

2019 Bridgeport Comprehensive Plan Update



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Adopted: March 25, 2013

Updated: April 8, 2019

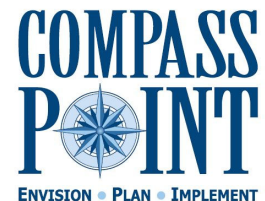


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INTRODUCTION

Bridgeport is a vibrant and growing community located in the north central area of West Virginia. The city, which has been a hotspot for growth in the state, has continued to experience development pressures due to the community's ideal regional location with excellent interstate highway access and a regional airport that continues to increase connectivity for the city via air travel. The city is a model of how to use planning for the betterment of the entire community by investing in infrastructure well in advance of development, gathering community input and support for major improvements such as the Bridgeport Recreation Complex, and working to improve the economy through a variety of public and private partnerships. While the city has managed to weather the last decade of economic ups and downs better than other communities in the state, it is still faced with issues as the overall population ages and there are continued difficulties in attracting a younger population to move to the area or, better yet, remain in the city after graduating high school. To address these issues and others, the city must continue to think long-term which is the ultimate purpose of a comprehensive plan and why the city chose to embark on the update to its previous planning efforts.



What is a Comprehensive Plan?

A comprehensive plan is a planning tool that evaluates various aspects of the city and establishes a series of policies to help guide future decisions about the physical, economic, environmental, and social aspects of the community. Comprehensive plans are general in nature and are purposely long-term, recognizing that some visions cannot be achieved immediately but take years to accomplish. Other than the land use and growth element, this plan does not make recommendations about the future of specific properties, and even within the land use and growth element, the plan is merely a guide to community leaders on the vision of Bridgeport over the next five to ten years.

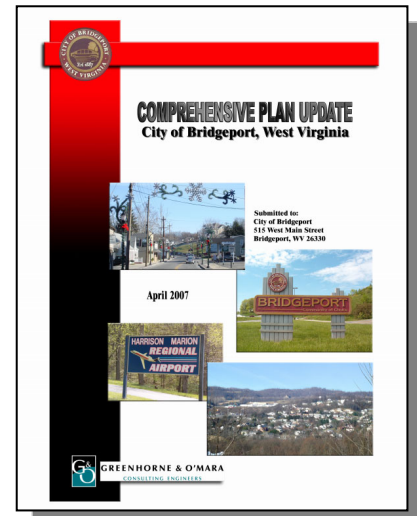
All of the background information, goals, and recommendations can be used in the future by the city decision-makers, property owners, business owners, and even regional agencies, to make decisions based on what the community desires to be in the long-term future. The adoption of this plan does not change any laws or zoning regulations as they apply to the city nor does it mean that the city will aggressively pursue annexation where future growth areas are discussed. It does, however, provide guidance for future changes that may be made to city policies, laws, and regulations in the future.

Summary of the Planning Process and Public Input

Bridgeport is proactive in its planning efforts having developed a comprehensive plan in 1996 that the city subsequently updated in 2001, 2007. In 2013, the city undertook a major effort to overhaul its comprehensive plan with a minor “refreshing” update in 2019 that is reflected in this document. The city actively uses the plan as a guide for making policy decisions and as such, needs to continually gauge whether the adopted goals and policies reflects the current desires of its citizens.

For the 2013 plan update, the city engaged the help of E.L. Robinson Engineering and Compass Point Planning to assist in the plan process that included a series of public meetings where residents and business owners were invited to discuss what they felt were important issues the plan must address. In late 2012, the city hosted a public kick-off meeting to introduce the project and begin the process of identifying major issues. A summary of the issues identified in this process are listed in Appendix A. After this meeting, the consultants met with a series of community stakeholders to discuss issues and opportunities as well as research historical growth within Bridgeport. The findings of this analysis are found throughout this document. In October 2012, the city once again hosted a series of meetings during Bridgeport Planning Week where again, citizens could provide their input on the plan and ultimately see the core recommendations at a public presentation at the end of the week. The recommendations came from the discussions with citizens as well as input gained through a community wide survey where almost 300 people participated in an online survey that asked a series of questions related to all aspects of growth and development in the city. A summary of the survey results is found in Appendix B. After all of the meetings and citizen feedback, the consultants along with staff and the plan’s steering committee prepared a draft of the comprehensive plan that was refined and eventually adopted by City Council through a series of public hearings.

In 2019, the city engaged consultants to gauge the effectiveness of the plan and incorporate any updates to ensure that the goals, objectives, and recommendations remained current and relevant to the community. This update was accomplished through an online survey (See Appendix C), meetings with staff and City Council to determine what work was completed and what new projects should be incorporated as well as refreshing the demographics and existing conditions information.



Bridgeport
WEST VIRGINIA
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Plan Bridgeport Week

The City of Bridgeport invites you to come out and participate in updating the community’s comprehensive plan. Between October 1st and October 4th, the City will host a series of activities where you can have your say in the vision of Bridgeport’s future.

October 1, 2012 7:00 P.M. to 9:00 P.M.
Participants will have a chance to work alongside other citizens to identify the best qualities of Bridgeport and where to prioritize community efforts.

October 2, 2012 9:00 A.M. to 12:00 P.M. and October 3, 2012 3:00 P.M. to 6:00 P.M.
The planning consultants will be working at City Hall throughout the day and you are invited to stop by during these open office hours to discuss your ideas and issues on an individual basis.

October 4, 2012 7:00 P.M. to 9:00 P.M.
Return to City Hall for an open house event where you can learn about the goals and major recommendations that will serve as the framework of the plan based on the input gathered during the process.

All activities will take place at the Bridgeport City Council Chambers at 515 West Main Street

Bring Your Ideas! Be Heard!

Compliance with the West Virginia Code

There are numerous tools available to Bridgeport to help them direct future growth and development that includes zoning, the creation of development authorities, special financing opportunities, development incentives, and many others. In some cases, such as with zoning, the city is required to have an up-to-date comprehensive plan. Chapter 8A, Article 3 of the West Virginia Code defines the basic requirements of a comprehensive plan that a city must meet in order to utilize certain tools. While a community has a significant amount of flexibility in how they development a plan and the various issues the plan must address, at its core, a comprehensive plan must have background, goals, and recommendations for land use, housing, transportation, infrastructure, public services, rural, recreation, economic development, community design, preferred development areas, renewal and/or redevelopment, financing, and historic preservation.

