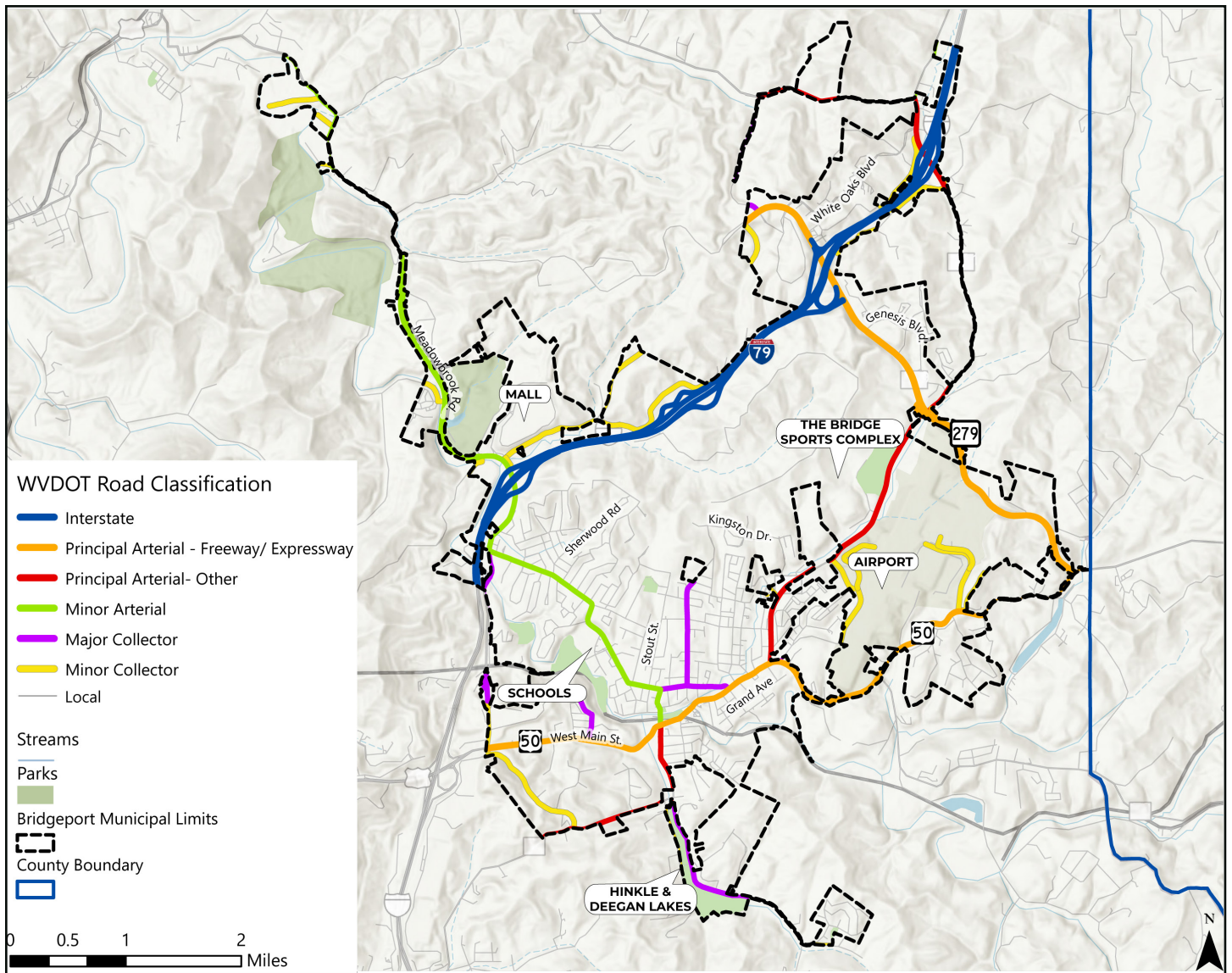
The manufacturing sector is expected to add jobs at an above average pace over the next 5 years with diversification into new industries such as clean-tech manufacturing

Economic performance is expected to remain variable across West Virginia's counties. Nearly half of the state's counties are projected to lose jobs or record minimal job growth over the next five years, with the highest rates of job growth anticipated in the northern counties.



Income Growth:

Real per capita personal income in North Central West Virginia is expected to increase at an annual average rate of more than 1.7% between 2022 and 2027, aligning with State and national growth rates.



Philadelphia Ave



TRANSPORTATION

Bridgeport has a well-connected road network that serves as a key transportation hub in the region. Located at the intersection of major highways and roadways, the City benefits from its accessibility to neighboring towns and cities, making it a central node in North Central West Virginia.

Road Network

There are just under 120 miles of roadway in the City limits. The Federal Road Classification system is used to categorize roads based on their function and role within the overall transportation network. This system helps prioritize planning, funding, and expected traffic.

Interstates are high capacity roadways designed for long distance travel and high speed traffic, connecting states and major cities. There is only one interstate in Bridgeport:

Interstate 79:

This major north-south interstate runs directly through Bridgeport, providing quick connections to cities like Morgantown to the north and Charleston to the south. I-79 is a vital corridor for both regional travel and commercial transportation.

Principal arterials are major roadways that carry large volumes of traffic over long distances, often serving as urban thoroughfares. There are four principal arterials in Bridgeport:

U.S. Route 50:

Also known as George Washington Highway in the region, U.S. Route 50 runs east-west through Bridgeport. It connects the City to Clarksburg to the west and Grafton to the east, serving as a significant thoroughfare for commuters and local traffic.

Transportation: What we heard?

"Better traffic flow during business hours. Maybe an additional lane or better timed lights during those hours"

"Bus lines are not reaching areas they need to, people walk 6-10 blocks to catch the bus"

"Not all children have transportation to the Bridge"

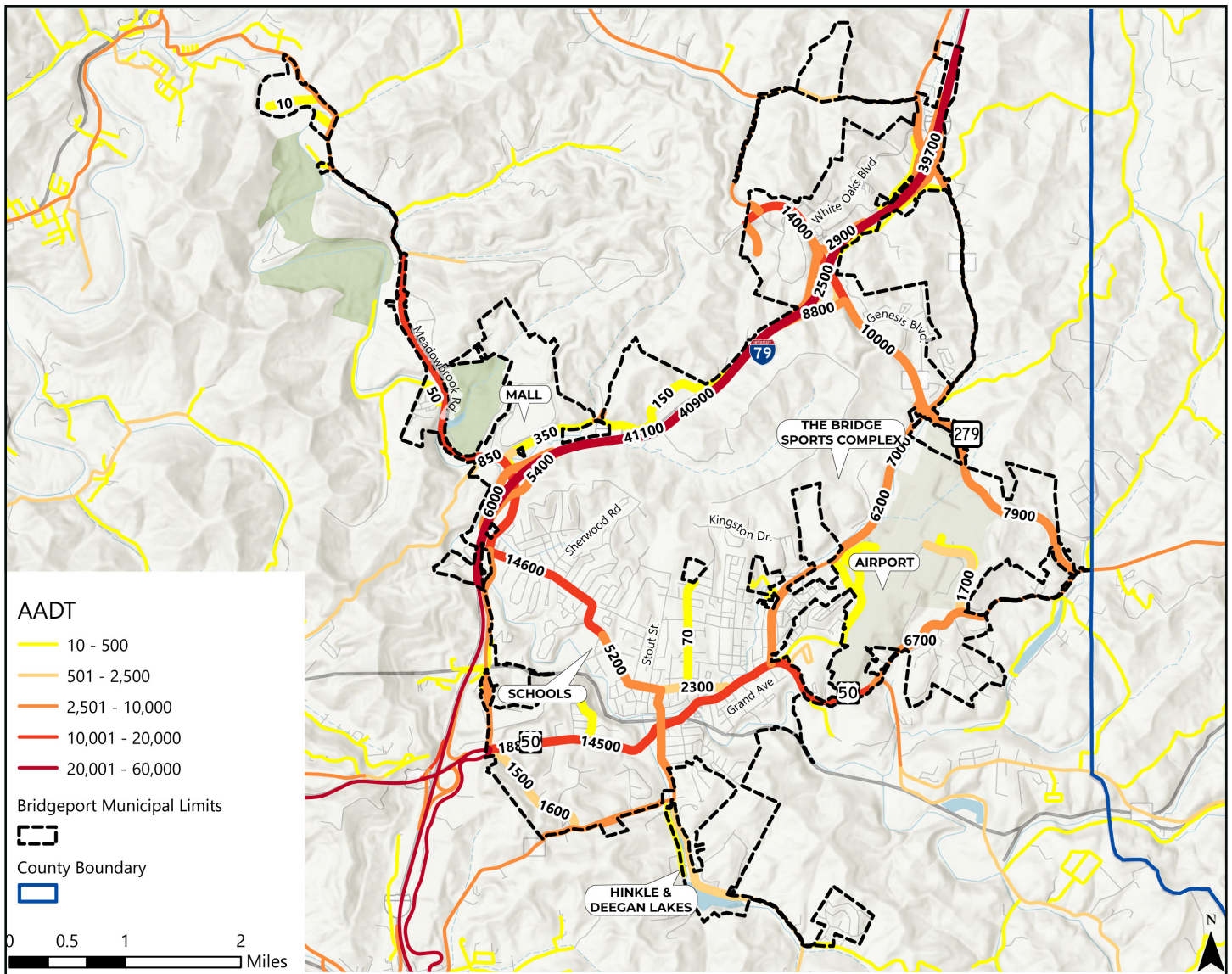
"Big trucks on main street/50 take away from small town charm"

When asked what issues were of concern to you today:

- » **46%** of respondents said traffic and road safety was their number 1 concern

When asked if they would like "better access to any of the following types of transportation":

- » **53%** want trails
- » **51%** want sidewalks
- » **38%** want bike lanes
- » **37%** want better roads



US Rt. 50- Main St



US 279 by I-79



U.S. Route 279:

U.S. Route 279, also known as Corridor D, is a short but significant highway located in Bridgeport. It serves as a key connector between Interstate 79 (I-79) and the North Central West Virginia Airport (CKB), as well as nearby commercial and industrial areas. The road facilitates access to critical hubs such as the Charles Pointe development and White Oaks, which includes residential, retail, and business spaces, and the United Hospital Center.

Virginia Avenue:

Virginia Avenue runs through the heart of Bridgeport's downtown area, serving as a central artery for local businesses, government offices, and residential neighborhoods. It is a prominent street that reflects the City's historic charm while accommodating modern transportation needs.

Benedum Drive:

Benedum Drive, also designated as WV-131, serves as a vital connector between Bridgeport and key regional destinations. It provides direct access to the North Central West Virginia Airport (CKB) and intersects with major highways such as Interstate 79 (I-79).

Other key routes are designated as collectors and minor arterials, which provide vital connections to amenities and larger arterials.

Traffic

As indicated in the community survey, traffic is a large issue for residents in Bridgeport.

As expected, roadways with the heaviest traffic flow include Interstate 79 and US 50. Johnson Avenue, off of Interstate 79, also has heavy traffic, with over 14,000 average daily trips. This drops down to only 5,200 as Johnson Avenue turns onto W. Philadelphia Avenue into Downtown, as cars turn off into surrounding neighborhoods. Residents have expressed concerns over congestion on this segment, especially around school hours. Unfortunately, due to the nature of the road being only two to three lanes, the concentration of schools at the same location, and the inability to widen this road within the dense neighborhoods makes it a difficult challenge for the City to address.

Air Travel

The North Central West Virginia Airport (CBK) is located on the east side of Bridgeport. The airport is the fastest growing commercial service airport in the State, with daily service provided by United Airlines, Allegiant Airlines, and Contour Airlines. The Mid-Atlantic Aerospace Complex (MAAC) is located at the airport and is comprised of aviation and aerospace industry leaders, including Fortune 500 companies that provide first-class innovation, development, maintenance, and other services for the aerospace industry. Additionally, aerospace industry training is provided on site, including an FAA-certified Part 147 Aviation Maintenance Technician School through Pierpont Community & Technical College and an FAA-certified Part 141 Professional Flight programs through Fairmont State University.

The airport is classified as a commercial service airport in West Virginia; one of seven in the State. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the State. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including general aviation (GA).

The North Central West Virginia Airport is currently undergoing an expansion via a new terminal building. The 50,000 square foot facility is expected to open in October 2025. A combination of the airport's new terminal building and the associated growth in the local aerospace industry are expected to add nearly \$428 million in annual economic activity to the State's economy, which is expected to generate \$587 million in total annual economic impact once secondary suppliers are factored in (WVNews).

Airport Economic Impact



Jobs generated: 2,345



Payroll: \$168,177,000



Value Added: \$295,704,000



Business Revenue: \$775,448,000

* West Virginia Aviation Economic Impact Study 2020

Freight

In 1857, the Bridgeport Subdivision opened as a segment of the Northwestern Virginia Railroad. The line crosses through the City on its way west from Grafton to Clarksburg. The Bridgeport Subdivision is still in operation today under CSX. Additionally, the Twin Eagle Sand Logistics in Bridgeport is served by this rail line.

Baltimore and Ohio Railroad Tracks in Bridgeport - 1912



PEDESTRIAN ENVIRONMENT

The pedestrian network in Bridgeport reflects the City's ongoing commitment to creating a walkable and connected community; though there are areas for growth to meet the needs of its residents fully. The network is characterized by sidewalks, trails, and pedestrian-friendly spaces that link neighborhoods, schools, parks, and commercial areas.

Sidewalks:

Bridgeport has a growing network of sidewalks, particularly in residential neighborhoods and along major roads. Many newer developments, such as those in the Charles Pointe and White Oaks areas, include sidewalks to promote walkability. However, older neighborhoods and roadways may lack continuous sidewalk coverage, creating challenges for pedestrians.

The sidewalk map on the following page highlights the location of existing sidewalks in Bridgeport. The majority of the sidewalks are located in and around Downtown, as well as in the Charles Pointe and White Oaks Developments. The City's Design and Construction Standards Code generally requires sidewalks for all new developments, with specific

recommendations based on proximity to schools, parks, and commercial areas. However, the City is working to also expand sidewalks in older and existing developments. Priorities for the City should include connecting existing gaps in the sidewalk network and creating connections between neighborhoods, schools, and the Bridge, to ensure safety for children in the City.



Trails and Greenways:

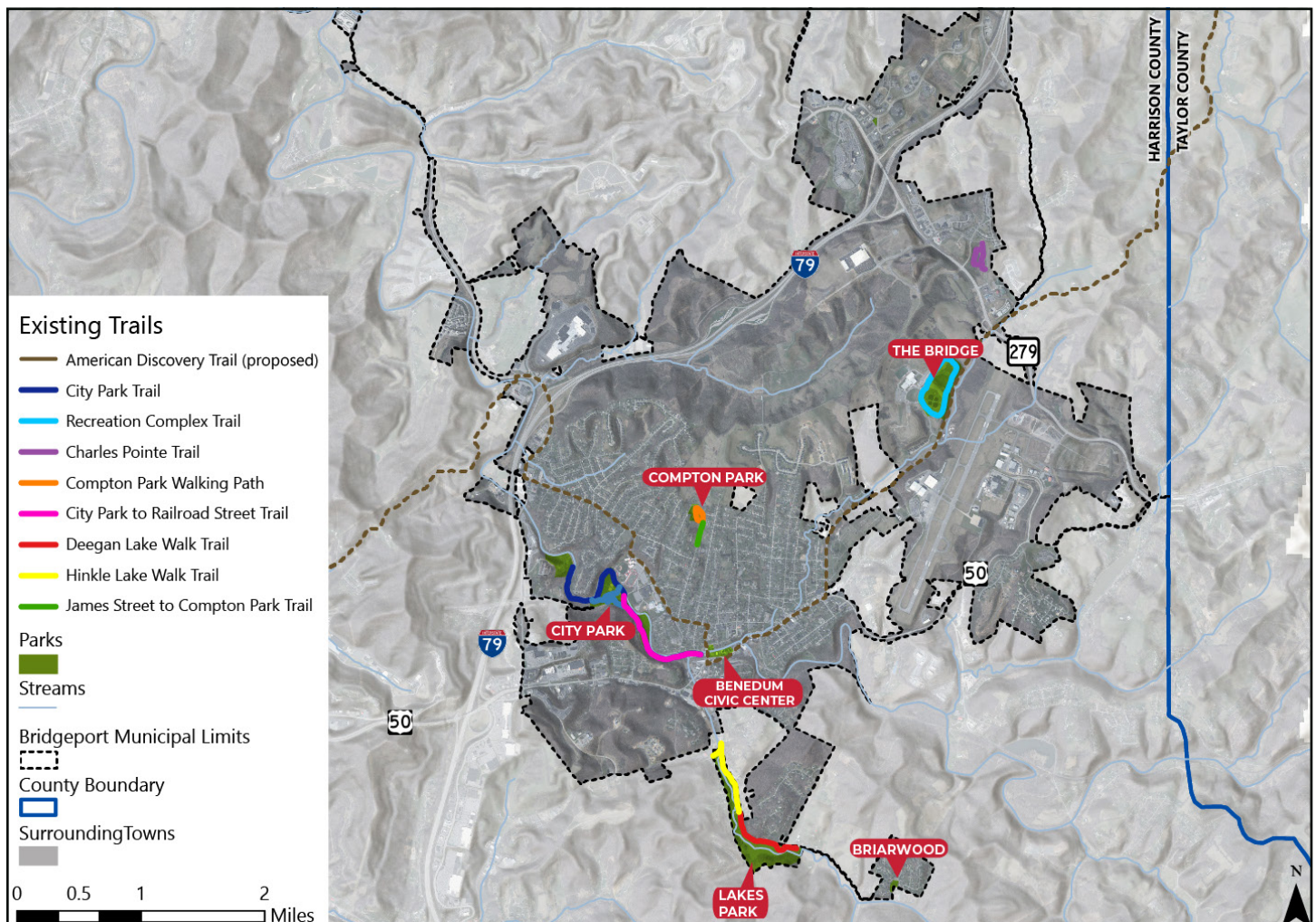
As mentioned in the previous chapter, the City of Bridgeport has several trails and greenways that provide both recreation and connectivity for its residents. These include:

- » City Park Trail
- » City Park to Railroad Street Trail: a paved pedestrian path connecting City Park to the historic Railroad Street near Downtown Bridgeport
- » Hinkle and Deegan Lakes Trails: paved trails along the east side of the two lakes
- » Charles Pointe Trail
- » Compton Park Trail
- » James Street to Compton Park

- » The Bridge Sports Center Trail
- » City Walk Trail: connects downtown Bridgeport to Hinkle and Deegan Lakes

Walking Paths

The City has a program called Bridgeport Walks, which encourage residents to exercise and explore the City. The program highlights four trails of varying lengths around City Park, Compton Park, and Downtown. The total length of these walking trails is 5.7 miles



Proposed pedestrian improvements:

American Discovery Trail

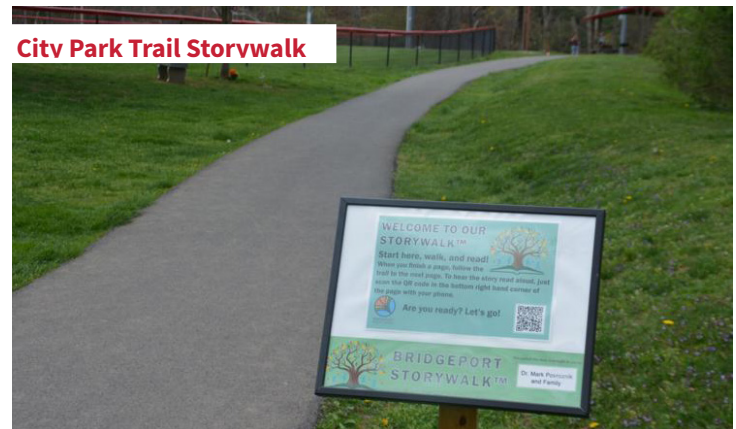
The American Discovery Trail is a coast-to-coast trail system spanning over 6,800 miles from Delaware to California. The trail currently crosses through West Virginia near Bridgeport; from Spelter to Clarksburg on the Harrison County Rail Trail. Through a combination of sidewalks and trails, the American Discovery Trail could be connected to Bridgeport, improving the City's connection to the surrounding region. Formerly, there were plans to expand the trail as shown in the trails map. However, the segment has not yet come to fruition.

Hinkle and Deegan Lakes Loops

While there is currently a trail that goes along the two lakes, they do not form a complete loop. Many residents have expressed interest in the City completing the loop around the lakes, and the City has prioritized this. The City is also interested in connecting the lake trails to other trails within its municipal limits. There is particular interest in improving connections between the lakes and surrounding neighborhoods.

Charles Pointe and The Bridge Sports Complex Connections

The City has been working on receiving grant funding to connect its existing trail system all the way up to Charles Pointe. This would benefit existing and new residents alike, as it would facilitate pedestrian access between residential and commercial uses.







City Services & Regional Partnerships

Bridgeport is committed to providing excellent public services. Moving forward, continuing to assess its services and infrastructure will be an important aspect of the City's mission. Bridgeport will work with its regional service providers to ensure that its offerings continue to meet the needs of its residents and businesses.

Introduction

This section of the comprehensive plan focuses on city services and regional partnerships, emphasizing their role in delivering efficient, high-quality support to residents and businesses. It examines the City’s essential services - such as public safety, utilities, and administration - and their capacity to meet both current and future demands. Additionally, it highlights the importance of regional collaboration to address shared challenges, leverage resources, and enhance service delivery across jurisdictions. By fostering strong partnerships and prioritizing innovation and efficiency, this section outlines strategies to ensure that City services remain responsive, equitable, and aligned with the community’s long-term goals.

Where are we now?

CITY SERVICES

Bridgeport offers a comprehensive range of City services to ensure the well-being and quality of life for its residents. The following pages provide a highlight of the main City departments and services rendered.

Public Works

The Public Works Department is responsible for maintaining the City’s infrastructure, including streets, sidewalks, and storm water systems. They address issues such as water leaks, sewage concerns, road repair, and storm water management.

Water and Sewer

The City provides water and sewer services to its residents, ensuring access to clean water and effective wastewater management. Water is supplied by the Clarksburg Water Board through a mutual agreement but dispersed via the City’s utility infrastructure.

Stormwater

The City of Bridgeport does not currently have a Stormwater Management Plan in place. However, as the City continues to grow it may become classified as an urban area. Urban Areas are required by the EPA to have a small MS4 (Municipal Separate Storm Sewer System). An MS4 is a conveyance or system of conveyances that are owned by a public entity (county, city, or state), designated or used to collect or convey stormwater, not a combined sewer, and not part of a sewage

Services

*Providing for
local and regional
residents*



**GOAL 4:
Attract and
Connect Visitors**

**GOAL 7:
Strengthen
Partnerships**

**GOAL 8:
Services and
Infrastructure**

treatment plant. Therefore, this designation would require the City to have a stormwater management plan in place to guide the creation and operation of a MS4.

To aid in this process, the State of West Virginia has a Stormwater Management and Design Guidance Manual.

Fire and Public Safety

Fire

The Bridgeport Fire Department provides fire protection and emergency response services. Equipped with trained professionals and modern equipment, they are prepared to handle various emergencies to safeguard the community. The Bridgeport Fire Department covers over 34 square miles, stretching north to the border of Marion County along I-79, east to the Taylor County border, and south to the corner of Barbour and Taylor Counties.

The Bridgeport Fire Department responds to 3,300 - 3,800 calls per year and is one of just four departments in the State that provide ambulance service. The department runs out of two stations, with a sub-station near the hospital.

Police Protection

The Bridgeport Police Department is committed to maintaining public safety through law enforcement, crime prevention, and community engagement. They work closely with the Fire Department and other City Departments to assist with crime prevention and safety during major events. The Police Department is currently located at the Bridgeport Municipal Complex.

Services: What we heard?

"Drainage issues in the neighborhoods"

"Our schools are bursting at the seams and BHS is crumbling"

Growth is outpacing infrastructure, power/cable lines too massive bending around corners huge eyesore, water system and drainage plan is beyond sub par

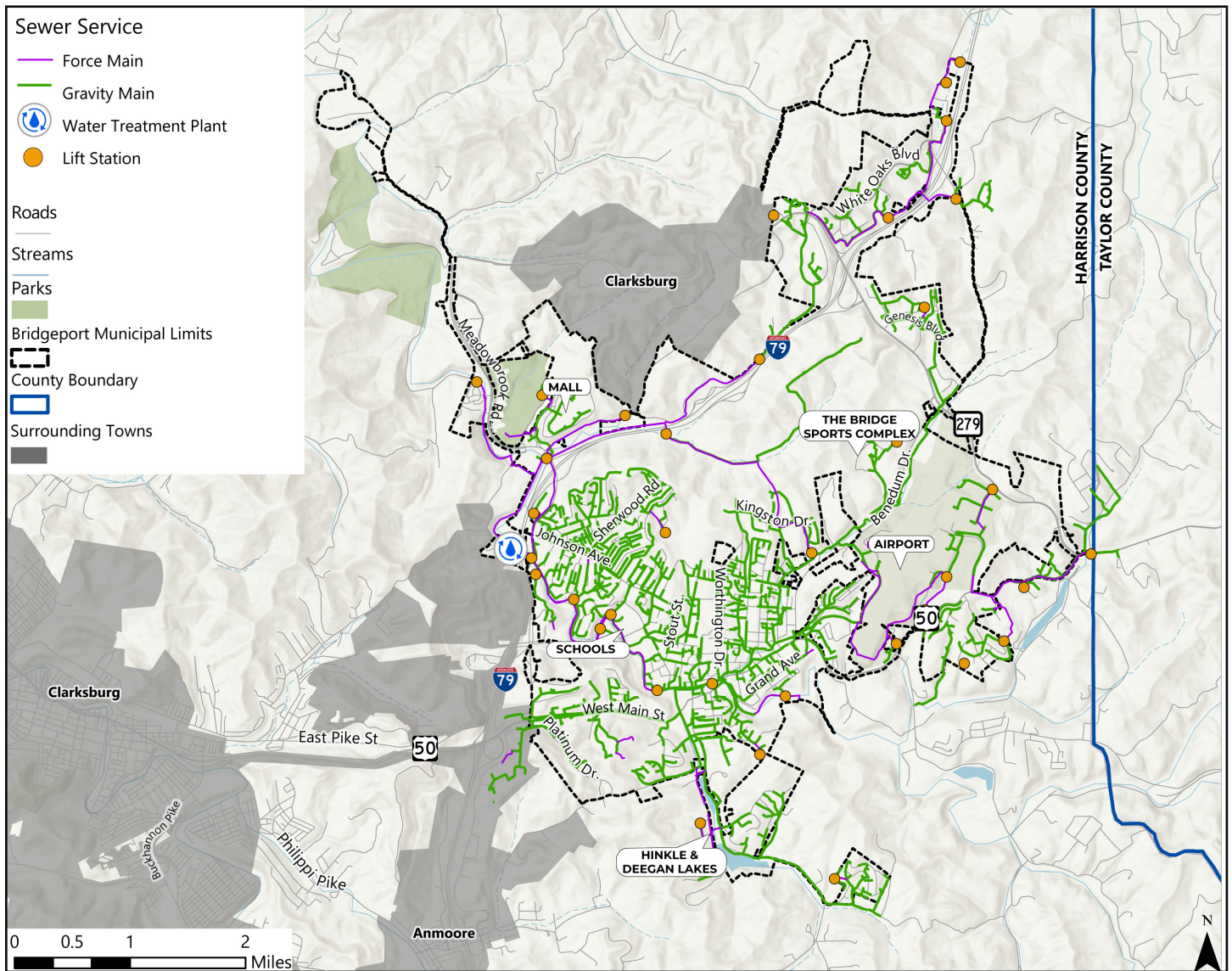
"More options for recycling"

" Increase tourism promotion efforts, strengthen partnerships with state and regional tourism professionals. With all we have to offer"

Over 50% of respondents were very satisfied with the fire protection, public library, police protection, and parks and recreation.

When asked about priorities for future City investment, Police, Downtown, and Stormwater were most respondent's #1 priority

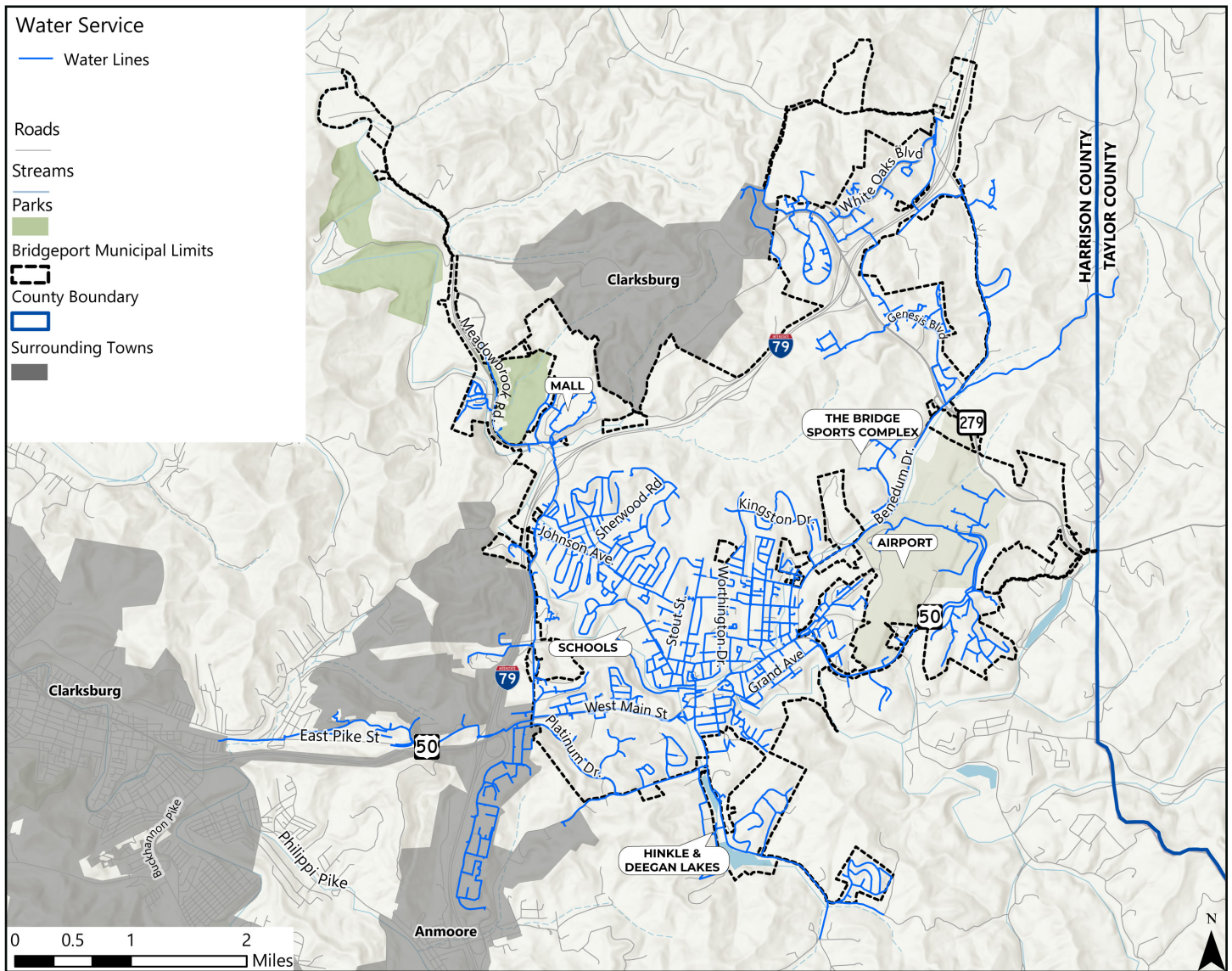
Code Enforcement and Cultural Amenities ranked as the lowest priorities but still were on some respondent's lists.



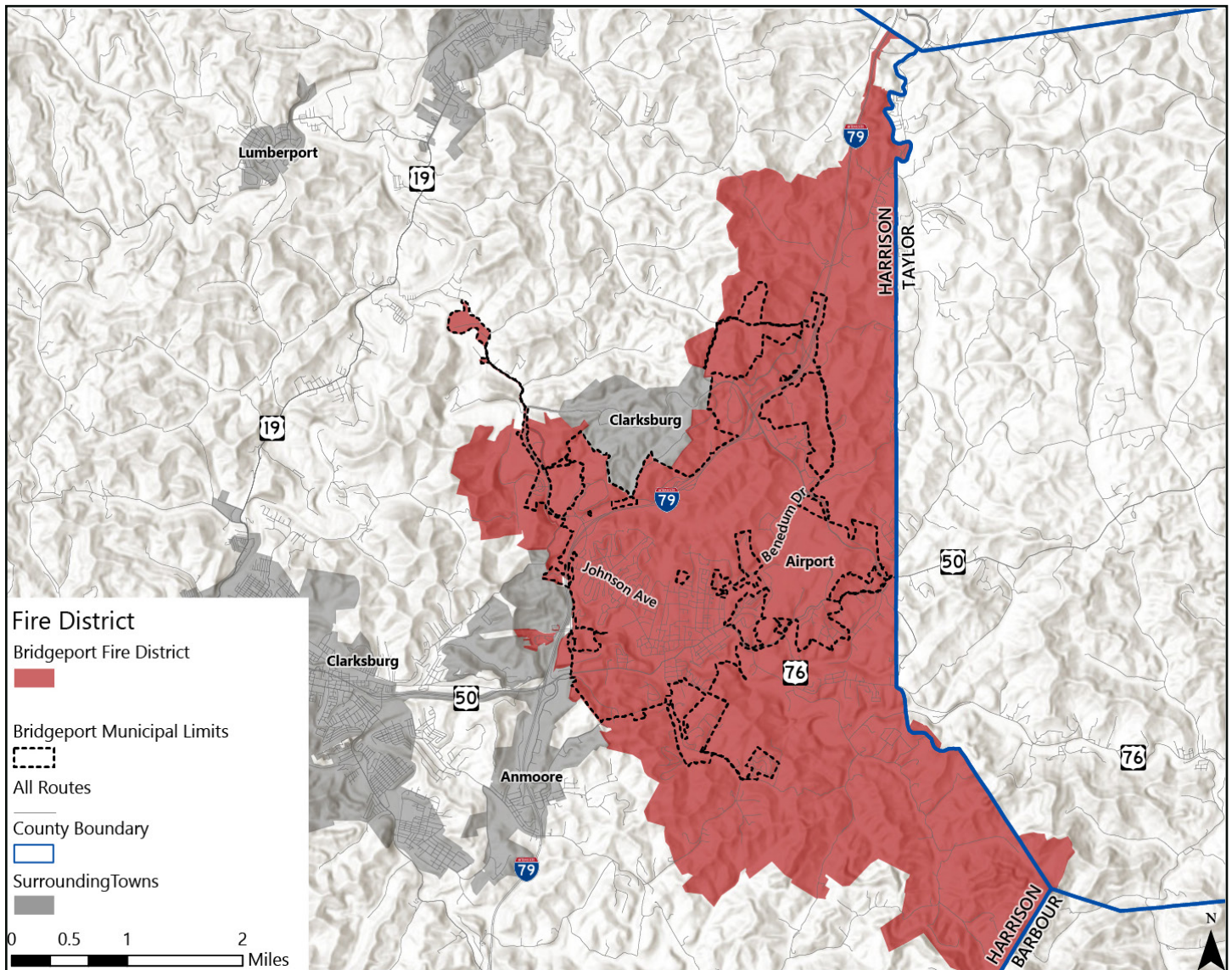
Schools

Public schools in Bridgeport are operated by the Harrison County Board of Education. Within its municipal limits are two public elementary schools, as well as one public middle school, and one public high school.

As noted in the graphic on the previous page, the City's public schools score really well in comparison to their State peers. In fact, public input received throughout the process reflected a high esteem associated with the City's schools, and this was often a point of intrigue attracting new residents.



In addition to the public schools in Bridgeport, there is one private school: a Pre-K through 12th grade school. This is a Christian-affiliated institution.



Public School Overview

Johnson Elementary School

- » Pre-K - 5th
- » Ranked 9th / 380 Elementary Schools

Simpson Elementary School

- » Pre-K - 5th
- » Ranked 14th / 380 Elementary Schools

Bridgeport Middle School

- » Grades 6 - 8
- » Ranked 3rd / 169 Middle Schools

Bridgeport High School

- » Grades 9 - 12
- » Recognized as a Blue Ribbon School, indicating excellence in academic performance

Private School Overview

Heritage Christian Academy

- » Pre k - 8th grade
- » Christian School

REGIONAL SERVICE PROVIDERS

Bridgeport benefits from a variety of regional services and resources that enhance the quality of life for residents and support the City's growth and development. These services span utilities, transportation, public safety, and tourism. A few major regional service providers are highlighted here, with details about the resources they provide to Bridgeport.

Clarksburg Water Board

The Clarksburg Water Board (CWB) provides water services to Bridgeport and the surrounding areas. The system delivers treated water sourced from the West Fork River, ensuring residents have access to clean and safe drinking water. Key services include:

- » Maintenance and distribution of water supply infrastructure.
- » Water quality monitoring and compliance with state and federal standards.
- » Customer support for billing, leaks, and service issues.

Residents of Bridgeport receive water via the CWB's expansive network, which is integral to regional development and public health.

Benedum Airport Authority

The Benedum Airport Authority manages the North Central West Virginia Airport (CKB), located in Bridgeport. This regional airport is a significant asset, providing:

- » Passenger flights to major hubs such as Charlotte, Orlando, and Myrtle Beach through commercial carriers like Contour Airlines.
- » Support for general aviation, including corporate and private flights.

- » Economic contributions through jobs and attracting businesses reliant on air transport. The airport's growth has made it a vital component of regional connectivity and economic development.

Multi- County Law Enforcement Coordination

Law enforcement agencies in Harrison County, including those in Bridgeport, participate in multi-county initiatives to enhance public safety. This coordination involves:

- » Collaboration among police departments in Harrison and neighboring counties.
- » Sharing resources and intelligence to address regional crime trends, including drug enforcement and major investigations.
- » Joint training programs and emergency response planning for large-scale incidents.

These cooperative efforts bolster safety and ensure efficient law enforcement across jurisdictional boundaries.

WVDOT

The West Virginia Division of Highways (part of the WV Department of Transportation) plays a critical role in maintaining and enhancing regional transportation infrastructure, including:

- » Maintenance of Interstate 79, a major corridor connecting Bridgeport to Clarksburg and other regional hub as well as US 50 and 279.
- » Oversight of state roadways critical for commerce and daily commutes.
- » Support for transportation planning and improvements that facilitate growth and accessibility in Bridgeport.

TOURISM AND VISITOR BUREAUS

Bridgeport and the surrounding region are supported by tourism and visitor bureaus that promote local attractions and events. Together, these regional services ensure Bridgeport residents benefit from high-quality utilities, robust public safety networks, accessible transportation, and a thriving tourism sector that supports economic and cultural vitality.

Greater Bridgeport Convention and Visitor's Bureau (CVB)

The Greater Bridgeport Convention and Visitors Bureau provides tourism information related to the City. Their website focuses on meetings, travel, sports, dining, and entertainment. The Bridgeport and Clarksburg Visitors Bureau were previously one entity. However, today they are separate, each focusing on their respective municipalities.

Clarksburg Visitors Bureau (CVB)

The Clarksburg Visitors Bureau works to develop, strengthen, and promote Clarksburg through digital marketing, advertising, media relations, and Visitor Center services.

Hotels

The City of Bridgeport has a variety of hotels and lodging options to support tourism and business travelers. The City and State have implemented several taxes and fees connected to hotels to support local services and tourism.

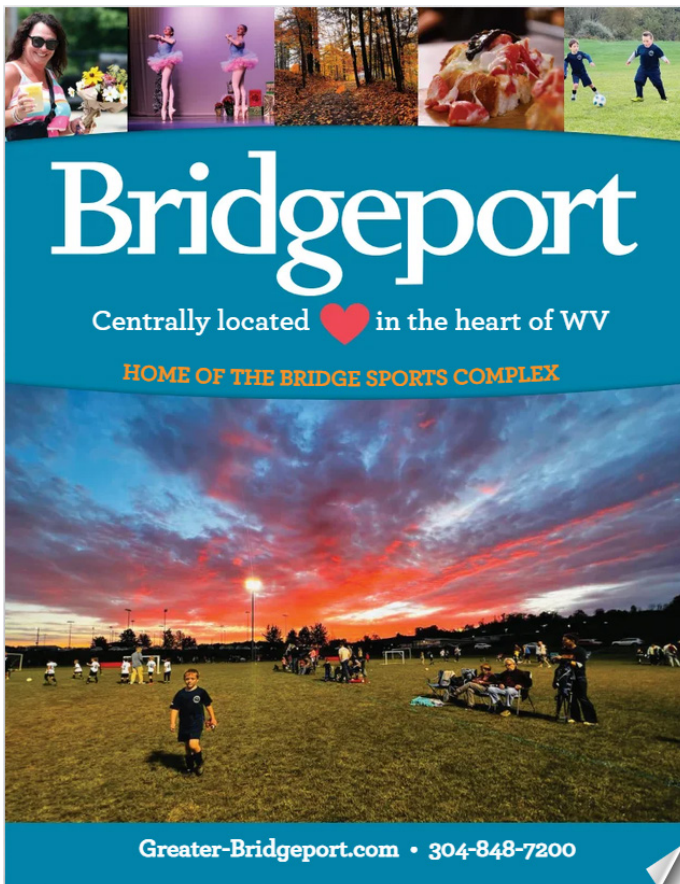
Hotel Occupancy Tax:

In Bridgeport a Hotel Occupancy Tax is imposed on all guests staying in hotels, motels, and similar establishments. This 6% tax contributes to the City's general fund and supports various municipal services.

Transient Occupancy Fee:

In January 2025, the City of Bridgeport introduced a "Transient Occupancy Fee" which is a \$6 charge added to hotel rooms that is allocated to help fund the City's emergency services, specifically the increased demand that comes from the transient population. The City estimated that the transient population contributed to a nearly 14% increase in the City's population that the emergency services needed to provide for.

There are 11 hotels in the Bridgeport City limits. 6 of them are located within 2 miles of the Conference Center and they are all within 3 miles of the Airport. Daily rates for the hotels range from \$70-\$180 a night per room providing a variety of options for visitors.



Sports Destination Tourism

Sports tourism is a rapidly growing sector within the travel industry, encompassing travel for both participation and spectating at sporting events. Cities with well-equipped sports complexes attract tournaments, training camps, and recreational athletes, generating economic benefits through hotel stays, dining, and retail spending.

The Bridge Sports Complex is a premier destination for sports tourism in the region. This state-of-the-art facility offers indoor and outdoor amenities, including basketball and volleyball courts, turf fields, a fitness center, and an aquatic center. Hosting local, regional, and national events, The Bridge draws athletes and their families from outside the area, boosting Bridgeport's tourism economy. Its modern infrastructure and year-round programming make it a key player in positioning Bridgeport as a hub for sports tourism in West Virginia.

Medical Tourism

Bridgeport serves as a regional healthcare hub, attracting patients from across North Central West Virginia and beyond. The United Hospital Center (UHC), part of the WVU Medicine system, is a state-of-the-art facility offering specialized care in cardiology, orthopedics, cancer treatment, and advanced surgical procedures. Many patients travel significant distances to access UHC's high-quality healthcare services, contributing to medical tourism in the area.

As one of the largest medical facilities in the region, UHC plays a critical role in supporting the health and well-being of residents while also driving economic growth. The hospital generates employment, attracts medical professionals, and brings in visitors who support local businesses, such as hotels and

restaurants. Its presence solidifies Bridgeport's importance as a healthcare destination, ensuring access to advanced medical care for surrounding rural communities.

Bridgeport Conference Center

The Bridgeport Conference Center, located in the Charles Pointe Development, offers over 16,000 square feet of flexible, upscale space for meetings, conferences, weddings, and other special events. Located off of exit 124 on Interstate 79, the Conference Center is easily accessible. Within a 1 mile radius there are over 600 hotel rooms, 200 of which are within walking distance.

The facility includes a large ballroom that can host up to 325 attendees along with several meeting spaces and outdoor venues to meet the needs of different events. The center also has an on-site kitchen to support events, audio visual capabilities, a business center, video conferencing, and an indoor pool. As one of the new facilities, the center attracts events from across the North Central West Virginia Region.

COMMUNICATIONS

City of Bridgeport Communications

The City of Bridgeport, West Virginia, prioritizes clear and accessible communication with its residents and the broader community. The City's communications are designed to keep people informed about local events, services, and initiatives. This includes regular updates on public safety, community events, and the activities of the Bridgeport City Council. In order to improve communication, the City has created an Office of Public Information.

The City uses various platforms for its communication, including:

- » Official Website: The City’s website provides essential information about City services, local government, and news updates.
- » Social Media: The City has active social media accounts on Facebook, Twitter, and Instagram to reach a wider audience with real-time updates and event promotions.
- » Press Releases: Press releases are regularly issued to share important news or announcements about public projects or City developments.

Connect Bridgeport

Connect Bridgeport is an online news and media platform that serves the Bridgeport community by providing up-to-date news, local events, sports coverage, and more. It is an independent site, heavily focused on promoting the local community and its businesses.

By fostering communication both through the City’s official channels and platforms like Connect Bridgeport, the City aims to maintain an informed and connected community.

City of Bridgeport Official Facebook Homepage





6

Implementation

What is an Implementation Plan?

An Implementation Plan serves as a road map for translating the plan's goals and objectives into tangible actions. It provides a structured framework that helps guide decision-makers, stakeholders, and the community in executing key strategies over time. Typically, the implementation plan is organized as a matrix which lists specific initiatives, identifies responsible entities, establishes timelines, estimates costs, and outlines potential funding sources. It may also include performance indicators to measure progress and ensure accountability.

The purpose of an Implementation Plan is to bridge the gap between planning and execution. Comprehensive Plans often outline ambitious, long-term goals, but without a clear implementation strategy, these goals risk remaining aspirational rather than actionable. By breaking down objectives into discrete tasks, the matrix ensures that the plan remains a living document that informs policy decisions, capital investments, and program development.

CITY BUDGET AND STRATEGIC GOALS

The City of Bridgeport utilizes a strategic goal-setting process to guide the development of its annual budget. These goals are informed by community input and direct meetings with each City department to assess and prioritize needs. While the overarching goals in the comprehensive plan are broad, they serve as a flexible framework that allows for the creation of more specific, actionable strategic goals each year. This adaptability ensures that new priorities can be addressed while staying

aligned with the broader vision of the City. By continuously incorporating community feedback and departmental insights, Bridgeport's budgeting process remains dynamic and responsive to the evolving needs of the City.

HOW TO USE THIS MATRIX

To effectively use this Implementation Plan, it must be seamlessly integrated into local decision-making processes. Municipal leaders, planners, and stakeholders should reference the matrix regularly to guide annual budgeting, capital improvement planning, and policy development, ensuring that each decision aligns with the comprehensive plan's long-term vision. By embedding implementation strategies into routine governance, the matrix becomes a practical tool rather than just a static document.

Collaboration is also key to successful implementation. Government agencies, private sector partners, and community organizations must work together to fulfill their assigned roles.