This plan complies with all of the requirements of the state code including the process the city undertook to develop and adopt the plan. That being said, many of the required plan components overlap in the issues they address and have been grouped together in an effort to streamline this document and make it as easy as possible to read and understand the recommendations of this plan. For example, in looking at the required components above, there is a lot of shared data and related recommendations for the land use, rural, renewal and/or redevelopment, historic preservation, and preferred development areas components. Because of this overlap, all of these components are addressed as a group under the Land Use and Growth section of this plan. Additionally, there are a set of overarching goals that guided the development of this plan that apply to all of the required elements that will also serve as a guide for any decisions that may not have been envisioned in the development of this plan. These overall goals are addressed in the next section to set the stage for the remainder of the plan. Figure A illustrates how each of the elements required by the West Virginia Code are addressed in the Bridgeport Comprehensive Plan.

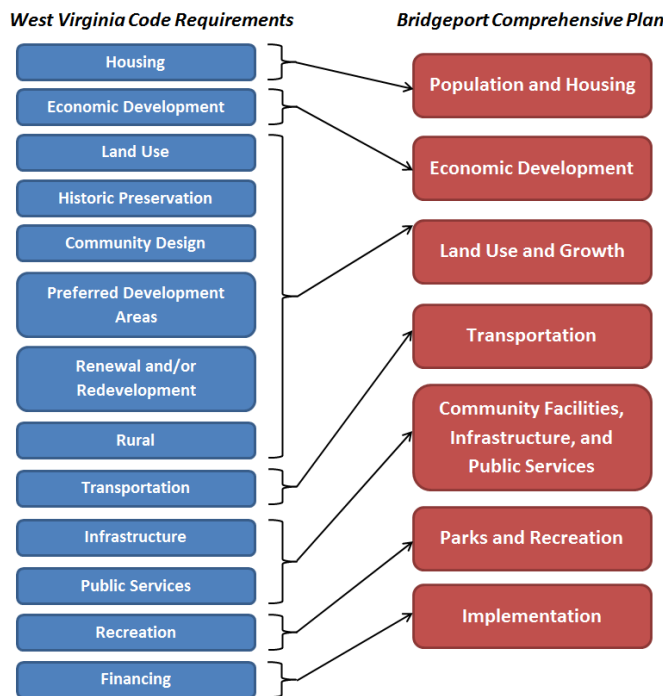


Figure A: An illustration of how the state code requirements for a comprehensive plan are encompassed within the 2013 Bridgeport Comprehensive Plan and the 2019 Plan Update.

GOALS

The purpose of a comprehensive plan is to help guide the future development of the community over the next 10-20 years. Central to that guidance are the goals, which form the foundation of a long-term vision for Bridgeport. The goals provide the overarching policies for the various plan elements including, but not limited to, housing, land use and growth, economic development, transportation, infrastructure, and community facilities as well as providing general guidance to community leaders when making decisions about the future of the city.

Unlike the specific tasks/recommendations defined in each of the plan elements, a **GOAL** is a desired end state or target that, if pursued over the long term, will contribute to the attainment of the community vision. In some cases, these goals reflect current policies that the public desires to see continued into the future (e.g., the city will have a strong parks and recreation system) as Bridgeport continues to grow while others will require additional work to ultimately accomplish the stated goals (e.g., providing a mixture of housing options).

1. The city will be comprised of strong and stable residential neighborhoods that are well-maintained and provide a mixture of housing options, both in type and affordability, creating attractive living environments for our residents.
2. The city's commercial areas will include a diverse mix of retail, service, professional (e.g., medical, general office, government, etc.), and industrial uses (e.g., manufacturing, oil and gas related industries, research and development, etc.) that meet the needs of local citizens while also serving as a regional destination for the larger community.
3. The city will balance the needs of existing development (the core of Bridgeport) with the need to expand its boundaries when evaluating capital expenditures and investment.
4. The natural and historical resources of the city will be protected for future generations.
5. The city will have an expanded and diverse tax base by working with existing businesses to help them grow while simultaneously looking to attract new businesses to the area.
6. The city will capitalize on the existence of major employers (e.g., United Hospital Center, The North Central Regional Airport, the FBI, and others), to serve as economic stimuli for the region by seeking opportunities to attract business that support and supplement these major employers and providing areas for the expansion of such support businesses.
7. The city will continue to work on improving the vitality and vibrancy of Bridgeport's Main Street by encouraging development that reflects the character of this downtown area and providing activities to attract people to the area for shopping, dining, recreation, and entertainment.





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8. The city will have a well-connected transportation network that includes a safe network of roads, sidewalks, and paths serving vehicular and non-vehicular traffic.
9. The city will have a parks and recreation system that contributes to the strong quality of life in Bridgeport and serves the needs of local citizens with diverse recreational activities, indoor facilities, parks, and programming that are easily accessible by all.
10. The city and public service agencies will provide high-quality services and facilities in locations that are convenient and accessible to local residents and businesses.
11. The city will have a well-maintained and well-planned infrastructure system that will not create a financial or capacity burden on existing development for the sake of new growth.
12. Residents will maintain a high quality of life that includes outstanding school systems, entertainment and cultural activities, trail systems, and a diverse parks and recreation system.



The above goals serve as the basis for the plan elements that follow and the related recommendations. As the city continues to evaluate this plan and development tools in the future, the city should first consider how any proposed action will fit within the context of these goals. If the proposed action generally complies with the above goals then the action will likely result in furthering the city's achievement of the vision of this plan.

POPULATION AND HOUSING

Bridgeport's population is a driving force behind its growth and prosperity. It was the residents and business owners who came out in support of this planning process and identified what they saw as the important issues the city must tackle over the next 10 to 20 years. For the most part, the population is pleased with the direction the community is heading. In the 2013 community survey, over 94% of the survey respondents rating the overall quality of life in Bridgeport as "very good" or "good." During the 2019 update process, citizens were asked a more specific question of how positive they felt about what has been going on with the city as it relates to development, land uses, and government services, to which over 80% stated they felt positive or very positive about the direction and another 14% that had neutral feelings. To maintain this type of approval rating, the city will need to continue to meet the variety of needs of the citizens, current and future. The purpose of this element is to focus on the residential population, housing stock, and neighborhoods of the city and identify strategies to support this part of Bridgeport.

Trends in Population and Housing

A key component of any comprehensive planning strategy is an understanding of the demographics of a community and a review of the general trends affecting its future. This type of analysis is useful in answering the following questions, which in turn provide the basis for making decisions during the development of the comprehensive plan.

- How has the city grown in the past?
- What are some of the changing trends in the city, county, region, and across the nation, that might affect our future?
- How might we grow in the future if these trends continue unchanged?