This matrix is organized by the Comprehensive Plan goals at the beginning of this document. Specific action items under each objective are assigned a general timeline and lists an agency or role that should lead the effort to ensure the action is carried out.

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 1: Facilitate Growth				
Action: Utilize the Future Land Use Map to Ensure Housing and Commercial Growth is well balanced.				
1.1	Promote the use of the future land use map to guide and direct development.	Ongoing	None	Planning Commission, City Council
Action: Identify opportunities to promote infill development.				
1.2	Conduct an inventory of vacant properties that can support infill development.	< 3 years	CDBG	Community and Economic Development Department, City Council, City Manager
1.3	Establish standards that ensure quality infill developments that are consistent with the surrounding neighborhoods.	< 6 years	City Budget	Community and Economic Development Department
1.4	Support infill development by reducing barriers on properties and incentives to development, especially on properties adjacent to amenities or downtown.	< 6 years	City Budget, Community Development Block Grants (CDBG)	Community and Economic Development Department, City Council
1.5	Provide pre-approved design templates for small scale infill housing to streamline approvals.	< 6 years	City Budget, Design Assistance Grants	Community and Economic Development Department, Planning Commission, City Council
1.6	Ensure that zoning regulations support infill development.	Ongoing	City Budget	Community and Economic Development Department
Action: Work with developers of White Oaks and Charles Pointe as well as other planned developments to encourage their buildout.				
1.7	Facilitate recurring meetings with developers and large property owners to ensure that the City is aware of timelines, updates, and challenges as they arise.	Ongoing	City Budget	Community and Economic Development Department, City Council, City Manager

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
1.8	Review the City's development regulations and review procedures and modify if necessary to align with the City's updated vision.	< 3 years	City Budget	Community and Economic Development Department, City Manager, City Council
1.9	Regularly assess the City's utility infrastructure capacity and proactively implement improvements to ensure new developments can be serviced.	Ongoing	City Budget	City Manager, City Council, Engineering Department
Action: Establish policy guidance for considering annexations.				
1.10	Prepare minimum standards that address fiscal impacts, service delivery, emergency response times, infrastructure costs, and related elements to guide the evaluation of potential annexation areas.	< 6 years	City Budget	City Manager, City Council, Engineering Department, Police Department, Fire Department
1.11	Coordinate with Harrison County and the City of Clarksburg on annexation priorities.	Ongoing	None	Community and Economic Development Department, City Manager, City Council, City of Clarksburg, Harrison County
Action: Coordinate with Harrison County, the City of Clarksburg, and other neighbors to ensure compatible growth occurs outside Bridgeport's boundaries.				
1.12	Establish regular meetings with the City of Clarksburg, Harrison County, Anmoore, and Taylor County to review potential development on the edges of Bridgeport. Utilize the Future Land Use Map.	< 3 years	None	Community and Economic Development Department, City of Clarksburg, Harrison County, Anmoore, Taylor County

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 2: Promote Quality Housing				
Action: Maintain the quality of homes through continued nuisance and building code enforcement.				
2.1	Continue strong code enforcement efforts to improve compliance with building, safety, and property maintenance codes across the City.	Ongoing	City Budget	Community and Economic Development Department, Planning Commission, Zoning Appeals Board, City Council
Action: Utilize grant funding from outside sources to assist homeowners with repairs and maintenance, when necessary.				
2.2	Identify and maintain a City database of available grant programs and make available to residents.	< 3 years	City Budget	Finance Department, City Manager, City Council
2.3	Investigate developing a City technical assistance/ grant writing team to assist homeowners in applying for grants when eligible.	< 6 years	CDBG	City Manager, City Council
Action: Continue to encourage a diversity of housing types.				
2.4	Conduct a housing needs assessment to identify gaps in housing types.	< 6 years	CDBG, WWHDF	City Council, Planning Commission, Community and Economic Development Department
2.5	Encourage higher density home types (condos, townhomes, quadplexes, etc.) adjacent to commercial areas and within the mixed use Future Land Use areas.	Ongoing	None	Community and Economic Development Department, City Council
2.6	Review the City's zoning ordinance and identify barriers to diverse housing types. Consider adjusting categories to encourage increased density.	< 6 years	City Budget	City Council, City Manager, Community and Economic Development Department
Action: Support the build-out of planned developments in White Oaks and Charles Pointe.				
See Projects 1.7 - 1.9				

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Identify opportunities for infill housing construction and ensure zoning regulations support such development.				
See Projects 1.2 - 1.6				
Action: Identify areas outside of the existing City limits which can readily support new housing development.				
2.7	Utilize annexation policy guidelines to identify areas that are most suitable for residential development.	< 6 years	None	City Manager, City Council, Community and Economic Development Department, City of Clarksburg, Harrison County
2.8	Work with the City of Clarksburg and Harrison County to coordinate on guiding development to desired areas.	< 6 years	None	City Manager, City Council, Community and Economic Development Department, City of Clarksburg, Harrison County
2.9	Encourage the development of a regional housing needs assessment to ensure that housing needs are being met within and outside of the City limits.	< 3 years	CDBG, WVDHDF, ARC	City Manager, City Council, Community and Economic Development Department, City of Clarksburg, Harrison County

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 3: Broaden Community Amenities				
Action: Develop trail connections between primary destinations in the City.				
3.1	Prioritize connecting downtown to the Bridge Sports Complex.	< 3 years	CDBG, Recreational Trails Program, Transportation Alternatives Program, People for Bikes, Trails Capacity Program, The Trail Fund, Be Active WV, WVDNR-LWCF	City Manager, City Council, Public Works Department
3.2	Prioritize completing the trails around the lakes and connecting the lakes to downtown.	< 3 years		City Manager, City Council, Public Works Department
3.3	Connect Compton Park to the Bridge Sports Complex.	< 3 years		City Manager, City Council, Public Works Department
3.4	Connect the lakes to Briarwood.	< 6 years		City Manager, City Council, Public Works Department
3.5	Connect City Park to Lodgeville Road.	< 6 years		City Manager, City Council, Public Works Department
3.6	Develop a trail along Simpson Creek.	< 6 years		City Manager, City Council, Public Works Department
3.7	Consider opportunities to identify and connect existing trails and networks through unified signage and maps.	< 6 years		City Manager, City Council, Parks and Recreation Department
Action: Develop a community wide recreational and cultural facilities plan.				
3.8	Consolidate existing recreational and cultural facility plans into one shared document; identifying and prioritizing action items across the City.	< 3 years	City Budget, WV Cultural Facilities and Capital Resources Grant	City Manager, City Council, Parks and Recreation Department, Library
Action: Continue to support the build-out of the Bridge Sports Complex.				
3.9	Integrate plans for the Bridge with the community wide recreational and cultural facilities plan.	< 3 years	City Budget	The Bridge Staff, Parks and Recreation Department

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
3.10	Work closely with the Bridge to ensure that plans for future growth of the complex are meeting the needs of residents and visitors alike.	ongoing	City Budget Bridge Funding	City Council, The Bridge Staff
Action: Work closely with civic organizations to expand community events and offerings.				
3.11	Identify or establish a City staff member in charge of coordinating and promoting events in the City.	ongoing	City Budget	City Manager, City Council
Action: Highlight recreational and cultural amenities that can attract visitors.				
3.12	Create and regularly update a community amenity map and visitor guide for distribution through local hotels, the CVB, and other destinations to inform residents and visitors about local attractions.	ongoing	City Budget, CVB Funds	City Council, CVB
3.13	Develop a unified City brand identity for events and tourism that can be consistently used across promotional materials, websites, and social media.	< 6 years	City Budget, CVB Funds	City Council, CVB
3.14	Install directional signage to City parks, trails, and community amenities, helping visitors and residents easily navigate the City.	< 6 years	City Budget, CVB Funds	City Council, CVB, Parks and Recreation Department
Action: Develop a downtown master plan and invest in improvements identified in the plan.				
3.15	Establish a Downtown Steering Committee with includes business owners, property owners, residents, City Staff, and elected officials.	< 3 years	None	City Manager, City Council
3.16	Secure funding and hire a consultant to develop a Downtown Master Plan.	< 3 years	City Budget	City Manager, City Council

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
3.17	Align the Zoning Ordinance, Development Ordinance, and Capital Improvements Plan with the goals from this Plan and a Downtown Master Plan to guide public and private investment in the area.	< 6 years	None	Community and Economic Development Department
3.18	Prioritize the implementation of the Downtown Master Plan, particular through the Capital Improvements Planning process.	< 6 years	None	City Manager, City Council
Action: Coordinate with regional partners to take advantage of cultural amenities in close proximity to Bridgeport.				
3.19	Collaborate with regional tourism agencies and the Bridgeport CVB to keep the website updated with events, attractions, and sports tourism opportunities.	< 3 years	City Budget, CVB Funds	City Council, CVB, City of Clarksburg, Harrison County
3.20	Consider opportunities to cross-market regional attractions and events.	< 3 years	City Budget, CVB Funds	City Council, CVB, City of Clarksburg, Harrison County

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 4: Attract and Connect Visitors				
Action: Develop a marketing campaign to showcase attractions, events, and recreation, including sports tourism.				
See Implementation Project 3.19 and 3.13				
Action: Strengthen partnerships with regional tourism organizations to expand promotional reach.				
4.1	Partner with neighboring tourism boards and economic development organizations to create regional branded campaigns that include Bridgeport.	< 3 years	City Budget, CVB Funds, WV Division of Tourism	City Council, Community and Economic Development Department, Bridgeport CVB, Clarksburg CVB, Harrison County EDC, WV Tourism
Action: Improve wayfinding, gateways, and visitor information.				
See Implementation Projects 3.12 - 3.14				
Action: Expand and diversify events and festivals to attract a larger audience year-round.				
4.2	Conduct a survey of residents to identify gaps in festivals and events for underrepresented seasons or demographics.	< 3 years	City Budget	City Council, Community and Economic Development Department, New City Event Staff
4.3	Identify local businesses and community groups that can help co-host new events.	ongoing	None	City Council, Community and Economic Development Department, New City Event Staff
Action: Coordinate marketing of commercial and hospitality services.				
4.4	Set up an info booth at the Bridge with maps of City amenities and highlights of Businesses in Bridgeport.	< 3 years	City Budget, CVB Funds	City Council, Community and Economic Development Department
4.5	Work with Connect Bridgeport, Bridgeport CVB, and other tourism and media agencies to publish a comprehensive businesses directory for the City.	< 3 years	City Budget, CVB Funds	City Council, Community and Economic Development Department, Bridgeport CVB, Clarksburg CVB, Harrison County EDC

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Encourage new entertainment and activities which can appeal to residents and visitor's alike.				
4.6	Activate downtown and underused City-owned properties with pop-up events such as outdoor movies and food trucks.	< 6 years	City Budget, CVB Funds	City Council, Community and Economic Development Dept, Parks and Recreation, Library, New City Event Staff
4.7	Create a seasonal entertainment series that can be marketed on an annual basis.	< 6 years	City Budget, CVB Funds	City Council, Community and Economic Development Department, Parks and Recreation, Library, New City Event Staff
Action: Collaborate with the airport, hotels, and hospital to develop a transit system that connects key destinations.				
4.8	Conduct a market feasibility study for public or private mobility service. Identify under-served travel corridors and potential users.	< 6 years	Transportation Alternatives Program	City Council, Community and Economic Development Department, Central West Virginia Transit Authority, CENTRA
Action: Explore the creation of a micro-transit service to supplement or enhance Centra's offerings.				
4.9	Launch a pilot micro-transit service connecting the airport to key destinations and hotels and evaluate performance to inform future service design.	< 6 years	Transportation Alternatives Program	City Council, Community and Economic Development Department

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Identify opportunities to expand lodging, dining, and entertainment options that strengthen Bridgeport's appeal and support tourism-driven economic growth.				
4.10	Support the growth of locally owned dining establishments through marketing and events such as "Taste of Bridgeport."	ongoing	City Budget, CVB Funds	City Council, Community and Economic Development Department
4.11	Consider recruitment efforts that target entertainment industries, especially near Downtown.	< 6 years	City Budget	City Council, Community and Economic Development Department Harrison County EDC
4.12	Examine the feasibility of recruiting a boutique hotel to Bridgeport.	< 6 years	None	City Council, Community and Economic Development Department Harrison County EDC

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 5: Continue to Grow Economic Base				
Action: Conduct an inventory of existing business needs, and identify incentives and other programs which can assist businesses in Bridgeport.				
5.1	Conduct a business outreach survey with local business owners to assess needs related to workforce, infrastructure, permitting marketing, and expansions.	< 3 years	City Budget, ED Funds, WV WDA Economic Enhancement Grant	City Council, Community and Economic Development Department, New City Business Liaison
5.2	Create a centralized database of local, state, and federal incentive programs (e.g. facade grants, small business loans) that are applicable to Bridgeport businesses.	< 6 years	City Budget, ED Funds	City Council, Community and Economic Development Department, New City Business Liaison
5.3	Designate a City Staff member as a point of contact for existing and prospective Business Owners to streamline communication and ensure accuracy of resources. (New City Business Liaison)	< 3 years	City Budget, ED Funds	City Council, Community and Economic Development Department
Action: Continue to enhance the appearance of downtown and other commercial areas.				
See Implementation Projects 3.15 - 3.18				
Action: Ensure commercial and industrial areas have efficient access to the transportation network.				
5.4	Conduct an analysis of major commercial and industrial areas in the City to evaluate key access roads, roadway capacity, and potential bottlenecks.	< 6 years	City Budget	City Council, Community and Economic Development Department, Engineering Department
Action: Work with regional partners to prepare an economic sector target report to identify potential businesses and industries that will diversify the base.				
5.5	Partner with HCEDC, WV EDA, WV EJDC and other regional economic development organizations to gather market data and industry trends	ongoing	City Budget, ED Funds	City Council, Community and Economic Development Department, Harrison County EDC, WV EDC, EJDC

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
5.6	Develop a target industry report that includes ideal business types, workforce needs, site readiness, and recommended attraction strategies.	< 3 years	City Budget, ED Funds, WIOA, ARC- Area Development Program	City Council, Community and Economic Development Department, Harrison County EDC
Action: Conduct a comprehensive inventory of workforce skills and supporting assets to identify gaps, opportunities, and training needs.				
5.7	Conduct a gap analysis to identify sectors that complement existing strengths and offer year round economic impacts.	< 3 years	City Budget, ED Funds, WIOA, ARC- Area Development Program	City Council, Community and Economic Development Department, Harrison County EDC
5.8	Utilize the gap analysis and an opportunity report to guide partnerships with regional education institutes and inform workforce development initiatives.	< 6 years	City Budget, ED Funds, WIOA, ARC- Area Development Program	City Council, Community and Economic Development Department, Harrison County EDC
Action: Identify and reserve sufficient land to accommodate employment generating economic development projects.				
5.9	Assess land for rezonings and work with the BDA and Harrison County as partners.	ongoing	City Budget	City Council, Community and Economic Development Department, Harrison County EDC, BDA
Action: Assist with clearing obstacles and barriers to development.				
5.10	Conduct a development process audit to identify any issues in permitting, zoning, and site plan review.	< 3 years	City Budget	City Council, Community and Economic Development Department
5.11	Review and update zoning and development codes to ensure that they are user friendly.	< 6 years	City Budget	City Council, Community and Economic Development Department

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 6: Improve Transportation				
Action: Facilitate the construction of sidewalk and trail connections.				
6.1	Identify opportunities to expand pedestrian access in areas where feasible (in and near downtown, in and near parks, etc.). Create a priority table to be included in future Capital Improvement Plans.	< 3 years	Recreational Trails Program, Transportation Alternatives Program	Community and Economic Development Department, Engineering Department, City Manager, Public Works
6.2	Continue requiring sidewalks in all new subdivisions and with all major infrastructure projects (water, sewer, etc.).	< 3 years	None	Community and Economic Development Department, Engineering Department
6.3	Amend the Design and Construction Manual to require the construction of trails, identified in adopted City plans, during future development and infrastructure projects.	< 3 years	None	Community and Economic Development Department, Engineering Department
Action: Prioritize the expansion of the bicycle and pedestrian network.				
6.4	Identify opportunities to tie into regional trail systems.	< 6 years	CDBG, Recreational Trails Program, Transportation Alternatives, Trails Capacity Program, The Trail Fund, Be Active WV	Community and Economic Development Department
6.5	Prioritize pedestrian amenities such as crosswalks and lighting within the core of Bridgeport.	< 3 years		City Council, Community and Economic Development Department, Engineering Department, Public Works
6.6	Incorporate alternative traffic calming mechanisms that may be more conducive to pedestrian areas (narrowed lanes, curb extensions, etc.).	< 3 years		City Council, Community and Economic Development Department, Engineering Department, Public Works

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Examine primary transportation network issues and work with WVDOT, Harrison County, and others to develop solutions.				
6.7	Conduct a transportation needs assessment to identify key safety, congestion, and connectivity issues.	< 6 years	City Budget, State Road Fund	City Council, Community and Economic Development Department, Engineering Department
6.8	Work closely with WVDOT, Harrison County, and others to identify opportunities to improve the transportation network, especially for truck traffic.	ongoing	City Budget, State Road Fund, WV WDA Economic Enhancement Grant	City Council, Community and Economic Development Department, Engineering Department, WVDOT, Harrison County, Clarksburg
Action: Consider opportunities to improve light signalization and alignment at congested intersections.				
6.9	Conduct a traffic signal audit to evaluate timing, visibility, pedestrian compliance, and coordination at major intersections.	< 6 years	City Budget, State Road Fund	Engineering Department, WVDOT, Harrison County, Clarksburg
6.10	Coordinate with WVDOT to explore funding and design options for signal modernization.	< 6 years	State Road Fund	Engineering Department, WVDOT, Harrison County, Clarksburg
Action: Work with the Airport Authority, Harrison County, and other partners to examine opportunities to support private enterprises that can facilitate access between the airport and regional destinations (rental cars, regional bus connections, shuttles, etc.).				
6.11	Create a transportation working group with representatives from the airport, Harrison County, hotels, The Bridge, the hospital, and regional transit agencies to identify opportunities for collaboration and evaluate progress on transportation initiatives.	< 3 years	None	City Council, North Central West Virginia Airport, Benedum Airport Authority, hotels, the Bridge, the hospital, Central West Virginia Transit Authority, CENTRA
See Implementation Project 4.8				
6.12	Identify federal and state transportation grants. Partner with local tourism and businesses organizations for co-funding opportunities.	< 3 years	City Budget	City Council, Harrison County, Clarksburg, Central West Virginia Transit Authority, CENTRA

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 7: Strengthen Partnerships				
Action Work with neighboring localities on issues of economic development, growth, and land use to strengthen the region as a whole.				
7.1	Explore opportunities to collaborate and partner on regional tourism initiatives with the Clarksburg Tourism / Visitors Bureau.	< 3 years	None	City Council, Bridgeport CVB, Clarksburg CVB
7.2	Develop a regional growth strategy to identify areas for coordinated development, focusing on shared resources and opportunities for economic synergy across localities.	< 3 years	Multiple Streams	City Council, Bridgeport CVB, Clarksburg CVB, Harrison County EDC
7.3	Work closely with the Harrison County Board of Education to ensure current and future community needs are met.	ongoing	City Budget	City Council, Harrison County Board of Education
Action: Continue to coordinate with regional service providers.				
7.4	Continue to collaborate with partners such as Clarksburg Water Board, WVDOT, Multi-County Law Enforcement Coordination, Benedum Airport Authority, and others.	ongoing	None	Community and Economic Development Department, Engineering Department, Clarksburg Water Board, WVDOT, Multi-County Law Enforcement, Benedum Airport Authority
7.5	Create a shared regional infrastructure improvement plan that addresses growth needs, including utilities, transportation, and public safety.	< 3 years	Multiple Streams, WV WDA Economic Enhancement Grant	Community and Economic Development Department, Engineering Department, Harrison County, Clarksburg, WVDOT, Multi-County Law Enforcement, Benedum Airport Authority

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Identify opportunities to market regional amenities and events.				
7.6	Promote Clarksburg Amphitheater and The Bridge Sports Complex as shared attractions.	< 3 years	CVB Funds	City Council, Bridgeport CVB, Clarksburg CVB
See Implementation Project 4.1				
Action: Promote and develop regional trails and bicycle connections.				
7.7	Identify and prioritize funding opportunities to develop missing links in the regional trail system and improve access to key outdoor destinations.	< 6 years	CDBG, Recreational Trails Program, Transportation Alternatives Program, People for Bikes, Trails Capacity Program, The Trail Fund, Be Active WV	City Council, Community and Economic Development Department, Harrison County, Clarksburg, WVDOT
7.8	Identify and improve connections to: American Discovery Trail.	< 6 years		City Council, Community and Economic Development Department, Harrison County, Clarksburg, WVDOT
7.9	Identify and improve connections to: Parkersburg to Pittsburgh Trail.	< 6 years		City Council, Community and Economic Development Department, Harrison County, Clarksburg, WVDOT
7.10	Identify and improve connections to: Harrison Rail-Trail.	< 6 years		City Council, Community and Economic Development Department, Harrison County, Clarksburg, WVDOT

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Goal 8: Services and Infrastructure				
Action: Utilize the capital improvement and budgeting processes to prioritize the continued operation of all municipal departments.				
8.1	Establish an annual review process of each department's financial performance, identifying areas for adjustment and prioritization in the following year's budget.	ongoing	City Budget	City Manager, City Council, All City Departments
8.2	Develop a comprehensive budget tracking system that aligns departmental funding needs with the Capital Improvement Plan (CIP), ensuring that departmental operations are prioritized based on essential service needs.	< 3 years	City Budget	City Finance Department, City Manager, City Council, All City Departments
Action: Consider benchmarks to make capital investments and continue to utilize the Capital Improvements Plan to regularly review municipal needs.				
8.3	Set clear benchmarks for capital investment in areas such as infrastructure, facilities, and technology, and integrate them into the CIP review process.	ongoing	None	City Manager, City Council, All City Departments
8.4	Conduct a biennial CIP review to assess the City's progress on capital projects, adjust for evolving community needs, and incorporate emerging infrastructure priorities.	ongoing	City Budget	City Manager, City Council, All City Departments

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action Continue to regularly maintain and improve existing infrastructure and services.				
8.5	Create and distribute a comprehensive maintenance priority list that is accessible to all City departments, ensuring transparency in decision-making.	ongoing	City Budget	City Manager, City Council, All City Departments
8.6	Establish a quarterly review process where department heads and key stakeholders evaluate the list to ensure that repairs and maintenance efforts align with the City's most urgent needs and evolving priorities.	ongoing	None	City Manager, City Council, All City Departments
Action: Improve stormwater management and flood control infrastructure.				
8.7	Create a stormwater management plan that addresses flood control and water quality, incorporating green infrastructure, best management practices, and climate resiliency strategies.	< 3 years	WV WDA Economic Enhancement Grant, WV DEP Stormwater Programs	Engineering Department, Public Works Department
Action: Continue to expand on the City's social networking and communications to ensure the spread of accurate information.				
8.10	Enhance the City's social media presence by diversifying content across platforms and utilizing tools like live streaming for community events or public meetings.	ongoing	City Budget	City Communications Chair, City Council, Community and Economic Development Department
8.11	Promote the City's social media and messaging platforms at all meetings and events to help it become the primary source that residents turn to for information.	ongoing	None	City Communications Chair, City Council, Community and Economic Development Department

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Plan for increased service demands related to the growing population, developing benchmarks to evaluate needs on an annual basis.				
8.12	Develop population-based service benchmarks for each municipal department (e.g., number of police officers per capita, square footage of parks per resident) and use them to guide resource allocation in annual budget planning.	ongoing	City Budget	City Manager, City Council
Action: Consider existing infrastructure as a primary driver of new development and annexation potential.				
8.13	Conduct an infrastructure capacity study to determine the areas with the highest potential for annexation or new development based on existing utility access, roads, and public services.	< 3 years	City Budget, USEDPA Public Works and Economic Adjustment Assistance Programs, WVIJDC, WVU	City Council, Engineering Department, Public Works Department
8.14	Implement an incentive program for developers to focus on infill and redevelopment areas that maximize the use of existing infrastructure.	< 6 years	City Budget, CVB Funds, CDBG, WV Housing Development Fund, TIF District	City Council, Community and Economic Development Department

Implementation Plan				
#	Implementation Project	Timeline	Funding Mechanism	Responsible Entities
Action: Identify potential opportunities for expanded services and infrastructure.				
8.15	Develop a road map for service expansion, including cost-benefit analyses for expanding utilities, public safety, and transportation services to underserved areas.	< 3 years	City Budget	City Manager, City Council, Community and Economic Development Department, Engineering Department, Police Department, Fire Department
8.16	Pursue partnerships with regional agencies (e.g., transportation authorities, utility providers) to pool resources and expand service coverage in a cost-effective manner.	ongoing	None	Multi-County Law Enforcement and Emergency Services, WVDOT, Harrison County, Clarksburg
Action: Expand the City's rotation of annual road maintenance to include improvement of these roads and traffic flow.				
8.17	Create a prioritized road improvement schedule that includes routine maintenance as well as full road reconstruction projects aimed at improving traffic flow and reducing congestion.	< 6 years	City Budget	Community and Economic Development Department, Engineering Department, Harrison County, Clarksburg, WVDOT
8.18	Implement a road assessment system that incorporates factors such as traffic volume, road condition, and accident history to guide annual maintenance decisions.	< 6 years	City Budget	Community and Economic Development Department, Engineering Department, Harrison County, Clarksburg, WVDOT

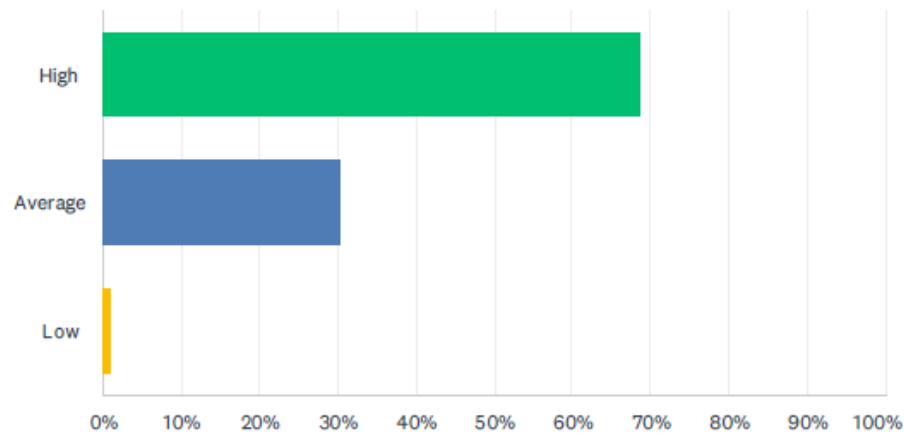


Appendix

COMMUNITY SURVEY RESULTS

Q1. “Quality of life” is defined as the standard of health, comfort, and happiness experienced by an individual or group. How would you rate the overall quality of life you experience in the City of Bridgeport?