This section provides a summary analysis of the population and housing profile in Bridgeport and the general analysis of trends. These analyses are important to the plan because current trends may bring more or less growth than what the community wants in its future. The purpose of these analyses is to provide a foundation of knowledge of how much growth the city may anticipate in the future if current trends and development policies continue and is not reflective of any recommendations proposed as part of this plan. These analyses also allow the city to tailor planning tools that will guide any new growth toward the community's vision of Bridgeport for the next five to ten years.

Population

Bridgeport has been very fortunate in recent years as they are one of the few communities in the state that have experienced growth since 2000 and it was this growth that also led to Harrison County growing during the same time period. Table I illustrates the city's population since 1970 along with the population of surrounding communities and counties. In addition to the population numbers, the table also illustrates the average annual growth rate between census years. As the table illustrates, Bridgeport has constantly been growing with no loss in population over the course of its history. Even since the 2010 Census, when all other adjacent communities have witnessed losses in population or a generally stabilized growth rate, the city has continued to grow; however, that growth has decreased since 2010 as compared to the prior decade but that may reflect the downturn in housing growth witnessed by the entire nation after 2008.

Table I: Historic Population Growth in Bridgeport and Surrounding Communities

Year and Growth Rates [1]	Bridgeport	Clarksburg	Fairmont	Grafton	Harrison County	Taylor County	Marion County
1970	4,777	24,864	26,093	6,433	73,028	13,878	61,356
1980	6,606	22,433	23,863	6,845	77,710	16,584	65,789
% Annual Growth 1970-80	3.29%	-1.02%	-0.89%	0.62%	0.62%	1.80%	0.70%
1990	6,739	18,059	20,210	5,524	59,371	15,144	57,249
% Annual Growth 1980-90	0.20%	-2.15%	-1.65%	-2.12%	-2.66%	-0.90%	-1.38%
2000	7,306	16,743	19,097	5,489	68,652	16,089	56,598
% Annual Growth 1990-2000	0.81%	-0.75%	-0.56%	-0.06%	1.46%	0.61%	-0.11%
2010	8,149	16,578	18,704	5,164	69,099	16,895	56,418
% Annual Growth 2000-10	1.10%	-0.10%	-0.21%	-0.61%	0.06%	0.49%	-0.03%
2017	8,382	15,963	18,575	5,118	58,438	16,977	56,575
% Annual Growth 2010-17	0.40%	-0.54%	-0.10%	-0.131%	-2.37%	0.07%	0.04%

Notes: Source: U.S. Census, 2017 American Community Survey 5-year estimates, and Compass Point Planning (calculations)
[1] The annual growth rate is the compound average annual growth rate between each census date.

With an understanding of how the city has grown, one can begin to evaluate how the city might grow in the future and what the demands will be for the new and existing residents. There are numerous methods of forecasting the potential future growth of the city including extending current population growth through 2025. One of the issues within Bridgeport is there appears to be a significant demand to live in the city due to the high quality of life but there is also a lack of available housing and desired housing types, so there is an unknown in the population projections whereas there could be a significantly higher growth rate if there is a surge in housing development. Given that the purpose of population projections for this plan is simply to give an idea of potential growth, three scenarios for growth were developed including a low growth rate of 0.5% a year, a moderate growth rate of 0.75% a year, and a high growth rate of 1.00% a year. The 2013 plan illustrated a projection scenario with slightly higher growth rates that have been adjusted based on the past decade of growth, however, it is still anticipated that Bridgeport will continue to see a somewhat higher level of growth than nearby communities. Figure B on the following page illustrates the three growth rates with the high growth rate resulting in almost 11,000 residents by 2025 (2,818 new residents).

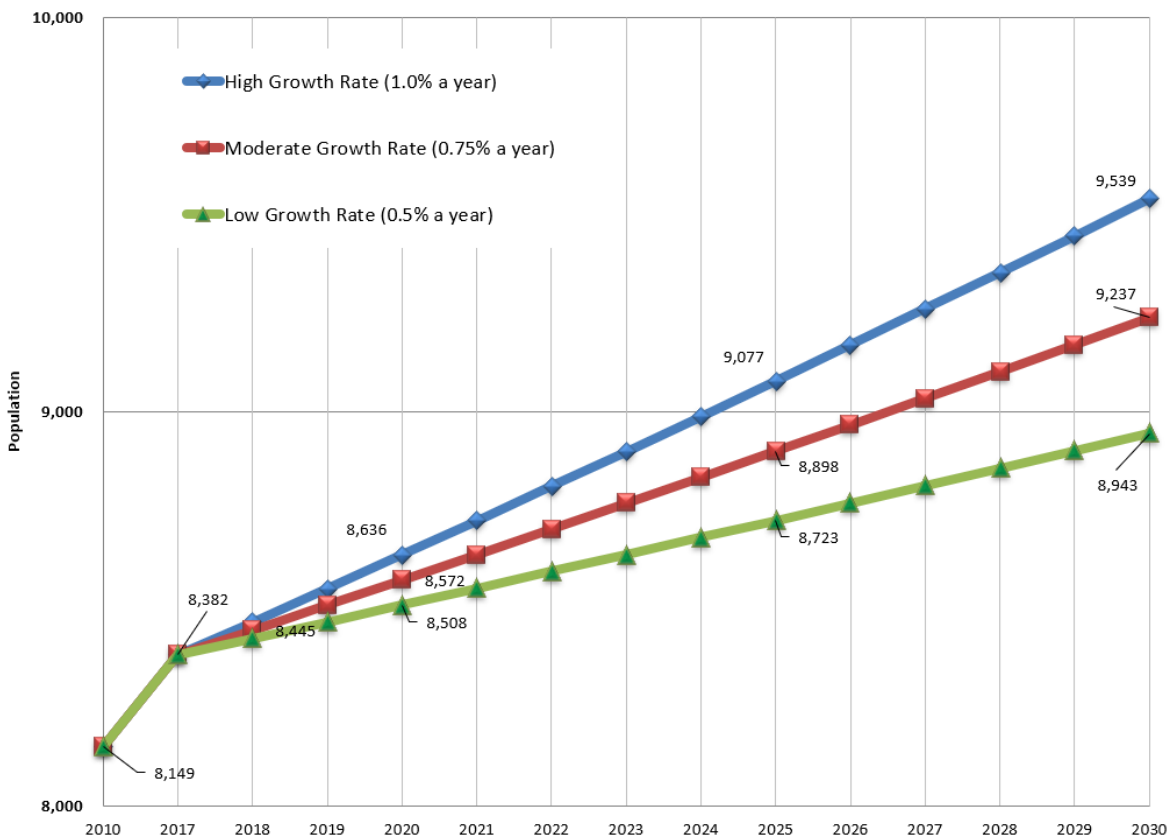


Figure B: Projected growth rates for the City of Bridgeport

One important aspect of the population that was considered during this planning process is the age of the community and the desire by people to “age in place,” whereby there are housing options available for residents of all ages. Additionally, there is a strong interest in providing a community that is attractive to a younger population, in part, to keep the youth of Bridgeport from leaving the community after high school or college. For Bridgeport, this is a very real situation as the community is aging much faster than other communities as is seen with the evaluation of the median age. In 1990, the median age of the population in Bridgeport was 38.5 years old while in 2000, the median age had increased to 42.8 years. In 2010, the median age of the Bridgeport population was 44.7 years old but that has since decreased to a median age of 42.0 years in 2017. As a point of comparison, the 2017 median age in Harrison County was 40.9 years; in West Virginia it is 42.2 years; and in the United States, the median age is 37.8 years. Figure C on the following page breaks down the 2017 population of Bridgeport, Harrison County, West Virginia, and the United States into four major age brackets. Over 21% of Bridgeport’s population is 65 years old and older, a far higher percentage than the county, state, or nation and is an increase from 2010 when that age bracket comprised 18.8% of the population. The increase in the older age bracket is a trend seen across the United States and reflects that people are living longer than they did decades ago, hence a naturally higher median age.



As the age of the population changes, there is a real impact on the demand for different housing and services. If Bridgeport sees a sharp increase in the 0-19-year age bracket, there will likely be pressure on the local school district and need for additional classroom space. Residents between the ages of 20 and 29 are often single or married couples without children who are in college or just out of college and starting their careers. Trends have shown this young professionals age bracket are looking for more urban living options (traditionally in rental housing or apartment living) where they can walk to work or shopping, and where they can have access to various cultural and recreational activities. The prevalent age bracket in Bridgeport today is that population between 30 and 64 years old that reflects the age when many residents have children or are young “empty nesters” where their children have graduated high school and moved out of the house. Bridgeport has a high percentage of this age bracket in large part due to the high-quality schools, safe environment, and availability of jobs. This will continue to be a strong component of the city’s population and one that continues to look for the traditional single-family housing options widely available in Bridgeport. The fourth age bracket includes those residents who are 65 years old and older. These residents are looking to age in their existing houses but many are also looking for other housing options without the large floor plans and/or large yards (e.g., patio homes, or smaller apartment homes). They are also looking for different community services such as walking paths or community gathering spots.

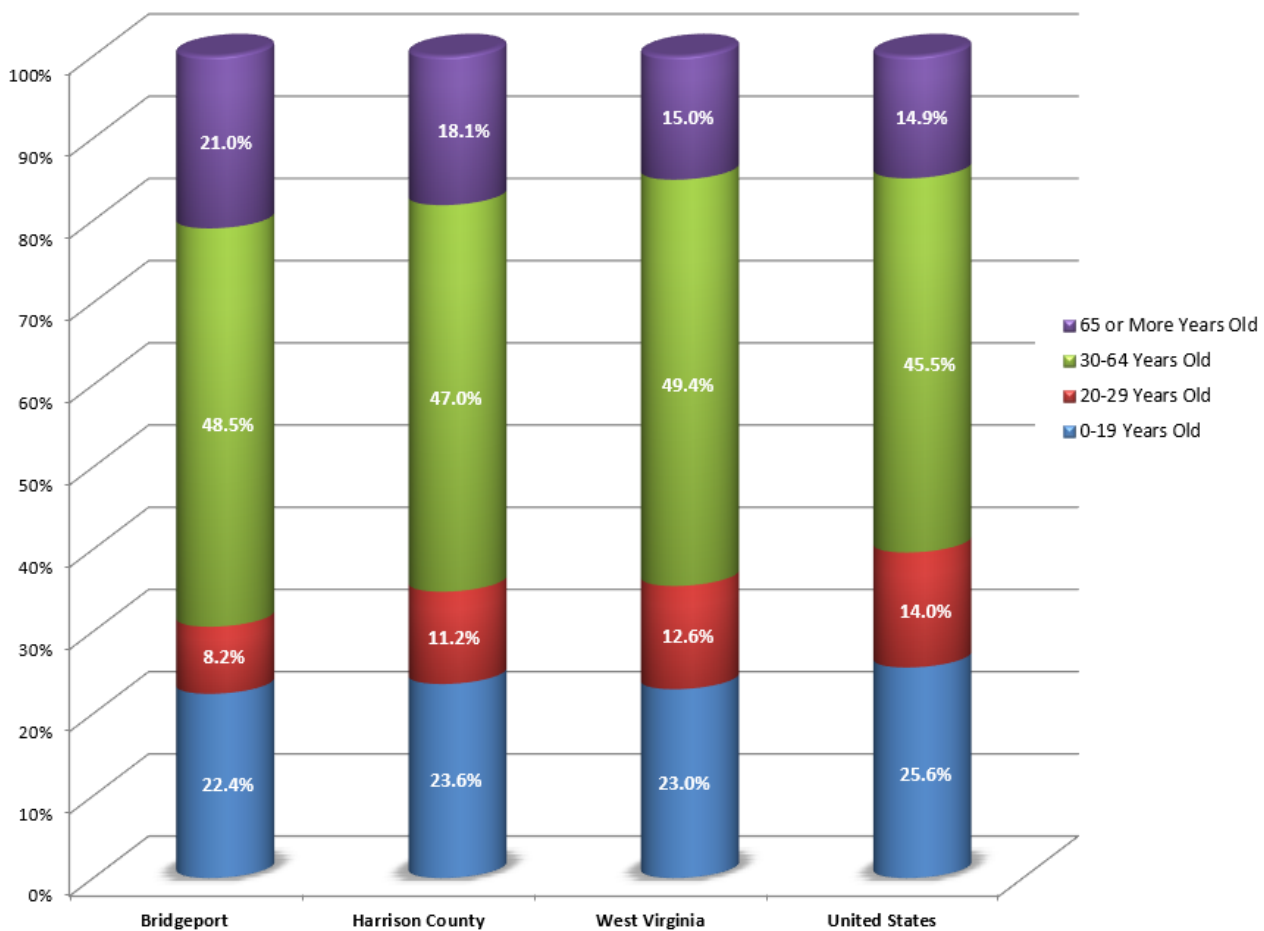


Figure C: An illustration of the four major age groups in Bridgeport, Harrison County, West Virginia, and the United States in 2017