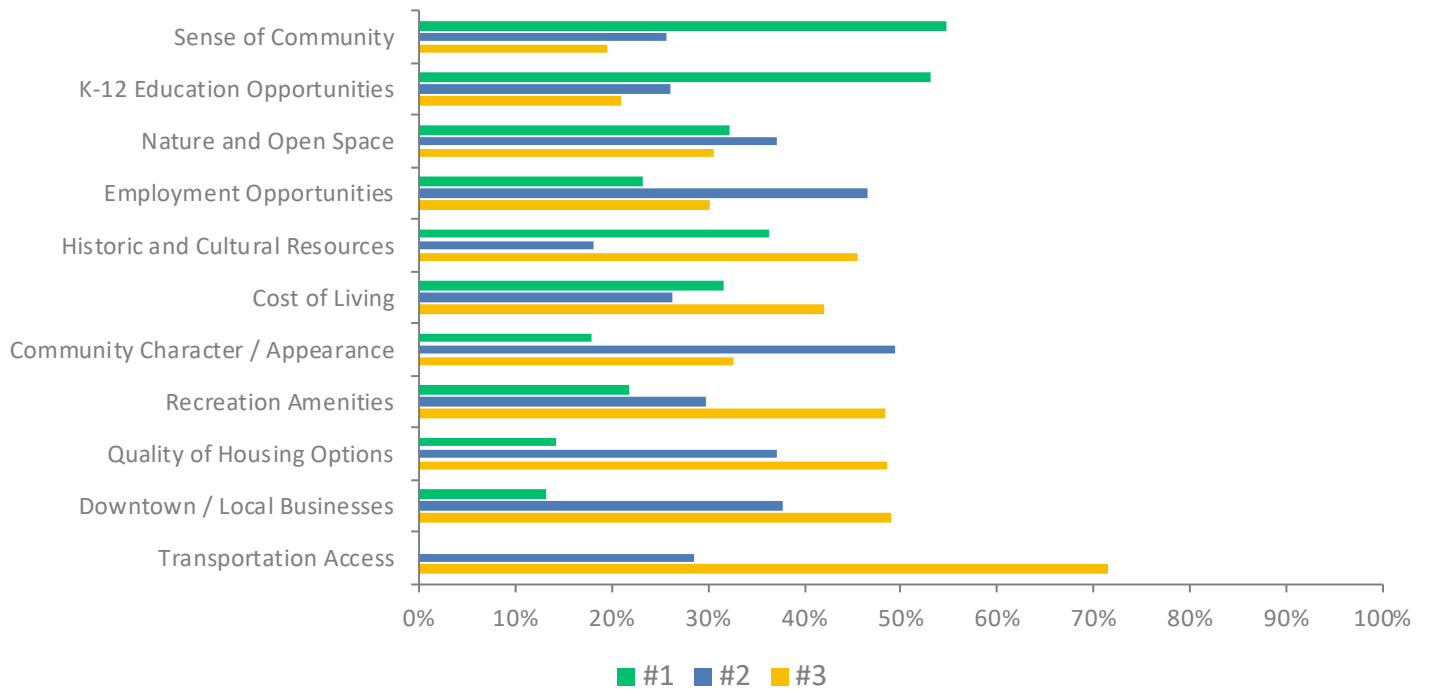
Answered: 261 Skipped: 3



ANSWER CHOICES	RESPONSES	
High	68.58%	179
Average	30.27%	79
Low	1.15%	3
TOTAL		261

Q2. What do you value most about Bridgeport? (choose top three).

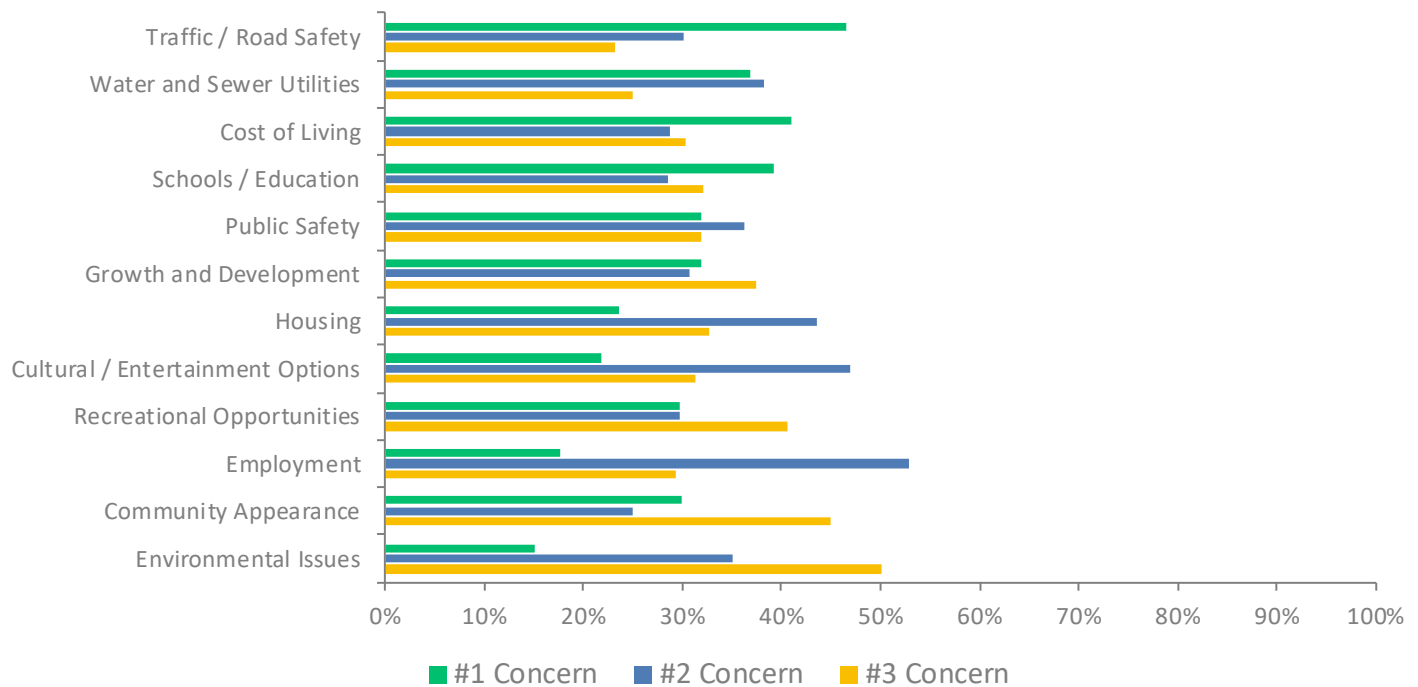
Answered: 259 Skipped: 5



	#1	#2	#3	TOTAL	WEIGHTED AVERAGE
Sense of Community	54.73% 81	25.68% 38	19.59% 29	148	2.35
K-12 Education Opportunities	52.99% 71	26.12% 35	20.90% 28	134	2.32
Nature and Open Space	32.26% 20	37.10% 23	30.65% 19	62	2.02
Employment Opportunities	23.26% 10	46.51% 20	30.23% 13	43	1.93
Historic and Cultural Resources	36.36% 4	18.18% 2	45.45% 5	11	1.91
Cost of Living	31.58% 12	26.32% 10	42.11% 16	38	1.89
Community Character / Appearance	17.82% 18	49.50% 50	32.67% 33	101	1.85
Recreation Amenities	21.77% 27	29.84% 37	48.39% 60	124	1.73
Quality of Housing Options	14.29% 5	37.14% 13	48.57% 17	35	1.66
Downtown / Local Businesses	13.21% 7	37.74% 20	49.06% 26	53	1.64
Transportation Access	0.00% 0	28.57% 2	71.43% 5	7	1.29

Q3. What issues are of concern to you today?

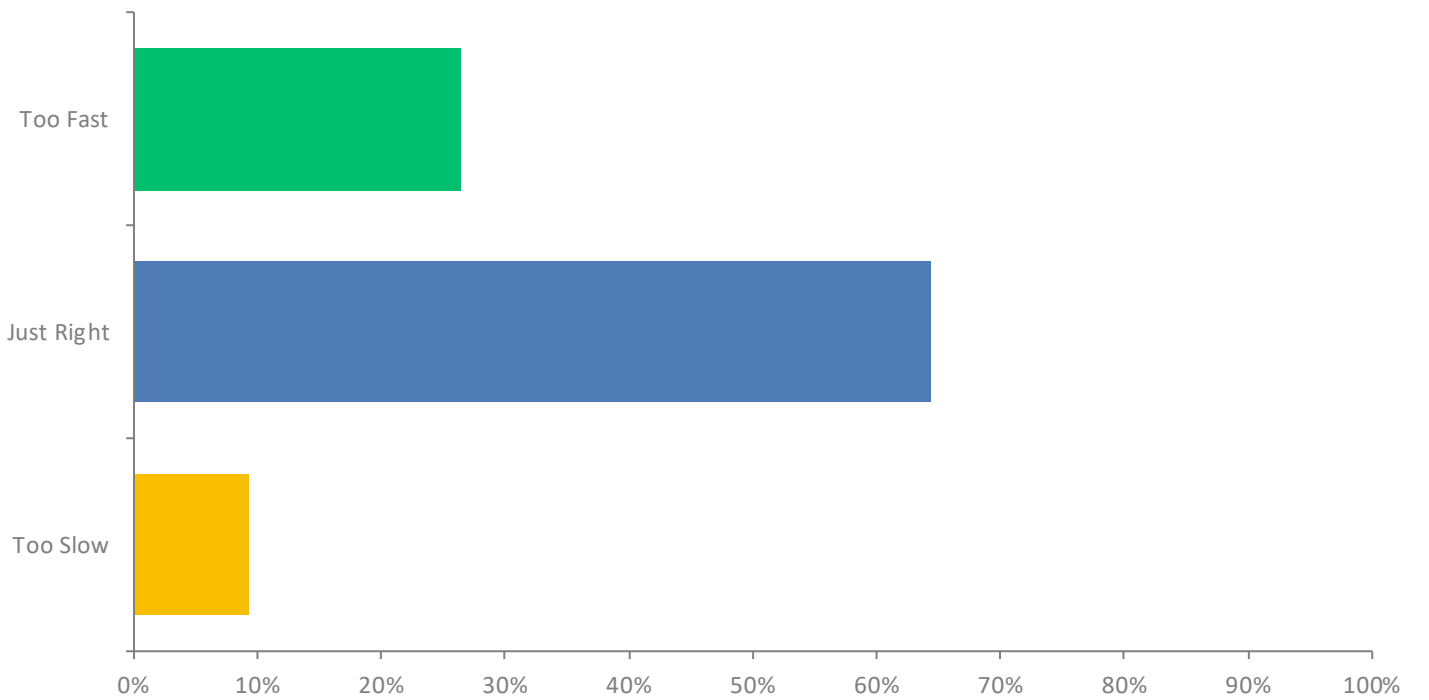
Answered: 260 Skipped: 4



	#1 CONCERN	#2 CONCERN	#3 CONCERN	TOTAL	WEIGHTED AVERAGE
Traffic / Road Safety	46.55% 54	30.17% 35	23.28% 27	116	2.23
Water and Sewer Utilities	36.76% 25	38.24% 26	25.00% 17	68	2.12
Cost of Living	40.91% 54	28.79% 38	30.30% 40	132	2.11
Schools / Education	39.29% 22	28.57% 16	32.14% 18	56	2.07
Public Safety	31.91% 15	36.17% 17	31.91% 15	47	2
Growth and Development	31.87% 29	30.77% 28	37.36% 34	91	1.95
Housing	23.64% 13	43.64% 24	32.73% 18	55	1.91
Cultural / Entertainment Options	21.88% 14	46.88% 30	31.25% 20	64	1.91
Recreational Opportunities	29.73% 11	29.73% 11	40.54% 15	37	1.89
Employment	17.65% 3	52.94% 9	29.41% 5	17	1.88
Community Appearance	30.00% 12	25.00% 10	45.00% 18	40	1.85
Environmental Issues	15.00% 3	35.00% 7	50.00% 10	20	1.65

Q4. What is your perception of the recent pace of growth?

Answered: 258 Skipped: 6



ANSWER CHOICES	RESPONSES	
Too Fast	26.36%	68
Just Right	64.34%	166
Too Slow	9.30%	24
TOTAL		258

PLEASE SHARE ANY SPECIFIC THOUGHTS YOU HAVE ABOUT THE PACE OF GROWTH.

I would like to see the City lend greater support to economic, housing and recreational development at Charles Pointe and White Oaks.

Tracffic and not building quality housing.

Schools are overcrowded and we definitely need a new high school

I'd love to see us grow even faster however our schools and roads cannot handle much more growth at this point.

There is nothing going on in this town anymore. Nothing at the lakes. There used to be boats to rent in the summer at the lakes, movies in the park, more events downtown

The price of homes is out of control. Residents have little to no options for an affordable house.

All the new developments on the outskirts don't even feel like part of Bridgeport - don't lose our town identity to be like Morgantown. We DON'T want to be like Morgantown! Also, we need another elementary school for all of these new houses!

Building houses at white oaks

Our schools are bursting at the seams and BHS is aging and crumbling. We can't accommodate the kids appropriately.

Lack of Diversity and Entertainment for 25-35 age group.

I like the pace of growth. Housing is starting to get too high though

Schools are not big enough for the amount of housing that is being built.

housing prices rose too quickly

Drainage issues in neighborhoods.. flood risk

Bridgeport is starting to look like a big city with all of the apartment complexes/townhouses being built on top of one another

Too many multi unit housing that school system can't absorb. Lots without green space just crammed together

Not enough downtown activity

I am fine and proud of the grown Bridgeport is experiencing as long as our infrastructure and services can keep up with the growth. I also hope the major business coming to the area (including oil and gas) are contributing to our sustainable future.

need to taking care of the infrastructure first

Mainly roads and transportation related to fast growth. The roads are not able to keep up with the traffic from the growth of the city.

A lot of people don't understand the culture

You aren't planning your infrasture soundly.

Schools and roads can't keep up with growth.

City fighting against the Charles Pointe development for expansion is completely ridiculous. If the city isn't growing, it is dying!

Do we need more schools?

I'm concerned that with the increase of commercial property we have less and less green space.

Not enough land outside Bridgeport slated for development

Roads cannot handle it

I think we should annex to the north and south

The charm of WV is the slower pace of life and open land.

I feel very fortunate to live in a part of the state that is growing at all. Most parts of WV are not.

I think to spur real growth, Bridgeport needs better access to outdoor recreation- not just baseball fields,etc. There is a lot of buffer land that could support outdoor hiking, biking, and running trails. This attracts people (remote workers,etc) Look what the city of Hurricane, WV has done

Schools need to be remodeled and more room

Infrastructure needs to be planned ahead of growth

With all the housing developments being built our schools are full or close to it.

Schools are busting at its seams - need new high school and maybe a new elementary soon

Make it Quality growth!

This used to be a quiet town where you felt safe especially walking at night and now we do not feel safe.

Housing is very expensive. No way to downsize for older people and get a one floor house without debt

Too much too fast. If you have to raise taxes and fees, it's too much!

It has outpaced the schools

I'm a Realtor, So i may be biased

Charles Point should not be served by HREA. We should use Mon Power because it's much cheaper electricity for those residents and businesses

Increased housing is a good thing but the infrastructure to support the increase has not been on pace. The schools are full; the streets are not wide enough to handle the traffic; and the water lines are breaking at an alarming rate.

We need to be pushing the WV school board to be proactive in regards to providing school space for a growing number of kids. Build a new high school, turn the current high school into the middle school, and turn the middle school into a 3rd elementary.

Residential growth too fast. Allowing developers to cram too many houses in on too small of lots. Little being done to address storm water run off. Why was White Oaks allowed to add residential housing? Need to address plans for infrastructure. Need to work Harrison County Schools to ensure the schools are large enough to handle the growth. HCS may have to build schools on their own without state funds so they can build large enough for the future.

Too big for current infrastructure

City infrastructure must be upgraded to handle areas that flood due to housing developments

City officials should encourage growth staying out of private or public real estate development.

Need to upgrade sewer/water infrastructure to all be on the same level or greater than last upgrade project

Increase in city population is outgrowing the room in schools

We need a major grocery store at Charles Point

Growth is outpacing infrastructure, power/cable l lines too maasive bending around corners huge eyesore, traffic thru the city taxes are too high for our area , water system and drainage plan is beyond sub par

Q5. What are the top three transportation-related issues that currently affect you? (you can be as general or as specific as you'd like)

Answered: 179 Skipped: 85

#1 ISSUE
The narrow stretch of Worthington Drive before driving up the hill towards Worthington Place. It somehow needs to be widened, as well as adding a sidewalk.
Complete widening of SR 131
Slow down neighborhood traffic
Big trucks on Rt. 50/Main Street - they take away from the small town charm that I believe downtown is trying to achieve
Need light at 279 50 intersection
Main Steet congestion
Poor traffic patterns and planning especially around schools and emily/platinum drive
Worthington drive needs widened with a better sidewalk, especially an issue at the 3 way stop
Worthington drive close to Worthington village is way too narrow. Please widen.
People driving too fast in neighborhoods
traffic in the morning. Schools needs to start at different times. If they rotate the buses can go back and do second runs traffic is insane trying to come home from night shift or leave for work. Especially when 500parents are cutting down your street
Morning traffic around schools
Wider sidewalks
No sidewalks
School traffic
Bridgeport Hill — Eastpointe interchange
None
Downtown traffic
Johnson Elementary drop off traffic in the morning - do some observation on it, there is definitely a more efficient way!
Road quality
Need a wider sidewalk on johnson
Bus lines are not reaching areas they need to.and people gave to walk 6-10 blocks to catch a bus.
School buses

Traffic is a nightmare

Width of roadways

Traffic issues at Eastpoint although I realize a lot of that falls under Clarksburg.

A better connection from Benedum Drive to Johnson Ave.

school traffic

Worthington needs to be wider from North Street to Frum. Sidewalks connected to Worthington Village.

Side streets are vary narrow for todays vehicles (worthington Dr specifically)

The intersection on Emily Drive

Worthington drive being so narrow at the upper end near Jennifer street

Flooding on Bridgeport Hill

Traffic congestion

Quality of roads

Available transportation and cost for the elderly

Emily Drive Intersection

Tragfic lights outdated can't see

Access to public transportion

On street parking. People park on both sides of the street nearly or completely blocking the road.

Road maintenance

Traffic

Morning School Traffic near Johnson Elementary

Traffic on Main Street between 330pm-6pm

Poor roads.

Poorly designed roads

Interstate

131

Speeding and dangerous driving on I-79 corridor

Main Street congestion and speed of large trucks

Main St congestion

Traffic by Emily drive

Route 50 near the airport and Heritage Farms needs a "No engine break" sign. Noise pollution a major issue from the truck traffic using engine breaks.

Congested main street

Traffic congestion

Congested roadway downtown

Not enough fine dining

Easy transport for senior citizens

Speed, too much cell use while driving

Downtown congestion during school traffic

After school/work traffic downtown

Poorly thought out intersections, ie Emily Drive/Rt. 50, cannot handle influx of traffic

Safety at East Pointe intersection Lodgeville/Route 50

sidewalks

Worthington Road near North and Jennifer needs widened. Very dangerous to fit two cars on.

Traffic on Lodgeville Road

Main Street is too narrow

Traffic

The long time (20 min) to drive thru Main Street (Rt 50)

Downtown traffic

Traffic Flow at Intersections

Traffic on Johnson Avenue in the mornings

Traffic and congestion in the Emily Drive area. (Technically not in Bridgeport but I must go over there for basic necessities like groceries)

Traffic

Traffic congestion on Bridgeport hill

Rt 50 during rush hour

Ashbrooke Court intersection with Forrester Blvd

I do not have any transportation issues at this time.