Housing

Given the population trends presented above, it is possible to forecast the potential future population of the city if it is assumed that the city will continue to grow in a manner similar to historic trends. Assuming that the city will continue to see at least an annual growth rate of approximately 0.5% per year (low growth rate), that trend would lead to a total population of approximately 8,943 by 2030 resulting in the addition of just over 561 people in the course of the next 13 years. If you further assume 2.2 persons per dwelling unit (based on the 2017 American Community Survey Estimates), then the city might see the construction of 255 new dwelling units (561 people divided by 2.2 persons per dwelling unit), or an average of 20 units per year (13 years between 2017 and 2030). This number doubles to 40 units per year if the city experiences the higher rate of population growth of approximately 1.0% per year. Given that in 2017, there were 3,848 housing units in the city, the city might have anywhere from 4,103 (low growth) to 4,374 (high growth) housing units by 2030. This range of growth, based on numbers from the U.S. Census, is supported by reviewing the number of housing units built within the city in recent years that is derived from actual building permit data. Table 2 illustrates the total number of housing units built annually since 2005 including the number of single-family, duplex, townhomes, and apartment units. The city has witnessed an average increase of 65 housing units per year since 2005.



As the Future Land Use and Growth section will illustrate, there is a sufficient amount of land to accommodate this potential growth multiple times within the existing municipal boundaries. See also the discussion on housing growth areas in the Future Needs and Outlook subsection.

In addition to understanding the general trends in the number of dwelling units, it is also important to have a better understanding of the characteristics of the housing stock as it can demonstrate a deficiency in a particular type of housing as well as identify where the city may start to see long-term maintenance issues. The following paragraphs include a discussion on the housing types, occupancy, and age of housing to provide a fuller understanding of the city’s existing housing stock.

Table 2: Number of Housing Units Built

Year	Total # of Housing Units
2005	71
2006	46
2007	51
2008	35
2009	53
2010	112
2011	78
2012	45
2013	41
2014	23
2015	32
2016	150
2017	81
2018	101

Note: Total number of units based on building permit data from the City of Bridgeport.

Age of Housing

As an additional indicator of the steady residential growth in Bridgeport, a person can look to the Census data on the year housing units were built. Figure D illustrates the age of housing in Bridgeport and in Harrison County. For Bridgeport, there is an almost even distribution of housing development over the decades with 11% to a little over 17% of the existing units having been constructed within each of the past decades since 1950, with a significant decrease since 2010. A smaller percentage of the housing was built prior to the 1950s but this is most likely reflective of the start of Bridgeport’s growth stemming from surrounding areas.

The age of housing in Bridgeport can be compared to the county-wide numbers that show 25% of housing in the county was built prior to 1940, again, another indicator that much of the region’s newest growth has been located in Bridgeport where the housing is significantly newer. While the city does have a large portion of newer homes, the existing homes will continue to age that may require additional focus on property maintenance in the longer term. For the time being, the city’s current policies for property maintenance seem to be working well and will only be enhanced with the recently instituted rental inspection program.

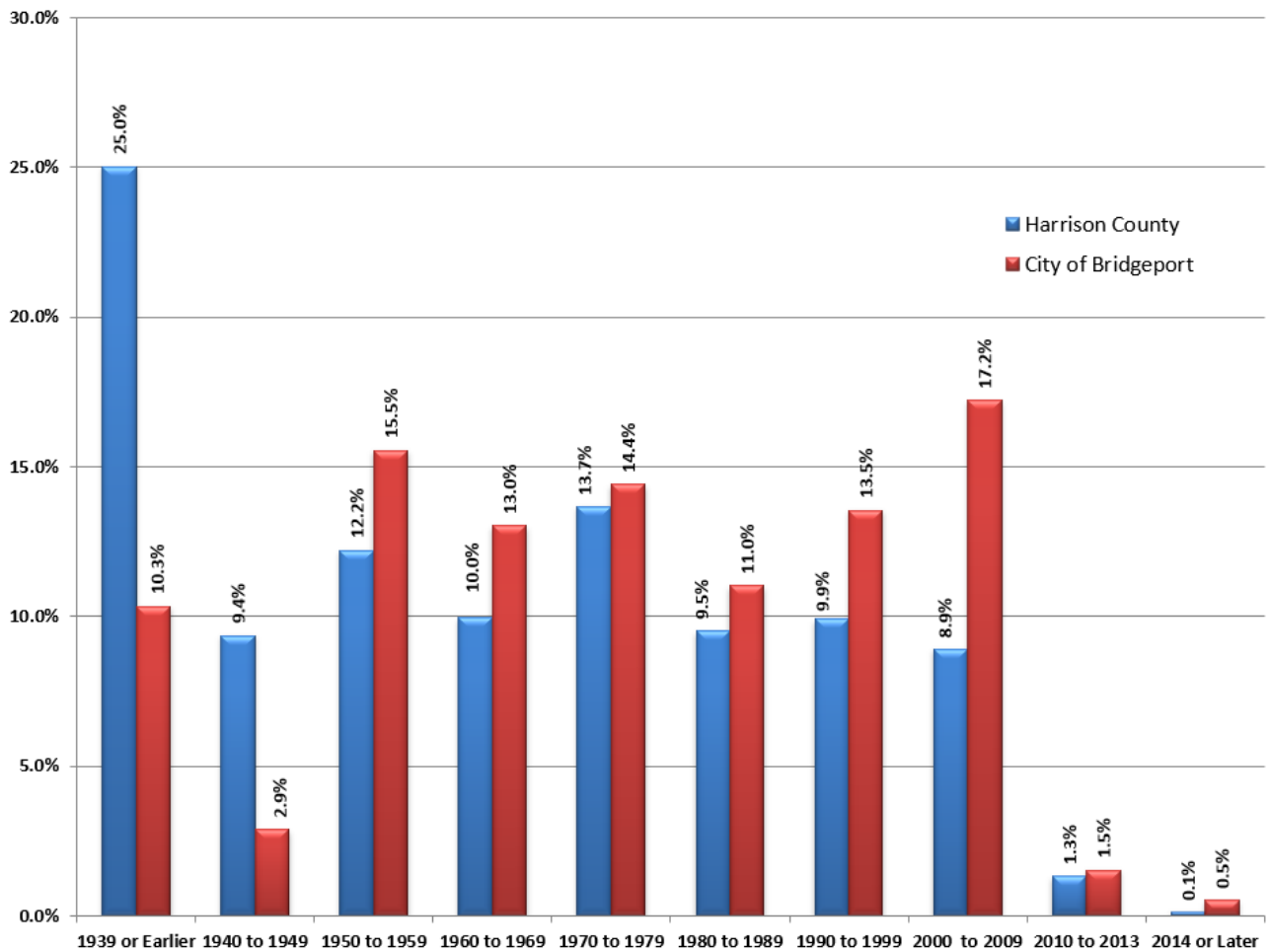


Figure D: Age of housing in Bridgeport and Harrison County based on the 2017 American Community Survey Estimates.