Traffic

Stop lights out of sync

You cannot get through town without hitting every single stoplight it is super

Lack of school transportation

no bike or walk path

Need Bike lanes

Patients having transportation to medical appointments
Main Street is to small
Intersection 279 &50
Poorly designed intersections
Three or four lane art 131
Traffic on Emily Dr.
Pot holes and general road maintence
Not walking friendly; very small sidewalks (with big telephone poles WITHIN) coupled with high speed limits (eg Johnson ave)
School traffic
School traffic
None
Smaller roads
Emily Drive is very dangerous and I try to avoid it.
Rt 50, lodgeville, Emily drive intersection
No public transit.
The problem at Rt. 50/Lodgeville Rd. I believe we all realize how unsafe that area is and the volume of traffic it handles daily. There's 3 accesses to that area, and I use all 3 at different times of the day to try and avoid the mess.
Poor road conditions
Emily dr
Emily Drive entrance/light off of 50
Space for cyclists along roadways
Traffic at schools
Main Street traffic
Traffic backing up on Main Street
Narrow roads with utility poles limiting options
Heavy traffic on Main St
Road Conditions
Congestion at the middle, high and JES
Traffic on my street
Not bicycle or pedestrian friendly
On-street parking

People not obeying the speed limit especially on Worthington Drive and Long Street.
Traffic
Lodgeville Road & Route 50 congestion
traffic flow
School traffic
Continue to increase walking opportunities
Emily Dr Interchange
Intersections and flow of traffic...need the most recent stoplight 'receptors' so people aren't stopped unnecessarily and look at the city and see where a few traffic circles would work and dress up the area(s).
Traffic flow main st
Traffic in town during rush hour
Mess at intersection of Lodgeville & Route 50
Control of street parking
Speed on streets
Traffic
traffic congestion
Speed limit signs are confusing on Ann Moore Road. It's 25 some places and then not reposted elsewhere and you don't know the speed limit when pulling out of Brushing Fork to Ann Moore road.
Poor roads.
Emily Dr, Rt 50 & Lodgeville Rd is a cluster muck. More turn lanes needed. The entire intersection needs reworked. Needs cross walks. Lodgeville needs more lanes going straight across Rt 50. Everyone has to cram into one lane that either goes straight or turns left. Far right lane needs to be a straight or turn right lane & Emily entrance should be widened to allow that additional lane. Remove the middle grass island there.
Streets are too narrow
3 or 4 lane Rt 131
too much traffic downtown in the 4-6 time frame. Need longer/additional turn lanes.
school drop off
None that I can think of
Traffic on Main street
Need more Police for speeders on I79 and side roads
Route 50 - Eastpointe
Traffic at Eastpointe

Intersection of 50 and Virginia
The amount of industrial trucks that travel through our Main Street.
Traffic congestion downtown
too much traffic
Traffic through down town.
I think we need more crosswalks by the schools. Specifically the highschool.
School congestion but mixed bag
Morning traffic
To congested at lights
Road maintenance on city streets
Parking on streets on Sherwood and crestview
Rt. 50 / 279 intersection (need light)
Lights need better programmed
None
Traffic congestion
Down town traffic
main road traffic lights always red makes no sense. catered to side roads
Traffic on roads
Brush and growth around 79 and 50. Cut the brush!
Traffic
School traffic
Police issuing traffic violations to generate revenue and not to slow traffic where needed most
Traffic lights on Emily drive
Traffic intersections
Traffic too high
Speed particularly commercial trucks
Excessive speeding downtown
Getting on 79 the light currently only 5 to 6 cars getting through. Traffic backed up past sheets clogging that intersection
Early morning traffic
Safety at the Emily Dr. intersection
Johnson Avenue school traffic is generally terrible.

There needs to be a stop light at the bottom of the hill at the Bridge complex

No designated stops around library

It'd be nice to have a bike path along Johnson Avenue for kids going from the school to the library and/or home

Traffic lights outdated

Stupid speed bumps

Traffic through neighborhoods before and after school hours

#2 ISSUE

The deer population along Worthington Drive.

reduce downtown congestion during evening rush hour. Provide more turn lanes

Need to limit trucks from going down route 50 through town

Emily Drive

Would love to see biking around town become easier/safer. Kids should be encouraged, not DISCOURAGED, to bike to school.

BIKES- we need a bike lane

Traffic at Eastpoint stop light. Huge dead space that is locked off beside Walgreens. Use that for an extra turn lane.

Separation between road and sidewalk

Potholes

Roads threatened by large trees which will fall

School drop off and pick up

Traffic

Sidewalk on both sides of Johnson

Traffic jam at rush hours, it takes 30 minutes to get from Oliverios to Walgreens.

Road condition

Quality of roadways

east point traffic light intersection

People running stop signs everywhere.

Traffic coming down from Bridgeport hill is not good at several hours of the day

More sidewalks through main areas

Distance to amenities

Walking access to the Bridge complex

Light synchronization on Meadowbrook Rd by Mall

Too much congestion

Alternate transportation options such as Uber, Lyft

Sidewalk construction has narrowed the travelway on many streets.

Road conditions

Sidewalks could be expanded in some areas

Recreational bike riders on Hinkle and Deegan Lake Rd-NOT on the trail

Poorly designed intersections

Air

Rt 50 / Emily Drive

No police presence on I-79 from Weston to Mgtm

279 only going to get more congested - get Barnett run road access to hospital and put a bike lane there while at it

Public transportation

Bus turning on main st to the school traffic

Lights not syncing for ease of traffic flow

79/50 exit and on ramps

Not enough opportunities for people out of college

Poor road conditions

School buses

Congestion Emily Drive and Rt. 50, state road issues

East pointe congestion

Traffic from light at N Virginia Ave./W Main St. Intersection

Safety Route 58 Annmore Road by Platinum Drive/Social Tap

Johnson Road curve near the Lutheran church as the road goes down toward Johnson Elementary School is dangerous. View is bad. Trees on hill blocking view need to be addressed.

More Public Transportation Routes

No sidewalks from Virginia Ave. to Emily Drive

width not sufficient on roads

No Bike lanes

Roadwork

Traffic to Emily Drive from Lodgeville Road

Congestion and high volume of traffic on Main Street.

Light times

Johnson Ave school rush

Forrester Blvd intersection with Rt. 131

Speeding through neighborhoods

At the intersection of 50 and whatever street runs beside the pool where the railroad tracks are people constantly cut that light and get hit by cars driving down the oncoming lane just so they can make it to the turn before the light changes no enforcement on that ever

Off street parking

narrow roads

More cross country or mountain biking trails

Access

Price of gasoline

Emily drive

Lack of traffic lights at critical areas along Benedum

Water on road at Bridgeport hill

Traffic in high flow areas (bridge and Emily drive)

Traffic- would be better if more walking friendly!!

Emily Drive traffic

Emily Drive traffic lights

School traffic by JES, BMS, and BHS is very congested.

Speed bumps at bottom of hill of sherwood going up to Ridgeway.

Not bike friendly.

Doesn't affect me- but better access to public transport would be good

In front of schools

Entrance to Walgreens/Longhorn

Benedum drive space for cyclists/pedestrians

School traffic

More sidewalk areas, especially off of Benedum Dr would be nice.

Good expansion coming at CKB

Speed of vehicles causing accidents

Lack of speed bumps on Worthington drive

Expand the road from 279 to downtown Bridgeport

Speed limit not observed on my street
Not enough single track trails
Emily Drive safety / traffic
The roads are not wide enough, especially at intersections.
Several intersections that are problem areas. Businesses that you can't pull out of safely
Jerry Dove & Route 50 congestion/no stoplight
un necessary stop signs
Emily Drive intersection
ALL schools on Johnson / Philadelphia
Driver's Speed
Traffic safety (speeding)
Bus routes -
"
Never see cops patrolling
The drain lids need raised to match the street level. There is one on the west bound lane on Ann Moore toward route 50 light and one crossing the railroad tracks.
Lawman Ave single lane bridge needs improved. I can't think of any other single lane street in Bridgeport. It is probably one of the busiest residential roads giving access to many other side streets, neighborhoods. Coming from BFS onto that bridge is a nuisance as vegetation & sharp angle to right make it difficult to see cars coming down the hill. The bridge needs widened over Ann's Run creek.
Not enough sidewalks, or sidewalks are too close to the road
need a second entrance/exit to the Bridge complex.
Certain intersections of city streets have blind spots
Extra lighting on roads
The fact that the speed bumps are not 25 mph speed bumps nor even 15 mph speed bumps poorly installed!
Traffic lights
deteriorating roads
Streets flooding.
Speed in neighborhoods
Not long enough turning lanes
Sherwood turn in
Rt. 50 oversized trucks, equipment haulers, etc driving through Main Street

Keep expanding trail system

Lack of police presence guiding traffic during events or accidents to expedite flow

school traffic bad

Road closing or stopages

Main Street traffic in afternoons

Increase in growth causing traffic backups on Rt. 50 and downtown

Pot holes

Heavy truck traffic

Expand trails and roadways to allow for more foot bicycled and golf cart usage

Large trucks speeding downtown

The Lodgeville Rd and Eastpointe intersection Rt 50. So dangerous

Sidewalk maintenance (I walk to work.)

Those with mobility issues feel unable to come to the library

Traffic congestion

Bus availability

Driving too fast in neighborhoods and around recreational venues

#3 ISSUE

Work with Clarksburg to improve Emily Drive intersection

Need light at 279/50

Lack of parking by tennis courts at Deegan and Hinkle lake. That area needs redone to maximize use of space. I've never seen anyone using the basketball hoop or the ball cone thing. Get rid of them and put in better parking.

Narrow streets

Route 50 traffic

Fix the concrete roads

Everywhere in Bridgeport the yellow double line that legally does not allow a left hand turn and businesses that are boxed in with double lines only legally allowing a right hand turn to exit or enter.

Too much traffic on Rt 50 from 4 pm - 6 pm

holiday season traffic

Road treatment in winter has been slowly getting worse. Roads from the hospital to the city are left untreated during heavy traffic hours leaving residents out to navigate difficult conditions.

Traffic on main st

Dogs off leash on the walking trails and parks

Potholes next to sidewalks

Need more public transit to clarksburg and back for work

Overgrown tree & bushes extending into street.

Peddal bikes in traffic lanes

Wendy's drive thru traffic spilling out onto Diamond Drive causing blockage

Johnson Ave around Schools

Additional electric car charging stations

The Bridge needs additional entry / exit point

Not enough flights out of CKB

Hole in road coming out of gables place

Too much traffic through town

Congestion on Bridgeport Hill

More library access

Ubers

Traffic at intersection of Route 50 and Main St. near Veltri Dental

Hazard at Emily Dr and 50

Sun blinding drivers on Route 50 at sunrise and sunset.

More sidewalks

School traffic patterns

manholes too deep on most streets

Roadway Maintenance

Traffic leaving Emily Drive @ intersection with Rt 50, lodgeville and main st

Heavy on Main Street. Trucks etc

Trains

Turning left onto Worthington from Johnson.

Transients

Kroger intersection stoplight is appalling. It shouldn't take five lights to get from Home Depot to Kroger because you don't cycle the time enough. Allow for the turning lane to turn for 30 seconds and give a five second pause in between all red lights. Lots of people die at that intersection.

Very long stop light by simpson

Price of car insurance

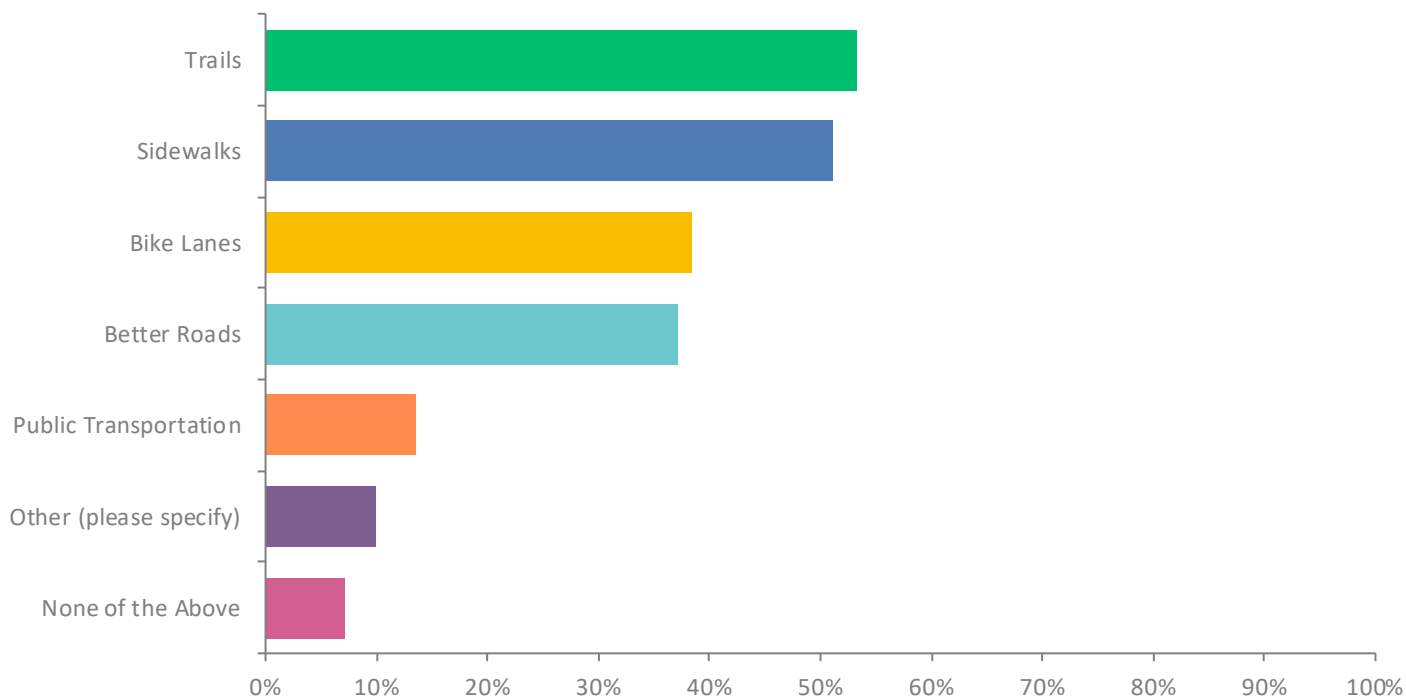
East Philadelphia Ave from main st to center st. Too narrow

Lack of parking at some areas
Parking at the airport
Should have an ordinance to limit engine idling to manage stinky car exhaust for those of us who dare walk
Roads could be repaved more frequently.
Concrete side streets need to be asphalt
Dark roads at night, needs more reflective material.
More Uber/Lyft/taxi options for out of town visitors
Bike lanes would be a great addition
Not enough enforcement of speed limits in the community
None
Not enough wooded public green space
Need light up crosswalks on Johnson around schools
Too much traffic. 279 was built under the pretense that large trucks would travel it instead of downtown and that is not the case.
Unsure of the wall fix at Worthington. Not sure it going to fix the problem
Without a car I couldn't get around safely. Incomplete sidewalk and trail connectivity
Parking downtown
"
Sidewalks needed added up route 50 to toward the interstate.
Rt 50 where McDonald's, Pizza Hut, Advance Auto can be dangerous as there is NO center turn lane. And because there's no traffic light there, drivers have to extra cautious exiting those businesses out onto Rt 50
279/route 50 intersection needs attention
Too much traffic and truck traffic on 131 now for a two lane road
pedestrians
Stop sign violations.
None
East point Intersection Rt. 50
Bridgeport Hill runoff problem still persists
Eastpointe entrance (even though not a city issue)
Johnson avenue stop sign needs a mirror to view traffic going towards sheets when trying to cross the road

Truck noise
Less lights more roundabouts
Crosswalk needed by almost heaven and Winnie's
Light that intersection. I've seen so many trying ti squeeze into Easpointe that Rt 50 east us blocked
Snow removal on streets & sidewalks
Speeding
Emergency availability
Traffic on Johnson and Philadelphia Ave

**Q6. Would you like to have better access to any of the following types of transportation?
(please check all that apply).**

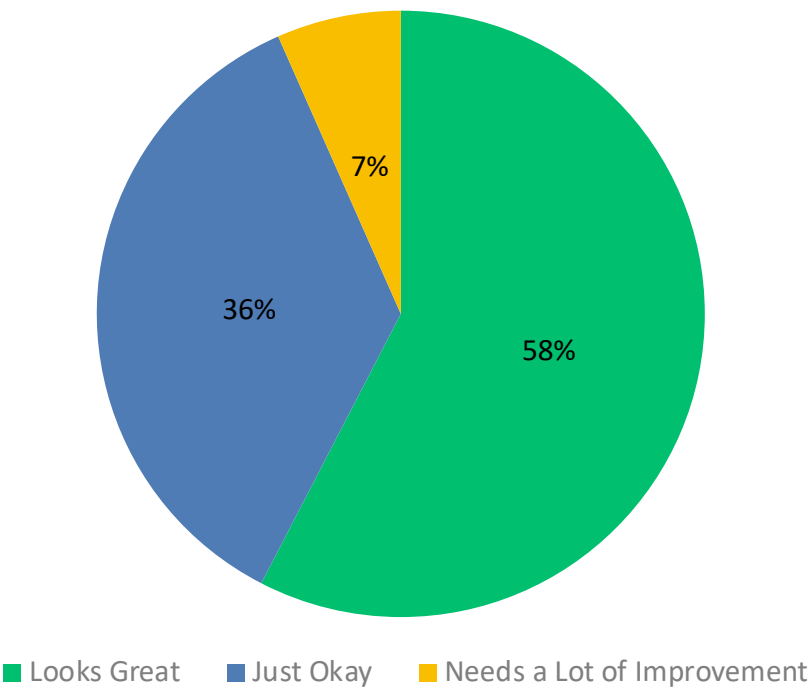
Answered: 250 Skipped: 14



ANSWER CHOICES	RESPONSES	
Trails	53.20%	133
Sidewalks	51.20%	128
Bike Lanes	38.40%	96
Better Roads	37.20%	93
Public Transportation	13.60%	34
Other (please specify)	10.00%	25
None of the Above	7.20%	18
TOTAL		527

Q7. What is your perception of the City’s aesthetic appearance (curb appeal)?

Answered: 257 Skipped: 7



ANSWER CHOICES	RESPONSES	
Looks Great	57.59%	148
Just Okay	35.80%	92
Needs a Lot of Improvement	6.61%	17
TOTAL		257

ARE THERE ANY SPECIFIC IMPROVEMENTS YOU WOULD LIKE TO SEE?

they have tried but there needs to be some standards set in place if they truely want the quaint feel. They almost get it, but they aren't quite there

I'd love to see downtown have more of a walking restaurant/dining/pub scene along with shopping. Less offices. Hipper, more quaint vibe

When you come into town you see the building that caught on fire and that empty lot. Would love to see some beautiful business buildings on those corners instead

Code enforcement seems to have declined dramatically in recent years

More flowers

I love our downtown, it is an asset to our community! The old historical house that Noah's Ark of Learning was in needs to be repaired though!

Public seating near a water feature and or even a flat water pad for children or adults to walk or stand in.

Would love the old carwash/lumber yard to go away! Such an eyesore right by the beautiful lakes! I know it's not considered city but can nothing be done?

Downtown needs ordinances on signage and design

The spot where Mike's appliance was should be made prettier, and across the street with the burnt out house is an awful eye sore

Downtown is lacking in many ways. Very sprawling. The war memorial just seems randomly placed into a parking lot. Christmas and Halloween when the poles are decorated look the best. There are several walls in the city like the one on Virginia and 50 that could use a cool Bridgeport mural.

Corner of Main & Virginia Ave hopefully will be soon

There are portions of the City Park along Wyatt & Water Street that needs to be more park like athetically. Many people use these streets as a loop for the park trail. I witness people driving to these streets to dump grass, yard debris, rocks, etc. I have also seen people dig up flowers growing in these areas. Since these areas are part of the park they should look and be taken care of as part of the park. Maybe memorial benches like being placed in the park and ornamental trees where needed.

"drive like your child lives here" - Makes you appreciate the rare benefit of a HOA - they wouldn't allow such trash in yards and I've seen these are actually given out by the city. Was someone really dumb enough to think these make people drive better? Really?

Too many poorly maintained homes and lots

Better than Just Okay but not Looks Great

No continuity of storefronts

Great may be bit over stated but private property owners generally with good upkeep and aesthetics. Be wary of all LED signs in residential areas, even be careful lighting up Main Street like a little Las Vegas. The LED street lights are intense and interfere with healthy night time circadian rhythm. Shouldn't look outside at 10 pm and be lit up like daylight. Also the fund raiser signs along Johnson Ave schools are cluttered and outdated. Move them to the football field. Would look awful if private property owners decided to rent out signage space along Johnson.

Better signage on the interstate

More restaurants!

Bridgeport does an amazing job of keeping our streets and community clean! Well done Bridgeport! Perhaps consider adding a third "large clean out" day in summer? Similar to the ones we have in fall and spring? That would be helpful!

279 grass and trash in medium and burrs keep clean

A lot of buildings look old and rundown.

Some enforcement issues have been left unattended- stronger code enforcement. Some of the housing stock has deteriorated.

Downtown looks awful. The sidewalks used to look amazing, now they are so filthy. There is no pride in Bridgeport anymore. It is a shame.

fill in the massive potholes

Weeds growing against sidewalks and weeds in the road medians

it's good but can improve further

Bike lanes, connected trails (eg bridge from garden circle to city park paths) city park path connected to lakes trails.

beatification of the bridgeport and clarksburg exits

More local plants.

Inconsistency on Main Street

More citywide yard or decoration contests - maybe a tour of homes event

Streetscape coming down B'Port hill into town could use a facelift.

Could utilize creek in downtown to make a nice riverwalk.

Purchase and repair the old Noah's Ark building and make it the City of Bridgeport Museum

Utility poles at street intersections

"drive like your child lives here" - Makes you appreciate the rare benefit of a HOA - they wouldn't allow such trash in yards and I've seen these are actually given out by the city. Was someone really dumb enough to think these make people drive better? Really?

Hinkle Deegan lake trails & better access for fishing along embankments around entire perimeter of lakes.

make them fix noahs ark of learning

The older side of town seems very neglected by way of sidewalks, curb mitigation, storm water flooding, and street lighting

certain areas of the city are often ignored by property owners

I'm very proud of our downtown area. Don't spend much time in other areas.

Many homes need demolished before neighborhoods turn into Clarksburg.

Additional parking for West Main Street

Work with DOH to cut the brush and weeds along 79. Bridgeport - Next 5 Exits. That should mean something

Multiple run down house, businesses that look less than ideal for the community we have

Get rid of the telephone poll on Main Street

Get rid of all power lines on main street, offer more subsidies to improve aesthetics downtown for property and business owners sidewalks you dont have to keep crossing the road to get to a destination

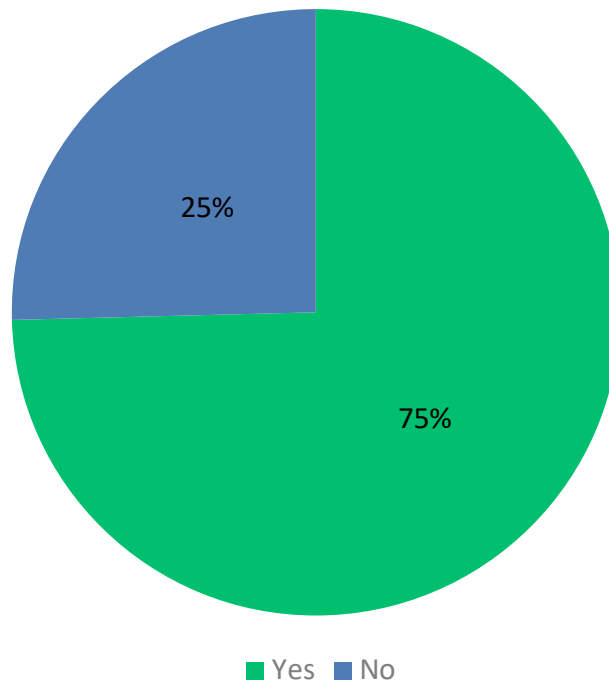
Entrance to Eastpoint needs a facelift. It's the area that out of state people see most frequently and it is a mess.

The area between Virginia street and orchard

Main street house/ other areas

Q8. Do the current housing options in Bridgeport meet your needs?