Type of Housing

One of the housing issues raised repeatedly throughout the planning process was the lack of choice in housing options within Bridgeport. In some cases, this is related to the cost of the housing (See the next subsection.) but in other cases, many residents noted a lack of housing types beyond single-family detached homes. Part of the reason this has become an issue in Bridgeport and other communities across the U.S. is simply a reflection of changing demographics and changing trends. As the population continues to age and people live longer, there is typically a demand for housing that is better suited for older adults that includes single-story style homes, small lots, and minimal maintenance. This trend leads to a desire for patio homes or even smaller single-family homes than what is currently found in Bridgeport. At the other spectrum of the demographics are the young professional generation that may include single person households and/or two-person households without children. Housing trends show that many of the younger population, particularly those that have recently graduated from college, are opting for more urban style living in high density neighborhoods or apartments, townhomes, and duplexes, all in close proximity to shopping, restaurants and work-options.



Figure E: Cottage houses provide compact, high-density housing option particularly well-suited for infill sites. The photo is a cottage house development in Kirkland, Washington – Photo Source: The Cottage Company



Figure F: Patio homes are small homes that may be detached from other houses or grouped together with two to four homes sharing common walls. The homes are traditionally single-story with no basements.

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In 2010, more than 77% of homes in Bridgeport are single-family detached homes, meaning a home that does not share any common walls or access with other housing units. That number has remained largely the same with just over 76% of homes being single-family, detached in 2017. This ratio of detached housing is comparable to housing units in Harrison County (78.1%), and Clarksburg (80.1%) versus the larger State of West Virginia (70.5%). While there is no perfect ratio of detached housing to attached housing options (e.g., multi-family apartments, townhomes, etc.), these numbers are higher than many other communities that see more of a 60% single-family and 40% 2+ unit per structure split of housing types. It does remain clear that there is still a desire to see more housing options beyond the traditional single-family detached housing found throughout Bridgeport. In the community survey that occurred as part of the 2013 planning process (See Appendix A.), 54% of the respondents remarked that the cost of housing was one of the three things they liked least about living in Bridgeport. In that same survey, 22% reported that the lack of housing choices was one of the three least things they liked least about living in Bridgeport. In the 2019 community survey, nearly 42% of the respondents felt that increasing the diversity of housing options was “very important” or “extremely important” for the future of the community with another 36% stating that it was an issue that was “somewhat important”.

Cost of Housing

As noted in the previous section, the cost of housing is a significant issue to the citizens. Everyone can appreciate that strong housing values contributes to a strong community and strong economy but it can also limit housing options and may also prevent people who work in Bridgeport from actually living in Bridgeport. To evaluate the most recent housing prices, the 2013 plan and this update included an evaluation of current real estate listings for residential properties (excluding vacant lots) in Bridgeport based on listings found on www.realtor.com. In January 2013, there were 80 listings and in December 2018, there were 121 listings. Table 3 illustrates a breakdown of listings per price point for homes for sale with a Bridgeport mailing address. Table 4 provides a comparison of homes values and median rents for Bridgeport, Clarksburg, Harrison County, and West Virginia based on the U.S. Census and American Community Survey.

Table 3: Bridgeport Real Estate Prices in 2013 and 2018

Listing Values	Number of Listings in 2013 (% of 80 Total Listings)	Number of Listings in 2018 (% of 121 Total Listings)
Under \$100,000	5 (6.2%)	3 (2.5%)
\$100,000 to \$200,000	27 (33.8%)	15 (12.4%)
\$200,000 to \$300,000	27 (33.8%)	40 (33.1%)
Over \$300,000	21 (26.2%)	63 (52.0%) [1]

Note:
[1] Of these 63 properties, 11 of the listings had asking prices that exceeded \$400,000.

Table 4: Home and Median Rent Values in 2011 and 2017

	Bridgeport	Clarksburg	Harrison County	West Virginia
Median Value [1]				
2011 Median Value	\$190,400 +/- \$12,304	\$79,000 +/- \$3,765	\$94,700 +/- \$3,731	\$96,500 +/- \$739
2017 Median Value	\$206,800 +/- \$16,284	\$83,100 +/- \$3,870	\$110,000 +/- \$3,558	\$111,600 +/- \$863
Median Rent [2]				
2011 Median Rent	\$808 +/- \$56	\$566 +/- \$47	\$574 +/- \$21	\$574 +/- \$5
2017 Median Rent	\$976 +/- \$98	\$681 +/- \$28	\$700 +/- \$25	\$681 +/- \$6
Notes: 2011 Data Source: 2011 and 2017 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau) The +/- numbers are the given margins of error in the ACS data. [1] Median value of owner-occupied housing units [2] Median rent of renter-occupied housing units				

The above tables clearly show that the going value of homes in Bridgeport are fairly high and according to Census data, the values are double the housing values across the state. One reason that homes in Bridgeport, particularly new development, can be so expensive is the cost of land and more specifically, the cost of a buildable lot when taking into account the costs for extending water and sewer service to an individual lot. Furthermore, many of the newer, more expensive homes (\$300,000+) are being developed in the Charles Pointe development, one of the few areas in the region that has all the services and land needed for new development with access to Bridgeport schools and the new recreation complex. These increased development costs automatically increase the cost of a housing unit in the city that works against the city's goals of encouraging more diversity in the types of housing development and the housing values. These numbers also demonstrate why it may be difficult to attract a younger population that cannot necessarily afford a \$200,000+ home immediately after college or during their first years in a job.

Future Outlook and Needs

There is no doubt that Bridgeport is a desirable place to live. The availability of jobs, recreational activities, open spaces, good schools, and a strong community is the basis for the city's growth engine. One of the key goals of this plan as it relates to housing is that "the city will be comprised of strong and stable residential neighborhoods that are well-maintained and provide a mixture of housing options, both in type and affordability, creating attractive living environments for our residents." In order to accomplish this goal, amongst several others, the city needs to focus on the major initiatives generally described below that are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Identify Residential Growth Areas

As described in the previous sections, if the city continues to grow at the lowest annual growth rate of 0.5% a year, the city could see over 250 additional housing units by 2030. If the city grows at the higher rate of 1% a year, the number of new housing units could be over 525 units. The Future Land Use and Growth section of this plan will illustrate that there is a sufficient amount of land to easily accommodate this potential growth within the existing municipal boundaries. That being said, as that section also points out that much of the future residential growth areas in the city are tied up in the Charles Pointe development, which grows only at the pace dictated



by the developers. Currently there are more than 1,800 residential lots slated for development in the South Land Bay portion of Charles Pointe. While this is a good opportunity for residential growth, the city cannot afford to focus on one development to meet the future housing demands. For this reason, the city will need to look for infill development opportunities (See below.) while also identifying future residential growth areas. The Bridgeport Future Land Use Map (Map 4) identifies potential growth areas for the city, priorities for annexation, and future land uses for these areas. For the areas designated for future residential growth, it will be important for the city to work on annexing these areas for residential growth and establishing the zoning that encourages the needed housing types.

Encourage Infill Development Opportunities

With the cost of housing being a major issue, the city must look at ways to reduce the cost of development. Since a significant portion of costs for new development relate to the extension of infrastructure, the city should look for areas where there is an existing infrastructure system that does not require extensive reconstruction or extensions. This means that the city should target undeveloped lands within established areas of the city such as the neighborhoods surrounding downtown. As the Land Use and Growth Section illustrates, there are multiple areas of the city that have infrastructure that could be developed in the future, particularly for higher density, lower cost housing options that may be desirable by residents including patio homes, apartments, townhomes, and cottages.

Provide Opportunities for New Housing Types and Values

This plan sets out a priority to encourage a more diverse housing stock in the city but it will take the city opening up opportunities for the housing options to make it a reality. The city needs to reevaluate its land use regulations (e.g., zoning and subdivision regulations) to make provisions for new housing types with as little red-tape as possible. This follows the idea that the city should make it as easy as possible to build those types of developments that meet the community’s needs and this plan’s goals. The city should review its regulations to establish new use types, related standards, while also looking at ways to decrease development costs through stormwater management alternatives, reduced street widths, maximum floor areas for certain units, and other requirements that make costs skyrocket but also promote the traditional suburban development form versus an urban development form that promotes pedestrian activity aside vehicular activity (e.g., allow for narrow streets with on-street parking and sidewalks that naturally slows traffic down versus wide suburban residential streets).

The city may also provide other opportunities for new housing types by acquiring properties that they can then turn over to developers for minimal costs in return for housing developments that will meet this plan’s goals. This will work best if the city lobbies for the use of Tax Increment Financing for residential and mixed-use developments (See the Economic Development section.). The city may even consider hosting design competitions for certain properties to promote Bridgeport to developers who may not traditionally work within the city and to evaluate additional housing options not identified in this plan.

The city should try to target a ratio of 25% to 35% attached residential housing types for new residential developments. Currently Bridgeport has a relatively low ratio of attached residential types, which is uncommon given the fact that a city is the area that traditionally has adequate infrastructure and services for such uses. Targeting this ratio will only slightly alter the city’s current attached to detached housing unit ratios and ensure a reasonable mix of housing. Given a projection of a minimum of 250 new housing units by 2030, assuming a low growth rate (Figure B), this target ratio would translate to 64 to 90 new attached housing units. If the city grows at the high growth rate, the city might see 525 new housing units by 2030 and the target ration would translate to 131 to 184 new attached housing units.



Figure G: Examples of various multi-family apartment types (left two images) and cottage home development (right image).

ECONOMIC DEVELOPMENT

Economic development is often considered the engine of a community that provides the tax revenues necessary for strong community investment (e.g., schools, infrastructure, parks, etc.), employment for residents, and a base that attracts more business and activities. This engine is driven by the residents who look for opportunities to live in close proximity to jobs and, more importantly, job opportunities. When asked to rate how important certain activities were to the future of Bridgeport, attracting new businesses to the city and region received the highest marks with over 80% of respondents stating that it was very important or extremely important in both the 2013 and 2019 community surveys (See appendices.).



Since the comprehensive plan update prior to 2013, the overall economy has taken a turn for the worse, but Bridgeport has weathered the storm far better than many other communities in part because of major economic activities that continue to thrive in the area and the establishment of new generators that have spurred additional growth. Bridgeport and the entire region have benefited greatly from its prime location at the intersection of Interstate 79 and U.S. Route 50. In addition to interstate access, the city is the location of the North Central West Virginia Airport with the state's longest airport runway. In 2009, an economic impact report¹ documents that the airport generates nearly 400 million dollars annually in economic benefits to the region through employment, tax revenue, and generation of goods and services. Large economic benefits have also been generated by other major initiatives such as the completion of the United Hospital Center, the ongoing buildout of White Oaks and Charles Pointe, and the collective output of numerous industrial and commercial businesses.

The above paragraph summarizes many recent economic activities that have occurred within the city's boundaries. Economic development has to be approached as a regional effort because the shifting of businesses and jobs between local communities has negligible benefit to the region and, in most cases, creates a less than stable economic environment. The most economic viable areas in the nation are ones that recognize that businesses that locate in a general region have economic impacts on all local communities within the region. While a new business may locate or expand in Bridgeport, Clarksburg and Harrison County, the entire area benefits from new residents and people shopping and working in both the individual community where they live and in the surrounding areas.



To continue to prosper, the city will have to look at building from their successes with a variety of approaches including working as a region, working with existing businesses to ensure their long-term viability, promoting the area as great place to start or expand a business, and increasing the benefits of investing in the area.

¹ Economic Impact and Benefits Analysis by BoydGroup International, February 2009.

Trends in Economic Development

There are two major components of economic development that the city evaluates when considering trends and strategies. First are the employees, the residents of the community that own or work in the region at various business establishments. A potential business wants to understand the employment base to determine the general skill set of the existing employee base, typical income levels, and other indicators to see if there is a “fit” for their business. The second component of economic development is the business establishments themselves, those businesses that create the jobs for the residents. Each component has their own indicators and changes in these trends can have significant impacts. This section highlights some key trends related to economic development in Bridgeport and the region. The information presented in this section is drawn from the 2000 Census as well as information from the 2011 and 2017 American Community Survey, 5-Year Estimates (U.S. Census Bureau) to show recent trends in the economy.

Employment

Employment numbers have dramatically changed across the United States since the 2000 Census as the economy entered a recession. Bridgeport has been fortunate in the last decade having maintained a very low unemployment rate that estimates show is close to 3.6% over the last decade. This is far less than the national average that hovered around eight or nine percent prior to the 2013 comprehensive plan and only recently fell to closer to 4.0% in recent years. The employment rates shown in Table 5 only describe the employment status of residents who live in Bridgeport and may be indicative of a large number of residents who work for the FBI, other government agencies, and the hospital, where the employment levels, while ever changing, have remained the most stable in an unstable economy. It is also important to note that the overall employment levels for all communities are slightly lower than the nation, in part, because of the increase in shale gas mining that is taking place in West Virginia and that has seen a major uptake in employment recently. Table 6, which follows the table on employment levels, illustrates the industries where residents of the various communities are employed based on recent estimates.