Answered: 252 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	74.60%	188
No	25.40%	64
TOTAL		252

PLEASE SHARE ANY ADDITIONAL INFORMATION ABOUT HOUSING HERE.

VERY LITTLE UPCSALUXURY HOMES AVAILABLE

Need to encourage more affordable housing to build in the city.

But too many developments that aren't quality

We have a wide range of housing options and the neighborhoods are well maintained.

so many houses look like they need alot of updating and care and are not worth anywhere close to what the asking price is on them.

However, housing prices are extremely high for houses that need a lot of work and updates.

Housing is fine. We have aging neighborhoods with aging trees which will in time. Would like to see city provide tree cutting services for residences who request them. Public and private safety issue. If there is surcharge required — so be it. neighbors and roadways are threatened in each storm due to these large trees — and many residents do not have the financial resources to take necessary trees down.

We don't need more cheaply built and overpriced McMansions

Rent costs are out of control.

Housing is ridiculously prices for newly married/young couples looking to potentially settle down or stay in the areas. Not to mention the inventory just isn't there. If there is inventory it's sold immediately. You're paying 400k for a house that hasn't been touched since 1970 just because it's in Bridgeport. It doesn't incentivize us to stay.

Expensive for what you get.

City taxes are very high compared to surrounding area.

I do wish there were more patio home options

Meets my needs because I already own a house. See an issue of affordability for new homeowners

Not enough affordable housing options

Can't afford to even look. A trailer is more affordable

Cost of housing is high compared to neighboring cities and rental properties are very limited.

The continual increase in house and apartment construction must be addressed with other factors as increased traffic congestion and under performing facilities like streets and intersections. Over crowding for existing school facilities.

Supply & Demand has housing prices through the roof but that's OK. I'm not pleased with the amount of townhomes/condos that are being built as opposed to quality single-family homes.

Housing prices are very high. For a single parent it is hard to afford to live in Bridgeport so my child can attend school. Once my child graduates in a few years, I intend to sell my home and move to a more affordable city.

High build quality in a ranch style is hard to find.

The tax is too high. The city of Bridgeport should not be in the business of building housing. Yes, it is expensive and that is the market.

Rent is too expensive

Although housing prices are outrageous. Bdgpt needs more houses with one floor for the aging members of the community.

Too many quick built multi units - not enough planning or green space

Too damn high in price!

Affordable housing is needed

Although it appears additional mid range mid priced housing is a concern. It just doesn't personally affect me.

We need in city more patio homes for older couples

We could use more mid to high level housing development

Housing prices are outrageous.

Houses here are very expensive with very little to choose from. There are few affordable starter or family homes if you don't want a townhouse.

The median home price is too high for young professionals like myself to consider purchasing in the city. My wife and I rent right now and love living in the city. We want to buy a house here but do not feel like the housing stock is meant for us. To be honest it feels like we are not wanted in the city as homeowners.

It is a barrier of entry

Charles Pointe houses are cheap construction, not many other options for new homes

The less inventory, the more money we all make on our homes. Keep condos out.

Cost and supply

Too expensive

Unaffordable by average wage earners

Too expensive for someone starting out on their own. I'm having to look at housing outside city limits because I can't afford housing here.

Booming market out priced homes. Builders charging a lot for new apartments/townhomes

This is supply & demand, but I feel the housing is too expensive for a lot of the younger people. You have to have very well paying jobs, or work several jobs to be able to rent or buy a home. This is a problem everywhere, not just here

I own my home, so no concerns there. But the high cost of housing/rent is a concern

Too expensive

Cost of homes are very high

For us, yes. For someone moving into area, lack of homes and prices have maxed out.

Housing is too expensive

Need more housing townhouses/apartments

Nice Small cottage housing.(seniors)

A bit too expensive, but it also helps keep the riff raff out

Need to encourage more development to help with supply and lower costs.

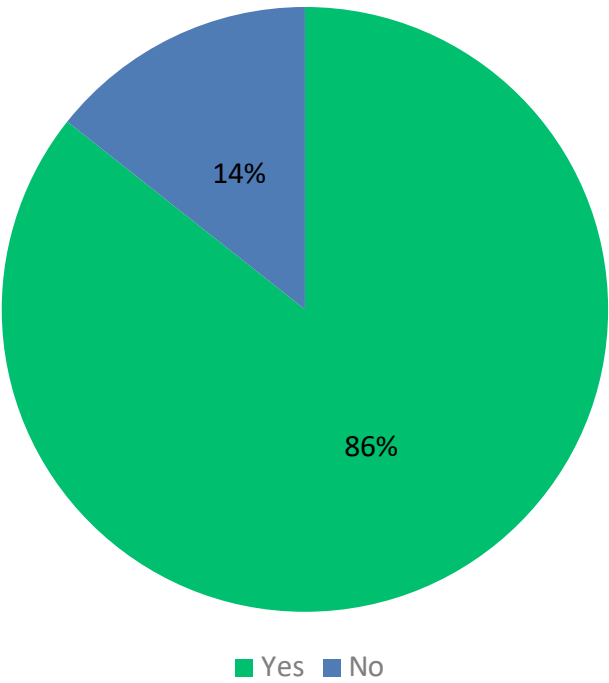
There are no AFFORDABLE housing options in the town. Yes, fancy expensive homes and townhouses are nice and aesthetically pleasing, but are not affordable.

Older people can't downsize into one floor homes without debt being incurred- what's available in newer developments is outrageously prices and HOA are included

to msny condos
people are always going to say we need more affordable housing but the market sets that, not the city
Too expensive
Lack of affordable housing for middle-class families
The tax is to high. The city of Bridgeport should not be in the business of building housing. Yes, it is expensive and that is the market.
Lack of housing for seniors-one story homes
I'm not interested in housing.
Additional housing opportunities are needed immediately
Patio homes
Lack of housing
More one story living options in town. But I don't know where you'd put it!
Currently building a custom home. Lack of higher end homes
Too many high priced homes. Need more home for middle income
Housing prices too high (I understand the high demand). I work in Bridgeport and would love to live here too, but the same house I have in Clarksburg would cost around \$100,000 more in Bridgeport.
Housing is too expensive it's cheaper to live in a trailer

Q9. Are you satisfied with the recreation facilities, parks, and open spaces available to you?

Answered: 258 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	85.66%	221
No	14.34%	37
TOTAL		258

Q10. Are there any new or improved types of recreational facilities, parks, or open spaces that you'd like to see in the City?

Answered: 126 Skipped: 138

RESPONSES

Work closer with the Charles Pointe development to help them execute on their master plan and bring their recreational plans, parks and open space ideas to fruition for the benefit of all city residents. Provide more support for the Bridgeport Farmers Market.

it's time to concentrate on sport field other than baseball

Need more parks that are open space

Walking trail completely around Hinkle and Dedhan Lakef. We need an updated city pool with more amenities

Make a complete circle around Hinkle lake so people don't have to walk in the road. I'd love new places to walk. I get tired of the same walk that I do out by the lakes. The new trail to dollar general helps but I'd love to see more!

I think the space where the tennis courts are by the pool would be better used as parking lot. The courts are not maintained, therefore put them to use for something the community needs.

Ice skating and/or roller skating

More trails

More at existing parks for kids 3-8 years old like play equipment. Maybe community balls/sports equip around basketball hoops and fields.

An ice rink would be amazing

Indoor tennis

Seating near a river or creek with trail access.

More practice fields for Bridgeport only sports - no travel leagues

Better tennis court suitable for matches, more parking at lakes

The trails need pavement coating better for walking.

Rock climbing gym.

The Bridge is amazing ! I Think there should be a couple more play areas for kids. Maybe made of natural materials to be prettier. More natural looking

disc golf course

Bike trails / Not share the road type either

Lack of racquet sport options besides pickleball. Catering to one particular group simply because they're the loudest. No other option to play tennis now when high school is in season. Would be nice to have padel courts and indoor tennis courts.

The softball fields at the city park could use some love. There is only 1 T-ball and 1 C-ball field at the rec complex. There are a lot of teams that need these fields. With only one field per age level these kids end up playing very late games (7:30) on school nights. Or they have to be there early (4:00-4:30) and parents work, making it difficult to get there.

Disc golf. City owned golf course near The Bridge.

More of a reduced rate for sr. citizens

Afraid to make a suggestion for fear of being charged more money like the bridge already has

Pool needs updated. See VA? We need that here for the pool.

Disc golf park

I like the trails and open park spaces. The "Bridgeport Walks" need updated maps to reflect the streets the walkers, runners and bicyclist with heavy use.

Mountain bike trails

An outdoor venue for music and entertainment like an amphitheater.

I would love to see our parks expanded in terms of walking trails/bike riding trails or even dirt trails through the woods. The Bridge is phenomenal but they aren't community friendly, and therefore I believe that complex is underutilized by the community. It's not a welcoming place for the community.

More room for outdoor activities such as increased trail systems or parks are always welcome.

Improvement on the Hinkle and Deegan Lake trails would be great. The trail is cracked and ridged on the sides. Additionally, I do not think that people should be able to drive on sections of the trail. This causes a great deal of mud to be tracked onto the trail and ruins the grassy areas.

I think you have spent way more than enough money on parks

Hire professionals or people experienced with outdoor areas and trail building.

More fields for our younger children, ages 4 to 12 years.

Glad outdoor sports fields (like soccer) are in the works

More Green space. Need to consider green space/park land in all the new developments around Charles Pt and White Oaks. Also, any of the new housing developments should consider having green space or parkland

Yes. Buy the trailer park on Main Street - make green space Get a strategic plan to replace trees cut down. And plant trees to reduce noise from interstate and airport facilities.

Golf driving range, like Topgolf

I often go to the clarksburg city park or the VA center no great parks/playgrounds here

The tennis courts near the pool need resurfaced or replaced. In addition, I would like to see tennis courts and indoor courts in the long range plans for the Bridge. We drive to Morgantown 2/3 times as week (as do other Bridgeport residents) to use indoor courts and a tennis teaching professional. This is something this area would absolutely utilize and bring additional revenue and events to our area. In addition, BHS has to use Four courts for two tennis teams. This needs to be addressed as it benefits the entire city and surrounding area.

Public golf

More tennis for kids.

More access to hiking and biking trails. The city park was a nice start - but too limited. Also, the pickleball courts are a nice addition. How about a bicycle pump track or a well thought out skatepark - that could be used for skateboards, bikes, skates, or scooters? Disc golf? A golf driving range or public chip and putt.

New pool as planned with better access and parking

Bike trails, hiking trails, larger public open space parks

At The Bridge CityNet Center there should be a second exit/entrance. The roundabout isn't a practical solution because if there is an emergency you need to offer two ways in and out.

Trails for biking and walking. The current trails are limiting especially for bikes. A trail from Bridgeport, along Meadowbrook Road to Route 19 to tie into the Shinnston Rails-to-trails would be amazing

I would like to see the current facilities finished to look like they are supposed to: Stunning! Unfortunately, they are not. All of the millions of dollars spent on recreation, and still many 'punch list' items appear to never be addressed.

I would like to see sidewalks connected from downtown Bridgeport to the Citynet Sports Complex.

An indoor ice rink with consistent dedicated time to area hockey and family skating. There also needs to be a bike trail that families can use. We are constantly driving to neighboring counties to use their trails.

Mountain bike trails

Update the Bridge for locals

More trails, a few more small parks in town for kids, outdoor spaces in general.

I would love to see more green space.

i would love to see a bigger pool

Frisbee golf course, Moore mountain bike trails that are sufficient for riding downtown Bridgeport Park mountain bike trails atrocious. More running trails. More spaces to walk dogs. Better fishing, Deegan and Hinkle aren't a great fishing experience.

Lazy river, ice skating, roller skating

walking trails

More bike and off road running opportunities

Dog park in Bridgeport where there is one side for big dogs and another for small dogs. Water access at dog park

Mini Golf

Allow the public to actually facilities instead of scheduling so many teams it's impossible to use.

More bike pathways, parks (with adequate parking)

A recreational Center we don't have to share with colleges and other sports team

No

Just connection through trails, bike lanes and better sidewalks

Remodeled pool

Indoor Tennis courts

Animal friendly areas, more b-port city park like options

Top golf

Mini golf, update outdoor basketball court at the Bridge.

I feel for the size of B'port we have enough ball fields. A roller skating rink would be nice, bike trails. Was the temporary ice rink area well received? How about a permanent facility? When my kids were young, we'd go do the paddle boats at Hinkle /Deegan Lakes.

Hiking and biking trails, a good skate park- like what Fayetteville, Oak Hill, Charleston, and Parkersburg have.

Less pay to play options and more local sports club focus

Enclosure of the new playground going in at the Bridge. Then it can be used year round.

Batting cages, outdoor fitness equipment at parks

Pool improvements- we've been promised and not seen them take place

Amphitheater

I would like to see the Bridge be more affordable to families and our retired population.

I'd love to see more outdoor spaces for younger children/toddlers

Address the access road(s) in and out of The Bridge Sports Complex. Tennis needs to be an easier option for BHS. Tennis courts in City Park perhaps? Long term, BHS needs moved off Johnson Avenue. Make Johnson Elementary, K-2 and the middle school 3-5. Middle moves into the high school. I know this is a BOE issue vs city but we were talking last night about the now undersized gym and auditorium at BHS.

Additional parking at the city pool

Add an amphitheater at the Bridge Greenspace somewhere for concerts.

Better Dog Park. (Some Partially Covered or Indoor) Horse Shoe and Bocce Ball Pits Golf ball driving Cages

More single track dirt trails for biking and trail running. A bike park with a pump track, skills area, and flow trail.

Ice arena Ampitheatre or some other outdoor concert venue

If there is going to be a push on creating trails, something needs to be done where the trails cross busy roads. Pedestrians have the right away on crosswalks, but most don't look before they step or even use crosswalks. The path on Virginia turning onto Rt 58 and going straight towards the lakes is so dangerous!

Pickleball at Compton or somewhere with easy access for all. Going to hinkle isn't always feasible for some

The bridge is very exclusive and expensive

I would love to use the Bridge since my taxes paid for it but the membership is too expensive!

More lending libraries

Would like more green spaces and trails/sidewalks to connect areas.

Maintain Deegan lake as a lake and fix the issues

Par 3 golf course,

New Aquatic Area Splashpad and pool, New Sand VB court(s), New outdoor tennis courts with 'bubble' for inclement months, Frisbee golf course.

New pool downtown

Trail connection between the Bridge and the rest of Bridgeport

No, you do a great job

Pickleball courts....baseball fields at the rec complex need some work.....especially warning tracks....grass needs to be treated at the fields

Both Clarkburg & Fairmont have outdoor music venues. Clarksburg has the amphitheatre by the VA & Fairmont has Palatine Park. Would be nice to see something like that even out by the lakes. Also, Fairmont has done an amazing job with Middletown mall area. Nothing like that here in Bridgeport. White Oaks or Charles Pointe should have a large chain grocery store and some better shopping opportunities. Some cities have outdoor common areas with seating & fire features that create gathering options & more sense of community. Here it's basically a parking lot & go into store & back to your car. No outdoor common areas with a natural feature to sit around.

The track, although on school property, is too small. For a community of our size and a AAA school, an 8-lane track is a must. The entire athletic facility needs an overhaul and may need to be relocated to accommodate parking.

That's an asset to our community.

More baseball fields, re-vamped parking lots at the Bridge. Indoor facility with seating for spectators. The bridge is not designed for spectators. Shooting range. New bath house at outdoor pool.

amphitheatre

a better dog park would be nice, one not so muddy all the time or next to a swamp

None

Large Gazebo for public bands or city entertainment of various types. Quiet area.

We need more trails. The land across from The elementary school should be bought and used as an added addition to the park. It's right across from the park and the schools. The park has no parking.

No

Outdoor pickleball courts near the Bridge complex

Small Micro Park - East Philadelphia Ave would be a great location

More shade near play grounds and bench seating.

Let's do something with Simpson Creek. We need a water park at Charles Point

The Bridge catering only to tournaments, travel sports, etc is completely ridiculous. The lot on the corner of main and Virginia would make a great green space, open area and entrance to the city

Hinkle & Degan Lakes need improved/addressed/maintained better by Parks & Rec

Upgrades to shelter and area surrounding tennis courts at Hinkle & Deegan Lakes is run down and not attractive.

No. We have many recreational areas for the population

Maybe more amenities for pets at the dog park

Amphitheater,

Kayaking ramps

Pickle ball

N/A

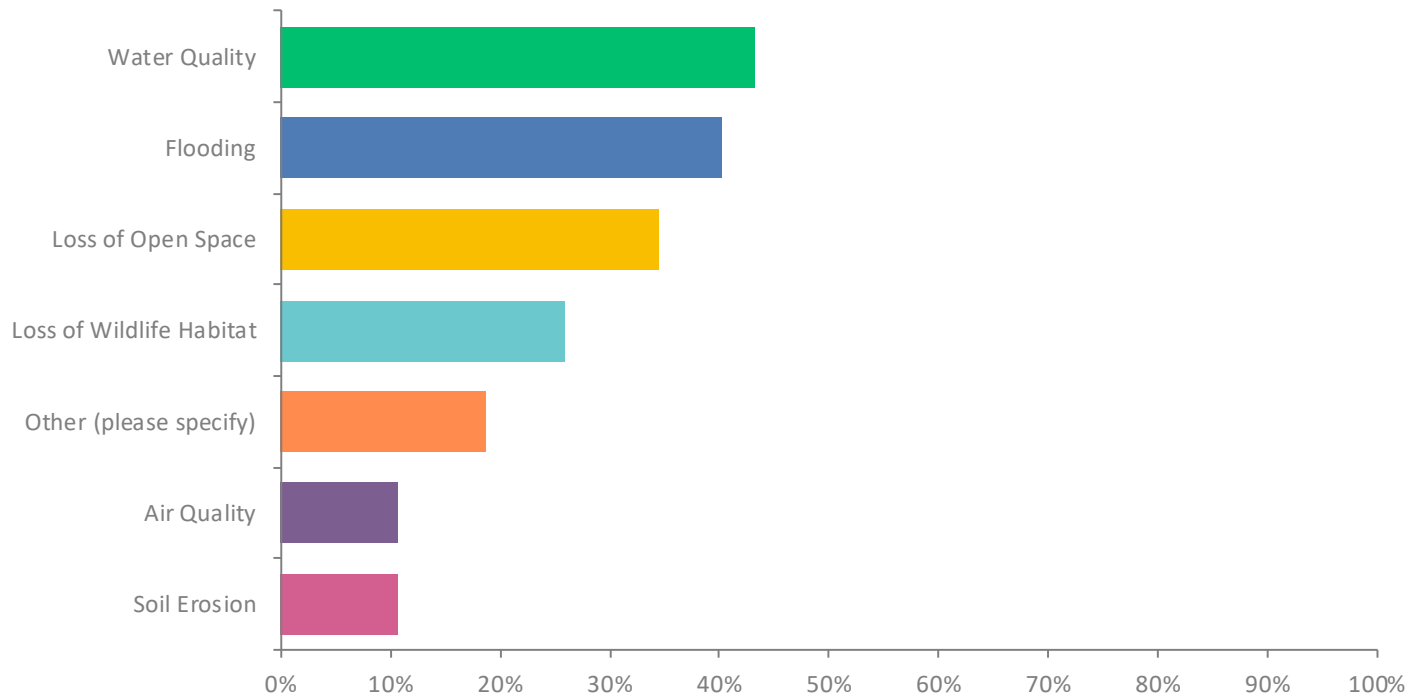
Skate park Any new nature parks/rail trails

More trails and bike lanes would be great!

The pool needs redone. We did a survey before. No word on it. We should have a pool as nice as the VA

Q11. Do you have any concerns about the following environmental-related issues? (check all that apply).

Answered: 197 Skipped: 67



ANSWER CHOICES	RESPONSES	
Water Quality	43.15%	85
Flooding	40.10%	79
Loss of Open Space	34.52%	68
Loss of Wildlife Habitat	25.89%	51
Other (please specify)	18.78%	37
Air Quality	10.66%	21
Soil Erosion	10.66%	21
TOTAL		362

OTHER (PLEASE SPECIFY)

mandate that open spaces be incorporated into housing developments and high density housing areas

Light pollution

We need to create some hipper spaces to draw people in and create entertainment or gathering opportunities for teens or young adults

My backyard was wet all the time so we wanted to drain it to the street but the city would not let us we could only drain within so many feet of curb, well now my backyard isn't wet but my front yard is, makes no sense

there are enough apartments and buildings in the area

The roads flood really easily, so I don't think the drainage systems are up to date

My biggest issue of living in Bridgeport is the Freeway traffic sound that echoes through entire community across Bridgeport. I live close to the Nridgeport schools and all the the there is a traffic hum when in outdoor spaces. I wonder if there is a particular spot in the freeway that is causing this and can be lined with noise blocking wall. That's a big one for me and would love to discuss it with anyone willing to hear. My cell (773)517-1120

Absolutely flooding .. inadequate infrastructure

I live near Simpson Creek and flooding is always a concern. As Bridgeport continues to develop along with the airport Simpson Creek water level rises faster than it use to along with smaller streams adjacent to these areas.

Trash along the roads and at the parks. Especially Hinkle and Deegan Lakes.

Had to add an under sink filter last year due to bad taste

Especially loss of wildlife habitat

Noise and light pollution

Light pollution. Burning in city limits should be banned. And get a check on emissions from new industries at airport and development in neighboring cities and counties that could filter pollution into Bport.

Noise pollution on Route 50—not the airport and businesses, but the truck traffic and engine breaks

Not really

Large deer population destroying property

Odor coming from filtration plant

No

No

The water has a rotten smell a lot of the time which I did not expect when moving to the area.

Too many deer causing accidents - need controlled.

Our water is too hard, for what we pay our appliances shouldn't be caked with sediment. And we are building and taking away all the wildlife habitat. Why are there so many deer and bears? Because Genesis Partners and greedy city officials who just want more money from building permits and taxes allow it!

water hard not good taste

Water quality with microplastics and forever chemicals. Coal fire power and associated risks and lack of green energy opportunities. There is plenty of solar and geothermal opportunities. Solar attached to traffic lights etc.

Street side drainage and dredging needs done throughout all the neighborhoods. Stormwater needs to be better directed to city facilities

None

Ann's Run Creek floods with heavy downpours & water has damaged homes here in Bridgeport. It happens often & it seems like there could be some preventative measures taken to help like building up some rock walls in certain areas or alleviating bottleneck spots downstream.

No

need back up water supply. Need to regulate residential development better. Your are allowing lots that are too small. Need to be minimum of 1 acre lots like South Hill Farms. Compare how that development looks to what was allowed in Worthington Village or the farm that was ruined off Meadowbrook Road across from the golf course with all the row houses.

No concerns - EPA Regulation will reduce jobs and employment

Deer problems

The deer are out of control. I live in the city and the environmental impact is out of control. They're destroying everything.

More options for recycling

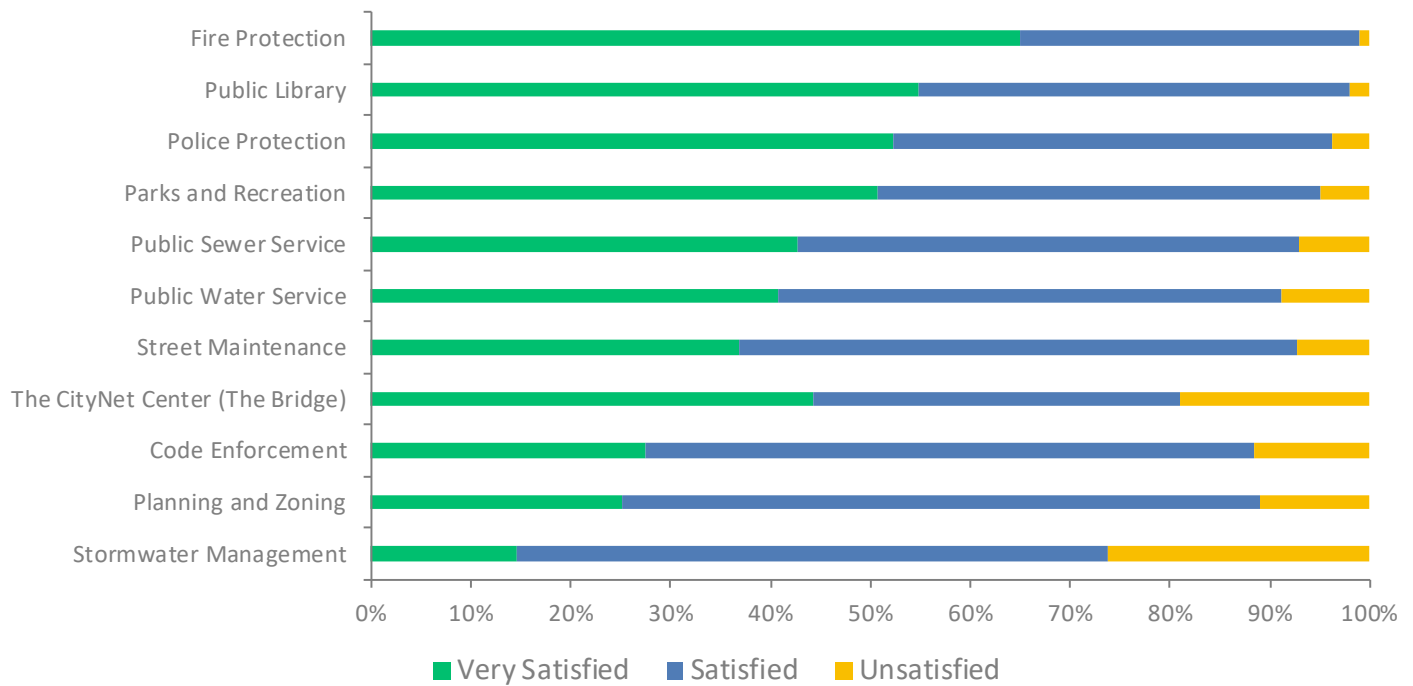
None

Bridgeport needs to consider building a reservoir and their own water treatment facility.

Apartment owners need to be aware of possible problems caused by their properties

Q12. Please tell us your level of satisfaction with the following general services provided by the City.

Answered: 261 Skipped: 3



	VERY SATISFIED	SATISFIED	UNSATISFIED	TOTAL	WEIGHTED AVERAGE
Fire Protection	65.00% 169	33.85% 88	1.15% 3	260	2.64
Public Library	54.80% 137	43.20% 108	2.00% 5	250	2.53
Police Protection	52.31% 136	43.85% 114	3.85% 10	260	2.48
Parks and Recreation	50.78% 131	44.19% 114	5.04% 13	258	2.46
Public Sewer Service	42.69% 108	50.20% 127	7.11% 18	253	2.36
Public Water Service	40.70% 105	50.39% 130	8.91% 23	258	2.32
Street Maintenance	36.82% 95	55.81% 144	7.36% 19	258	2.29
The CityNet Center (The Bridge)	44.27% 112	36.76% 93	18.97% 48	253	2.25
Code Enforcement	27.38% 69	61.11% 154	11.51% 29	252	2.16
Planning and Zoning	25.10% 62	63.97% 158	10.93% 27	247	2.14
Stormwater Management	14.57% 36	59.11% 146	26.32% 65	247	1.88

PLEASE PROVIDE COMMENTS ON ANY SERVICES YOU ARE NOT SATISFIED WITH OR ADDITIONAL SERVICES YOU WOULD LIKE THE CITY TO PROVIDE.

The bridge is too costly and not community friendly. Appears to be a money maker geared to the highest bidders

The Bridge did not deliver on promises made to the community. Children running with their parent should be able to walk or run the indoor trail. Facility should be evenly available to school sports/teams. Not just some.

All city employees have been great and fast to respond if an issue occurs

Garden Circle needs paved or new concrete. No rain runoff drains on Bridgeport

Times are different. 20+ years ago officers drove around neighborhoods all day and night. Everyone new most of the officers. Today, you are lucky to see anyone in your area. maybe at night parked at sheetz or the whole day shift in the morning on Johnson Ave .

The Bridge does not focus on B'port. It caters to anyone outside of our city.

The storm water floods the roads

City workers spend most of their day sitting in their trucks not working: very little gets accomplished. Their lack of work ethic and leadership is very noticeable among our tax payers.

Water quality, water coming from Clarksburg or other cities

The Bridge was built with taxpayer monies but isn't open enough to warrant the fees.

heavier rains seem to cause issues

The Bridge is great But maybe needs to be bigger due to massive use ?

As a city resident i should not have to pay for the Bridge. I already pay more taxes.

I stated recreation needs above. I think it's a bit ridiculous that we're paying higher taxes for things like the rec complex and having to pay additional fees to have access while outside groups dominate facility use. There's no reason colleges like Salem should have access and not pay a premium fee. Residents are paying for services and businesses that these outside groups can utilize too.

CityNet is too expensive. Not all in the community can enjoy it.

Upper Ridgeway Dr needs better storm water management. There are no storm drains to collect rain water.

Needs updated infrastructure.. inadequate

Only benefit to the bridge is location. Otherwise it cost me money either by sales tax, membership, or general use as city citizen

The City needs to ensure increased and strict storm water management for the increasing impermeable areas currently existing and being developed to regulate stream flooding as much as possible.

As stated before, the Bridge could put more efforts into better serving the community (both individuals and leagues such as rec baseball) as opposed to renting it to others outside of the community. I understand a balance has to be found and a profit has to be made, but the general consensus among most Bridgeport residents is that the Bridge is not welcoming to residents, and isn't interested in serving the needs of residents or the rec leagues that are in our community.

Route 50 issues. I know this is a state issue.

Sometimes in the summer we still smell sewer gas from water treatment plant

It seems like with the number of fields and parks in Bridgeport the continued expansion of the Bridge might be unnecessary. Is this Really needed or is it becoming a place to spend/waste public funds? Possibly for the benefit of well connected businesses doing the work?

The city has got to fix the run off problem of water coming from Stout Street into the small creek that crosses James streett

Feel like need better oversight of housing and industry-

Water pressure is not great and it is my understanding there is nothing we can do to make it better.

The parks that we do have are limited in their function. There aren't diverse recreation opportunities.

Storm water needs to be addresses

Route 58 Anmoore Rd up until recently has always been an issue with flooding. Diversion ditches were dug, but flooding always occurs there and in other areas of the city, especially coming Rt. 50 past Twin Oaks into that roadway. Hopefully that will continue to be address. Also acknowledging that perhaps some of this may be a state division of highway issue in some areas outside the scope of the city's jurisdiction/control.

The leash ordinance for dogs needs to be enforced. The walkers at the rec/center don't all feel comfortable having dogs running loose. It's not safe, especially for owners who have to pick up their dogs when people don't follow the rules. Also, regarding street maintenance, the street cleaning is good, sit the streets themselves, the cement ones, are VERY uneven.

Property maintenance issues; many storm and footer drains are tied into our sanitary sewer system.

Police protection used to be seen on many streets routinely. Now, NEVER see them. Fire protection-used to be seen as the best in the state, now it is a joke. When you have a p/t chief who works f/t for his home county taking city equipment an hour away every day should be halted. Water and Sewer is ok, but why the need to increase rates? According to Fox, an incompetent engineer, not sure how she even got her job, says the money is for 'future' development? Really? City streets are good, but often utilities are opened on new paving. Nice planning! Code Enforcement? Does that exist? The Director isn't qualified and seems not able to pass the required tests to keep her job. Why is she still employed? Parks/Rec - millions spent and still not well managed. Burton did a much better job. P/Z same? Unqualified staff! Stormwater mgt? after the last flood, does it actual exist? Millions spent to fix the issues that never seem to get fixed. Everyone loves to talk about how great this city is, but when anyone takes a deeper dive than just the surface, you find all of the incompetence that exist throughout the city. No professional City Manager for 5 years? Wonder why this is true?

The Bridge has been such a disappointment. They are not family friendly, and prioritize club sports over the community. As far as water, we lose water several times a year due to area water line breaks.

The Bridge is being paid for by a 1% sales tax, yet the focus is on tournaments and other money-making events. It's too expensive for many residents/families to join, and there are too many dates where residents or youth leagues don't have access to the courts/field.

There is so much space at the bridge for outdoor activities and none happen. We could have cross country skiing, hiking, mountain, biking, running/walking, dog spaces, frisbee, golf, Basketball courts, Maybe even pavilions where people could have family gatherings

Higher wages for city employees.

The bridge should have more options for families with young children. The field and courts are usually occupied by team.

Flooding in residential neighborhoods

Zoning. No more car lots on prime real estate

More options in public library/ Libby

Like I said before just the concrete side streets need to be asphalt.

Put storm sewer in to divert the runoff from homes or areas which might be above your property. When residents had to disconnect their downspouts many years ago, the city did not provide any alternate way for the water to be dispersed, so many did nothing. If we didn't have clay soil, the thought of water being dispersed 10' from your property line might work. We have clay soil and the water flows beyond the 10 ft .

Love the Bridge!!

Great city management

During periods on high rain, it seems like there is more road flooding than there should be

The city center is too expensive and doesn't offer the right things for everyone

Water quality should be improved on.

Fire department needs additional manpower per shift

I feel the Bridge is a place for adults and not as much for children or families. The storm water does not drain properly in some areas of the city that results in storm water back up in roads and yards.

Additional parking at public library. Public meeting place options at the public library.

I would like the city to help maintain the few single track trails we have. I would like to have trail maps and kiosks.

We pay a yearly tax for The Bridge but CANNOT afford to pay for a membership! Planning and zoning are allowing our town to be overrun with expensive homes and townhouses, destroying our beautiful land.

The street cleaner is a waste of money while also damages sidewalks and driveways. There is too much calcium in the water and it's damaging pipes. There is fluoride in the water which is a neurotoxin. And the bridge and city pool are too expensive!

Never lived in a community with such water line troubles

Some streets could be better. Traffic to schools could be managed better. Too many people cut through the neighborhood and cause traffic delays. Also schools should have bike racks so kids could ride bikes and lock them up at the schools. Also tennis courts at the Bridge would be great!

Continue to create as many green spaces as possible. Consider a garden for use by the Bridgeport schools. Cycle park

Stormwater, scheduling and programming issues at The Bridge and not making our residents a top priority.

The water and sewer bills are outrageous

Flooding is becoming too common. The city engineer needs to study the issue and develop a plan.

Still getting neighborhoods flooding that shouldn't flood

water system needs back up supply. The Bridge is doing too much and is not designed for spectators/family watching activities except for pool area. Planning and Zoning needs reviewed to increase minimum size of residential lots, keep separate commercial and residential area. We don't need a utopia where you live and work in the same place. Everything in the city drains to Simpson Creek. Need to look at area overall and go back to older development areas to install storm water retention ponds and improve piping.

The storm water management is terrible. There is constant flooding in people's homes. The city often claims it is "an act of God," which obviously the rain is, but the flooding is not. There is no reason at all for people who live on the top of a hill or nowhere near a body of water to flood in their homes. The Bridge is a huge point of contention among residents. People are constantly dissatisfied and claiming to have dropped their membership. Paying members (or I would imagine are mostly Bport residents) are constantly having to deal with either the entire facility or major parts of the facility being shut down. It just does t seem right that we are charged access to a facility that we can't access during many hours a month. Especially during the school year when all of the evening programming starts up; a paying member who just wants to use the facility would not go anywhere near that place. Finally, our water is ridiculously expensive.

The sewer system does not seem adequate for the growth in the city. I wish we could move away from Clarksburg water and find another source. Also, the zonign in certain areas of the city should be reviewed based on owner upkeep.

Stop sending so much city money to facilitate the Bridge.

Noise pollution. Jake brakes, motorcycles, speeding cars.

City needs to spend infrastructure money to update storm drain issues. Current system was designed 50 years ago with a fraction of people living here that do now

would like to have an option to express my lack of satisfaction with the tax department

would like to have an option to express my lack of satisfaction with the tax department

The storm water management is completely unacceptable. The drains all overflowed and flooded everyone's houses and washed away driveways. Then who was blames the home owners who pay taxes and try to add to the community. The library needs more funding. Always. The Bridge is ridiculous. The citizens can't even use it.

I believe all police departments need to be aware of the difference between mental health issues and not.

Offer A Veteran Discount for memberships obtained by retired or service connected disabled vets.

Still runoff problems in the upper Worthington Dr area

I'm concerned about the storm water that runs off the airport into maple lake

The bridge isn't for people living in Bridgeport. Residents and Bridgeport children are the last thing the bridge considers; there are multiple run down homes/businesses in main thoroughfares that look bad for the city

Additional Senior & Handicapped accessible parking needs addressed at The Bridge, closer to the facility

The Bridge has courts closed for events too often, limiting availability for paying members.

Would like more officers on duty per shift

The water has a bad taste.

Moore should be done to correct stormwater draining into the sanitary sewer.

The PD is a joke. All they do is hide on Lodgeville, to get anyone going over the speed coming down the hill. One of the most useless departments in Bridgeport. Since the PD has so much more free time, devote these bums on 60k jobs to protect and watch the schools more often other than the sexually confused gender identity freak, Jamie, and the boy child from the academy.

Regular clean out of the Virginia street bridge

Members access at the bridge is very limited because of other programs for the public

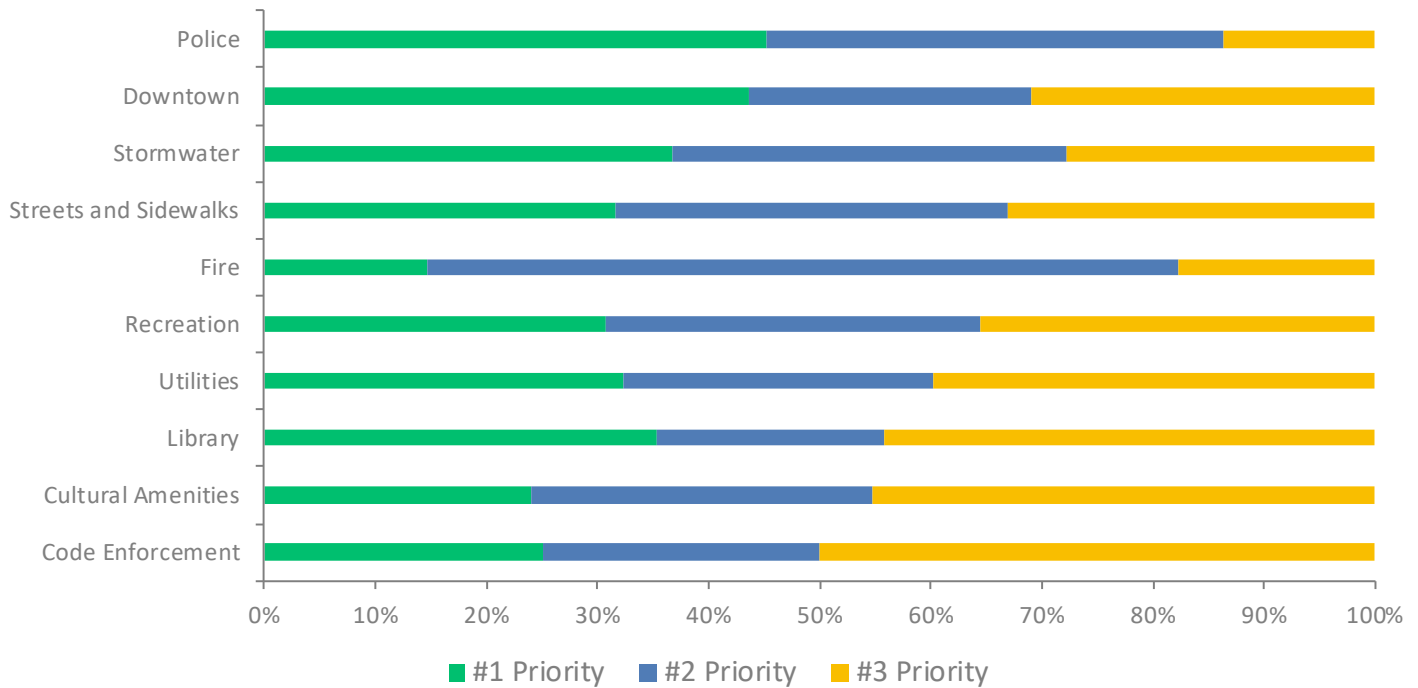
Although satisfied with library because the staff do their best with the funding they have, it would be great to have a few more full-time staff to fulfill all the needed roles.

Everyone Friday they come with hose to flush out a drain. Why not come and fix the problem

City needs to access and address the storm water situation especially concerning properties close to Simpson Creek and various places storm drainage gets overwhelmed during big rains.

Q13. What should be the highest priorities for the City's future investments? Please choose the top three.

Answered: 255 Skipped: 9



	#1 PRIORITY	#2 PRIORITY	#3 PRIORITY	TOTAL	WEIGHTED AVERAGE
Police	45.21% 33	41.10% 30	13.70% 10	73	2.32
Downtown	43.65% 55	25.40% 32	30.95% 39	126	2.13
Stormwater	36.71% 29	35.44% 28	27.85% 22	79	2.09
Streets and Sidewalks	31.58% 42	35.34% 47	33.08% 44	133	1.98
Fire	14.71% 5	67.65% 23	17.65% 6	34	1.97
Recreation	30.77% 32	33.65% 35	35.58% 37	104	1.95
Utilities	32.35% 22	27.94% 19	39.71% 27	68	1.93
Library	35.29% 12	20.59% 7	44.12% 15	34	1.91
Cultural Amenities	24.00% 18	30.67% 23	45.33% 34	75	1.79
Code Enforcement	25.00% 4	25.00% 4	50.00% 8	16	1.75

OTHER (PLEASE SPECIFY) OR PROVIDE COMMENTS ON YOUR CHOICES.

Embrace all parts of the city, not just downtown. Supporting economic, housing and recreational development at Charles Pointe and White Oaks will enhance the City's investment in the Citynet Sports Complex and bring more visitors to the area. Increase tourism promotion efforts, strengthen partnerships with state and regional tourism professionals. With all we have to offer, why is Bridgeport hotel revenue declining by over 3% in 2024, yet West Virginia hotel revenues are increasing over 3%? Provide greater support for the Bridgeport Farmers Market

Green space

I love Bridgeport but would love to see more live music, more forward thinking and updated ideas for downtown, more community gatherings in a wide variety. Events for adults, not just families and kids. Beer fests, wine tastings, live music in the park etc.

See above — old trees and danger they present

That's hard! They are all so important

The parks & trails are Always clean/ the staff do an Awesome job. It Pains me when I see trash deliberately Not disposed of properly

Pool renovation

There is no "downtown". But there should be.

Building new schools to prepare for future growth

The trains hauling hazardous materials present the greatest disaster threat to the city— but don't think csx going to move their tracks.

Again. Only one.option per category

Streets and sidewalks to maintain safety

Police would be number 1, but I'm already very satisfied and don't see any need for improvement.

Downtown is nice but I'd love to see more stores. The kids need more recreation that is affordable. The sports teams are getting to big and I understand little league will be open to non residents next year.

Schools... we need another elementary school

We should bite the bullet and get rid of the telephone poles on Main St

Downtown is growing but doesn't have any sports bars or nightlife.

Concerts, comedy, theater/plays,

I would love to see someplace that could support the outside arts more. We need a venue that can attract groups for live music, outdoor entertainment.

Addressing Johnson Ave traffic, the safety and road access at the Bridge and the 279/50 intersection (needs a light).

As the city grows there is more demand on public safety fire department needs additional staffing assigned to provide for quicker response both safety of firefighters and public police department needs growth to be able to quickly respond to emergencies as the city grows

Simpson creek could used cleaned out- tires, trees and debris blocking. Major erosion issue from large apt complex above the city park causing a huge gap in the back trail and soil is filling in Simpson creek from the erosion.

#1 Need to use downtown a little more with something associated with the Rt 50 Cross Country Road. (Ocean City MD to San Diego CA). Something Unique to Catch their attention. (ex Cool Springs)

Lots of repairs on utility lines over and over instead of replacing

City needs a library commensurate to Clarksburg's

Adding a new Elem school at Charles Pointe,

New police station needs to be built, continual water issues and already mentioned trails, sidewalks and traffic flow.

For aesthetic reasons, we need to bite the bullet, remove the telephone poles, and bury the lines from McDonalds to Oliverio's on Main St. It's a huge cost, but it makes a change forever.

Public assess to a golf course for those living as a retired citizen of Bridgeport that cannot afford country club memberships.

back up water supply, stormwater management, additional baseball fields, larger indoor facility for sports

I would like to see more patrolling the streets once in a while....

Storm runoff/flooding

Some has to do be done with the flooding in town into peoples property. The infrastructure in Bridgeport in unacceptable. The library always needs more money. As I stated before there's Land by our city park. Let's expand it.

Curb appeal along 79

Sidewalks and a trail system should be prioritized

Clean up Simpson creek make like a. Boardwalk from one end to the other and allow pubs resteraunt s and other storefronts access

Public partnership with private developers to increase housing supply.

Charles Point continued development

With the cost of living currently being so high, I value the Library and parks for being places that offer community, personal development, and space without the pressure to buy or consume.

Traffic light replacement

Q14. Thinking about the next five to ten years, please describe your vision for the future of the City. What should change? What should stay the same?

Answered: 137 Skipped: 127

RESPONSES

I REALIZE INTERSTATE 79 AND THE EXIT RAMPS ARE FEDERALLY CONTROLLED AND MAINTAINED BUT I FEEL THE CITY SHOULD WORK BETTER WITH THE DOH TO BLACKTOP FROM ANMOORE TO THE MEADOWBROOK EXIT INCLUDING ALL THE EXIT RAMPS ASAP. IN MY OPINION FOR A CITY LIKE BRIDGEPORT THAT DOES SO MANY THINGS RIGHT TO LET CITIZENS ENTERING OUR AREA TO HAVE THE MAIN ARTERY TO VISIT US SO WORN OUT IS NOT ACCEPTABLE TO ME. ALSO ENTERING OUR CITY SHOULD HAVE A WELCOME SIGN WITH ACCOLADES OF OUR COMMUNITY DISPLAYED. ALSO THE GRASS WEEDEATED AND BRUSH CUT ON BOTH SIDES OF THE ROAD ON JOHNSON AVE THANK YOU.

Support Economic Development, Housing Development, Cultural and Recreational Development in all areas of Bridgeport, not just downtown. Encourage small business development. Look for ways to roll back taxes on small businesses like musicians, food vendors, sports officials and others who are just trying to improve recreation and culture in the city. Create more bike lanes and alternate modes of transportation throughout the city.

develop a master plan like the one that was proposed 20+ years ago for the Charles Pointe area but develop it for all of Bridgeport. Clearly the Charles Pointe space did not expand like they had proposed (with bike trails under the road, etc.) I was involved in some of those discussions back then and it was very exciting. A multi-year masterplan for the city as a whole needs to be developed.

I would like to see the city do something about properties that are abandoned in Bridgeport. I have property on Davison Street. There's been a burned out house there for years and I can't get the city to do anything about it. What's the point of having codes if they don't enforce them. Also, as a landlord, I had an inspection done and I had like 60 days or something like that to fix my things that were wrong with my rentals which I complied with or I got a fine. Why can't they do something similar to these abandoned places or places that are just not being taken care of .

A new city pool with more amenities. New high school.

The educational system is amazing but the high school needs updated BADLY. The lakes area is beautiful but needs more parking by the tennis courts and an expanded walking trail. The downtown area needs to be more focused on entertainment and shopping making it more quaint and less offices or dead space. Think Instagram worthy spots. Also we have beautiful park spaces and they are barely ever used for community events other than sports.

Definitely continue to offer the same great city employee services. If that means hiring more employees as the population grows to maintain the same level of service we have now, I think that should be a priority and would be money well spent.

There needs to be more activities for children and teens. Downtown looks good and the stores in the area are perfect, just needs to be more room for areas to sit and enjoy maybe live music, more events. Hinkle and Deegan- would be such a nice to place, bring paddle boats back, rent fishing poles, activities for the community.

The city is growing fast. The schools are overflowing and classrooms are huge. Which is great. However, the space is so limited. It would make sense to look into combining Lincoln and BHS into a big high school at Charlespointe. I believe both communities could benefit academically and athletically.

Our local businesses would be growing and very successful, and for more community to help those in need.

Continue to be safe is a top priority!

Slow and thoughtful growth that retains character of the town we fell in love with. If we wanted to live in Morgantown, we would. We don't want Bridgeport to be the next Morgantown.

More sidewalks and better road conditions

Community involvement opportunities, same.

Schools size and additional school buses

New elementary school somewhere. New High school. Better "sidewalk city" appeal - could that ever be a possibility? Park somewhere and enjoy main street? Improved traffic flow that accounts for current and projected growth

More shops downtown, more walkability.

It's just really expensive to live in with the way the housing situation is if you're considering long term. 27 years old and I'd love to be able to buy a house and potentially expand into a family with my husband in the next 2-5 years but can't imagine affording a house for another 5-7 that isn't a shoebox.

I think food especially in schools and at the Hospital should be healthier. Lots of kids activities but maybe more adult activities though the bridge really helped that.

We love the small town, wholesome environment and hope it stays that way.

Bridgeport figures out a way to make downtown more walkable. Right now things are sprawled out and cars are flying down the road. Keep the high school and middle school where they are. Don't let them leave town.

Better job opportunities

Keep schools in city, install cameras through out city

Growth is going to be a challenge from a residential standpoint because of available land. It's good we are investing in the infrastructure and education opportunities. I do think some of the amenities we are putting in place should be free or deeply discounted for current residents (resident card?). There are a lot of surrounding communities that are taking advantage of the opportunities being put in place by the city but aren't having to bare the costs. There should be a benefit to those who are already supporting or have an out of city fee to add to those who also want to take advantage if the city wants to open events up to other communities.

Better traffic flow through downtown during peak times.

Tax back to 6%.

I would really like the freeway sound to be taken care of. I mentioned it earlier. Love the vice of small town and would not want that to change.

Continue to attract new places of business to bring in families with children. Invest in recreation activities to make Bridgeport a destination for county residents and beyond. Bring a grocery store to the Meadowbrook mall area.

Continued growth. Affordable housing. Continue to strive to be community oriented.

City residents should receive more benefits from their own tax dollar.

Pool needs to mirror VA Pool. We need more indoor space at The Bridge and traffic lights need updated. Also indoor water park.

I would like to see Bridgeport become even more of a destination city. The Bridge is a great facility and destination. Maybe some more festivals and activities. Something Bridgeport can put its name on like Elkins has the Forest Festival. Bridgeport's Christmas Tree Lighting is great too.

Current growth looks good, with room to expand as long as infrastructure is planned to keep pace. Continued diversification of employment base is key to continued growth.

I would love to see the city "feel" more connected in terms of recreation. I think you can do that in terms of expanded walking trails, sidewalks, bike paths, etc. For example, could downtown walking trails or sidewalks be expanded out toward the Crystal Ridge area like they were to Hinkle-Deegan? Could a trail be developed from Briarwood to the Bridge? It would be a massive undertaking, I understand, but the availability of walking/hiking/bike-riding trails like that would bring a better "connected" vibe to the city. There was talk of connecting Compton Park to the Bridge with a trail, I believe, but that hasn't come to fruition. That would be a great step. I think outdoor "adventure" areas (as my kids describe it) is an area where the city could possibly capitalize on, especially with all of the land surrounding the Bridge. The city is growing at such a quick pace, which is fine, but it doesn't have the availability of recreational fields to hold all of these kids interested in participating in athletic activities, especially because popular growth is only leading to more kids entering the area. Kids have been forced to practice sports in parking lots or lots that are not meant for athletic use and occurrences like these are only going to increase unless the city addresses the problem. Organizations like baseball don't have enough fields to practice on. The city probably needs to do a better job of working with local leagues and organizations to help them meet their needs. One additional small detail – can we get some trees planted at the Bridge around the athletic fields? But overall, this city is tremendous and on top of things. These surveys are important and appreciated. Problems that need addressed get addressed, and issues are listened to. Those who work within the city have my utmost respect for listening and handling issues swiftly and appropriately.

Focus more on upkeep and preserving. Bridgeport is starting to lose the small city feeling, which is why I moved here in 2002.

Love the Light up night and Summer kick off and other ABB events.

Create a downtown. Make the streets better - start with Not putting speed humps every 100 yards. Stop with the parks - every child doesn't need their own.

Recreational areas for active people (enough courts and playgrounds), skatepark, pump track, complete connected city trail system

Maintain the small town feel and keep youth programs and activities at a good level

We are and have been blessed with forward thinking leadership. Great job.

Controlled growth with balance among City services

Parking for offices, restaurants, on Main Street

All the above concerns

Be more green. Plan for innovation and conservation. Keep it residential - limit LED ticker signs - do churches and schools really need this signs running 24/7?? How did we get by all those years without them. And ask MonPower to back off the stadium grade lighting on residential streets - we aren't illuminating I79. Stop burning in city - do a pick up of yard waste/leaves in spring and fall. Drill down on waste management and find out what really happens to the recycling. Thanks for all you do.

Move sewer plant further away from humans.

More restaurants. Keep investing in school systems. I specifically chose this town from NJ due to school systems alone.

Bridgeport future includes a continued community environment that engages all residents and businesses. The town keeps and continues to upgrade basic services and utilities while investing in modernization. Parks and Rec & The Bridge continue their expansive offerings of sports and activities including building tennis courts, indoor courts, expanding outdoor spaces and the swimming pool to Olympic size. Downtown businesses continue to thrive and grow feeling supported by the community, perhaps coming together to offering a regular "evening shopping" one day a week. As a community, we continue to come together supporting our residents in need and others in need, providing opportunities for all (young and old) to be involved and give back.

Growth with schools and education to keep up with the expanding population. Roadway access around the city to help with traffic congestion. Continued focus on a small community feel.

Cut away from Bridge to New section where Menards is located, and addition of more retail options in this area.

More opportunities for people out of high school in other sectors.

I think there should be an increased focus on creating mixed use communities with housing, retail, and commercial space with easy access to incorporated outdoor activities. (for instance, the new Meadowcreek residential area is nice - but it's an island by itself. The apartments at Lodgeville satisfy a need - but again, an island. Same thing with the new housing behind the Kia dealership) The city park behind the high school connects with downtown - which is nice. But what if it connected to the apartments at Lodgeville, then continued to connect from downtown to The Bridge, and then to Charles Point via trails? Someone could walk, run, or bike all the way through Bridgeport simply by walking out their door. Other communities are exploring this concept, and it has been successful in attracting new residents and new businesses and promoting healthy communities. Trails are not expensive to build with community buy in.

I would like to see more small businesses in the area as well as events for family members.

Bring back the unity and sense that we are all in this together not just a few people making the decisions.

I envision the police and fire departments maintaining their safety standards and presence in the community. People need to feel safe. I envision safer streets/sidewalks to walk. Hopefully the growth slows somewhat until the infrastructure can support its population.

Strong focus on maintaining strict enforcement of property maintenance issues. Continued development of Charles Pointe. Stabilizing local government administration- why is it so hard to find a good city manager.

The politics of Bridgeport need to change. The good ole boy taking care of your friends and not each and every citizen has taken over. Over the past 5 years, the city has eroded horribly. With the potential of getting new leadership in the upcoming election, it could change for the better. Nothing should stay the same other than the library. They continue to excel and put forth a very good image for the city to be proud.

The next five to ten years in the city of Bridgeport should see growth and business opportunities. We should invest in businesses inside and outside of the community to bring more options to everyday citizens. We should gather information from the younger generation on ideas they have in which would bring appeal to stay in Bridgeport.

There needs to be more offered for families outside of the Bridge and Sports. Some fairs, festivals, or even fireworks on the 4th of July! Maybe a community center where things are actually affordable. Not \$40 cookie decorating classes. An art center or somewhere kids can take art classes (not the current fun offerings at the civic center but true lessons in painting, pottery, drawing, etc)

I think the city should welcome in more people and not just those who can buy the quarter to half million dollar home. For what Bridgeport is, a small town, there is not enough affordable housing. Provide more multi family housing and more rental properties so that people can live here and understand why it's a good place to live. Right now if you can't buy a house here you will most likely never be given the chance to understand why this town is a great place to live. You need those young professional people who fall in love with the town when they are renters because they will turn into home owners and parents who are involved in the schools and community. You can't rely on the same people always living here. I count myself in this group but strongly feel that I will have to leave because there isn't a house that my wife and I can buy. We really don't want to move to Clarksburg or Fairmont but also are moving towards home ownership and feel like moving out of Bridgeport is our only real option.

Better housing options and an improvement plan with the Bridge

A great place to raise a family with lots of safe outdoor and indoor rec spaces, a strong sense of community

I love living in a city that cares about these issues and seeks the opinions of its community. I also appreciate that our city is clean and well maintained. I feel safe here. As far as things that need to change, I would like to see bike lanes added at some point. I am slightly concerned with our growth. I want to preserve parks and green space. I would rather have a beautiful park to visit than a new business.

More locally owned business

I would make the bridge an outdoor center for the entire community. There is an enormous amount of space that is being completely underutilized. Bridgeport city Park is too small for our community and does not offer enough for people. Two pavilions and some half Dunn mountain bike trails isn't sufficient enough for our classy town. And my wife says you should have a beer festival again, she's not wrong

I'd love to see at least downtown be updated and eliminate utility poles. Bridgeport should push for a new high school to reflect on our progressive city.

new high school

Move the high school, pool and massive tennis courts up to the Bridge development area., tear down old high school and add a larger elementary school

Multiple lanes in high traffic areas.

More local events for adults, make things like the Bridge cheaper not everyone can be a doctor or sell cars

An alternate road to the Bridge recreation center. Bike path alongside Benedum drive (or connecting major areas along it)

Most trips in this town are 1-2 miles. We could market Bridgeport as bike and walking friendly. Many people look for certifications and bike/walk scores when choosing where to live. It would also greatly help traffic and our rising obesity issue not to mention help foster a sense of Community and connection among citizens. It's hard to have road rage on a bicycle.

Enforce the residency requirements for the schools. Place a high priority on policing and code enforcement. Bridgeport could quickly turn into Clarksburg if the rental market increases. My family chose to move to Bridgeport over Morgantown, Fairmont and Doddridge County. It's a fantastic place. Keep it that way by staying awake at the wheel.

Keep the same sense of community. Develop downtown to be more walkable/shoppable with shops and restaurant options

Population increase, 2nd most popular after Charleston in WV

New high school would be good.

The Bridge expanding and including more activities. Leaving areas for wildlife and nature.

Take care of areas that have water runoff problems

Better budget control

More growth at The Bridge, more flights out of the Benedum airport, more entertainment with music, comedy, theater, and creating a more walkable and bikable community.

More activities for kids, the public pool, schools size increased with the population

I would love to see an addition for outside entertainment like an amphitheater.

I would like to see more options of healthy food retailers, recreational spaces, and entertainment.

Address the access road(s) in and out of The Bridge Sports Complex. Tennis needs to be an easier option for BHS. Tennis courts in City Park perhaps? Long term, BHS needs moved off Johnson Avenue. Make Johnson Elementary, K-2 and the middle school 3-5. Middle moves into the high school. I know this is a BOE issue vs city but we were talking last night about the now undersized gym and auditorium at BHS.

Events downtown should stay the same - great community spirit - light up night. Downtown competition with Halloween decor is great! In the future connect access by foot or bike to the Bridge to greater Bridgeport with sidewalks or elevated walkways. Hinkle and Deegan lake needs repaired, improved amenities (shelter/restrooms) and cleaned - lakes are full of algae and large invasive underwater plants that choke sunlight and discourage swimming. A swim area would be nice there are all other lakes in area are private. The lakes area could be greatly expanded to offer local community more things to do with family.

Since of community stay the same.

DO Not outgrow the sense of Community

We need to add other recreational opportunities besides ball sports. We need to make the city more friendly to bicyclists and pedestrians. It would be awesome to have an urban mountain bike network like Bentonville, AR that could link with neighborhoods and businesses. People using the system perhaps would stop in town and grab a bite to eat, a beer, or an ice cream. We do not need anymore pickle ball courts, basket ball courts, or ball fields. The things that are great are light up night and similar events down town. Keeping the streets clean and the city services. The police and firemen that keep our town safe.

Continue to invest in and market to new businesses and family friendly entertainment while maintaining the sense of community.

We need to quit allowing greedy people who have more money than most of us could imagine ruin the land we have. Bridgeport NEEDS to invest in the properties that are here and focus on keeping what we have not destroying the few green spaces left!

Opportunity for all children

I love the ideas and progress. I love the city planning however I expect the city to be fiscally responsible and thoughtful to the citizens who have to pay for all the ideas. The Bridge should be free for Bridgeport residents.

New editor for Connect Bridgeport. The recycled copy/paste article templates and unabashed hokeyness spewed ad nauseam is beyond embarrassing. New journalistic energy/vibe is long overdue.

Sense of community should stay the same. Downtown could be great if utilized properly.

More businesses downtown. More family gatherings on weekends downtown.

The waste site is 30-40 years from being full. The amount of waste here is ridiculous. Increase recycling if not mandatory then encourage it like other states do with incentives. I used to get waste pick up once every two weeks and recycling every week. I had to recycle all papers etc, waste food, glass, batteries, garden waste(stops people burning it thus improves air quality), cans, plastics etc. Clarksburg has a garden waste place so why don't we?

Expanding on being the economic center of Harrison County

5-We should be about the same with increased population and housing areas inside Charles Pointe. Finished and new and continued work at the rec complex 10-County Seat!!

Try to keep the small town environment

Downtown shopping improved. More cultural opportunities. Maybe building an outdoor amphitheater. Better monitoring of the excessive speed on residential streets.

Continue to attract businesses and restaurants (increase grocery shopping options) Expand library building, staffing and services Address flooding/stormwater issues Address water service infrastructure Farmer's Market is great - be sure it continues

Change slowly

I see expanding the connected Bridgeport with walking / biking paths that allow residents to travel across town to any of the outdoor activities in a safe manner. That minimizes traffic and allows residents to safely access all areas despite their mode of travel (walk, bike, etc.). I would also like to see a downtown area free from traffic and has a plaza area for free walking and activities. That would enhance the development of local small businesses and giving downtown more life.

Develop a downtown in the Main St. area. Consider an alternate road from the train tracks to the church behind the current businesses on either side of the road and make the new and current road one way with street parking. Better yet, a new road behind the buildings on both sides and make that strip of Main for walking or activities/entertainment. Yes, it would likely require Eminent Domain - be generous. Yes, it would be expensive, but could probably be paid for with the elimination of many of the unnecessary projects currently wasting money.

I love being in this community. I love driving through downtown and seeing the decorations and the people walking and running. I love Light Up Night and the Summer Kick-off. I love Friday Night Football and hearing the game from my front porch. This is what makes the community special. But the infrastructure needs to be improved so we can continue to enjoy these great moments.

We continue to grow, we annex some more of the county, we get a new school built, all the while retaining our sense of community.

A more senior friendly community to encourage less of our citizens from moving away.

City Manager needs to be younger. Stop hiring someone who has already retired from that type of work in one city, or someone you think is only going to work 2-3 years. Stop allowing residential developers to cram so many units on a parcel. I think we need to try to diversify the area with another industry in addition to the expansion in the aerospace industry. Also need to look at expanding railroad to the area around the airport to make an inland port. I have heard the city pool won't have diving boards when it is rebuilt. Please keep the diving boards. That is an integral part of a pool no matter what the insurance says. Need to work with the state on the main street corridor to expand existing turning lanes where possible. They are too short for the amount of traffic. Need to work with Harrison County schools to ensure the schools are large enough to handle the student population. Build more baseball fields, indoor practice facility. Need another entrance/exit from the Bridge/Bridgeport Rec Complex.

Bring back a local firemans fair, keep main street alive dont run people off. quit pushing all local sports to the bridge. you took all the fields and its hard to get them at the bridge for practices

I think our city is amazing, and I would not choose to live anywhere else around, but the things I have mentioned on here are major issues for some people. Overall, I think our city is doing well. I would like to see residents treated a little nicer and more respectfully when they come to the city with a problem. I think some city departments have lost sight of the fact the residents pay their salaries, and they are here to serve the residents. I would definitely like to see people's homes not flood multiple times a year and more sidewalks all over town. I think our Main St area looks great, and I love the investments made to businesses and that area in general. I would like to see that continue.

Have a plan when illegals are flown or bused here – ensure they are sent back to Washington DC who are trafficking humans across the country

B more receptive to the needs of ALL the citizens.

Storm drainage system needs updated

Road expansion

Again flooding

More trails. More outdoor spaces. More things for the residents of Bridgeport. Specifically the ones who pay the high taxes. More funding for the library. More opportunities for the schools and the children. Opportunities that will help them be productive residents of Bridgeport in the future.

Find a city manager within the city. Stop bringing strangers in who don't care about the city.

Bigger elementary schools

Security at our schools needs to be priority.

Controlled, incentivized growth. Better participation opportunities for community members to participate in city government.

Would like to see a new high school

There are areas that are eyesores to the area such as the firewood business where Burnside car wash use to be that would be nice if they were cleaned up or had some restrictions/fencing

instead of spending millions of dollars on Pickleball courts put the appropriate money to our police and fire department These guys should be paid the best in the state and I am certain they're not

We need to be sure that our police force is fully staffed with additional officers in our public schools

The bridge needs a total overhaul and should cater to those that pay for it—residents. The management of the bridge has zero interest in this community and should be changed. A trail system connecting the multiple areas of the city should be developed, if possible to allow for more walkable space with no concern about vehicle traffic.

Schooling should change due to them not being able to teach the class room all the same way

More sidewalks to easily walk anywhere, a nice dog park with maybe a fountain, would be nice to see a vibrant downtown area with restaurants that have outside seating, and more local stores to shop or even a brewery.

Clean up simpson creek and properties on both sides emulate river walk in san antonio tx to draw more small businesses downtown, all underground electric/ cable a drainage plan that works bypass for downtown traffic thru rt 50

1. Charles Point Development should continue at a faster pace 2. High end home development 3. Strengthen Police Force 4. New state of the art high school

New high school

Who knows.

I'd like to see a larger Library. I notice they run a lot of unique programs, but with more space, I think they could do even better. I also think with more space they could create designated quiet spaces and community meeting rooms—two things I noticed they lack that other libraries provide. While I think Bridgeport is doing leagues better than surrounding communities in terms of sidewalk maintenance and general walkability, I would like to see improvement in that area with possible additions of bike lanes.

Overall Bridgeport is great. Johnson Avenue traffic is really the only complaint I have about the city. Please continue to keep Bridgeport clean and nice and nip any issues with vagrancy or crime in the bud quickly and this will continue to be a great place to live.

Library expansion to accommodate for its growth. Patrons are almost daily asking for private study and meeting rooms which there is no additional space for. Additional professional staff needed as well (marketing, outreach, fundraising, cataloging, archivist).

I'd love to see more of a focus on the arts. Bring in more music, more theater troops, and art shows. Invest in the library more. It's such a blessing to our community and already does so much with little space and staff.

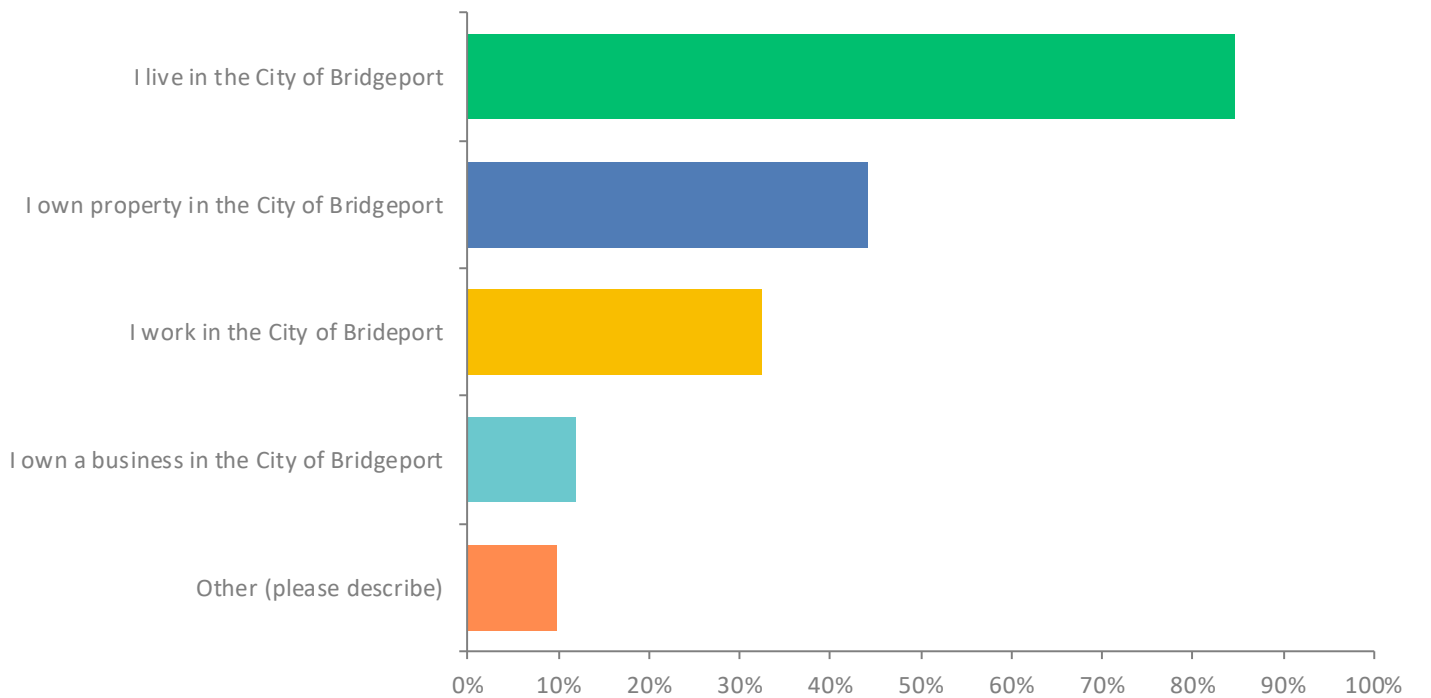
Pool remodeling to mirror VA Traffic Light Replacement

Stop focusing on the bridge, it a separate entity. No benefits to residents anywhere. Focus on original bridgeport

I Hope to see updated storm drainage through out the city along with continued maintenance of roads, sidewalks and trails.

Q15. Which of the following best describes you? Please select all that apply:

Answered: 259 Skipped: 5



ANSWER CHOICES	RESPONSES	
I live in the City of Bridgeport	84.56%	219
I own property in the City of Bridgeport	44.02%	114
I work in the City of Brideport	32.43%	84
I own a business in the City of Bridgeport	11.97%	31
Other (please describe)	9.65%	25
TOTAL		473