Table 5: Employment

	Bridgeport		Clarksburg		Harrison County		West Virginia	
	2011	2017	2011	2017	2011	2017	2011	2017
Population 16 Years Old and Older	6,625	6,904	13,167	12,738	55,484	55,435	1,504,751	1,503,051
Change 2011-2017	4.2%		-3.3%		-0.1%		-0.1%	
Population in Civilian Labor Force	3,996	4,333	7,214	7,031	31,362	30,340	824,759	746,958
Change 2011-2017	8.4%		-2.5%		-3.3%		-9.4%	
Employed	3,854	4,495	6,591	7,566	29,047	32,485	762,595	805,635
Change 2011-2017	16.6%		14.8%		11.8%		5.6%	
% Unemployed	3.6%	3.6%	8.6%	6.9%	7.4%	6.5%	7.5%	7.2%

Notes:

Data Source: 2011 and 2017 American Community Survey 5-Year Estimates (U.S. Census Bureau)

Table 6: 2011 and 2017 % of Employed Civilian Labor Force by Industry

	Bridgeport		Clarksburg		Harrison County		West Virginia	
	2011	2017	2011	2017	2011	2017	2011	2017
Agriculture, forestry, fishing, hunting, and mining	1.4%	3.9%	2.4%	3.6%	3.0%	5.4%	5.1%	4.5%
Construction	5.8%	5.0%	5.4%	6.7%	7.2%	6.6%	7.1%	6.3%
Manufacturing	7.1%	5.3%	5.8%	7.1%	6.7%	5.3%	8.7%	8.0%
Wholesale trade	1.7%	3.6%	3.1%	1.5%	2.7%	2.8%	2.3%	2.3%
Retail trade	10.6%	8.0%	15.5%	14.9%	14.4%	14.2%	12.4%	12.3%
Transportation, warehousing, and utilities	8.5%	4.7%	6.5%	4.5%	7.6%	5.8%	5.6%	5.4%
Information	1.0%	1.3%	1.0%	2.9%	1.7%	1.8%	1.8%	1.5%
Finance, insurance, real estate, and rental and leasing	6.7%	5.2%	4.5%	1.8%	4.2%	3.3%	4.4%	4.2%
Professional, scientific, management, administrative, and waste management services	13.1%	12.2%	5.9%	9.4%	7.7%	8.7%	7.4%	7.8%
Educational, health, and social services	21.2%	28.5%	24.8%	26.6%	24.0%	25.4%	25.8%	27.3%
Arts, entertainment, recreation, accommodation, and food services	6.0%	5.0%	10.8%	9.6%	7.5%	7.3%	8.6%	9.3%
Other services (except public administration)	5.6%	5.6%	6.2%	4.4%	5.4%	4.5%	4.6%	4.3%
Public administration	11.4%	11.7%	8.1%	7.1%	7.9%	8.9%	6.3%	6.8%
Notes: Source: 2011 and 2017 American Community Survey 5-Year Estimates (U.S. Census Bureau)								

As stated earlier, a significant portion of Bridgeport’s employed residents work in the public administration industry that includes those civilians who work for government agencies, including the FBI. Another significant employer is the educational, health, and social service industry that is typically a major employer in many communities that have large hospital complexes and school systems.

Opportunity lives here.

Median Income

The final set of data evaluated as part of the economic development component of this plan is the median income of residents. This information is included because it ties multiple elements of this plan together such as the cost of housing and/or demand for housing, the need for different retail options (e.g., discretionary spending), and also the general strength of the economy. Table 7 illustrates the median incomes for Bridgeport, Harrison County, West Virginia, and the United States as a point of comparison. It includes data for 2000, 2011, and 2017 with adjusted numbers to provide an equal comparison. The median income levels in Bridgeport and West Virginia have gone up in the last decade with Bridgeport having the highest median income of all the geographies. This is compared with Harrison County and United States where the incomes have seen a slight decrease over the decade. As a way of tying this information back to the cost of housing issues discussed previously, it is necessary to have a household income roughly equal to the median income in Bridgeport to acquire a \$200,000 mortgage, depending on interest rates and loan requirements. As noted earlier, half of the currently available homes have a sales price that exceeds \$300,000, which means that people with median income less than the \$82,000 from Table 6 below may have an increasingly difficult time buying a home in Bridgeport.

Table 7: Median Income				
	Bridgeport	Harrison County	West Virginia	United States
2000 Median Income (in 1999 Dollars) [1]	\$49,310	\$30,562	\$29,663	\$41,851
2000 Median Income (in 2017 Inflated Adjusted Dollars)	\$69,852	\$43,294	\$42,020	\$59,286
2011 Median Income [2] (in 2017 Inflated Adjusted Dollars)	\$78,793 +/- \$5,380	\$43,942 +/- \$1,516	\$45,543 +/- \$356	\$57,168 +/- \$99
2017 Median Income	\$82,359 +/- \$9,617	\$48,315 +/- \$1,862	\$44,061 +/- \$439	\$57,652 +/- \$138
Notes: [1] Source: 2000 U.S. Census based on 1999 dollars [2] Source: 2011 American Community Survey 5-Year Estimates (U.S. Census Bureau). The +/- numbers are the given margins of error in the ACS data. [3] Source: 2017 American Community Survey 5-Year Estimates (U.S. Census Bureau). The +/- numbers are the given margins of error in the ACS data.				

Future Outlook and Needs

Economic development is an ongoing process, one that with effort can achieve set goals but can never really stop because if the city fails to continue to work on maintaining and expanding its business base, it cannot continue to thrive. That being said, there are four major initiatives the city needs to consider when pursuing economic development. These initiatives are generally described on the next page and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Identify Nonresidential Growth Areas

Due to topography, municipal boundaries, and other development constraints, the city has limited opportunities to grow from a land area standpoint. The primary direction the city can expand through annexation is to the northeast, to the east, and to the southeast. While there is still some capacity for nonresidential development within the city boundaries, including future development within Charles Pointe, there is an important need for the city to look for opportunities to expand the municipal boundaries for business growth and, more-importantly, non-retail business growth such as office and industrial development. The future land use section and Map 4: Bridgeport Future Land Use, identifies potential growth areas for the city, priorities for annexation, and future land uses for these areas. It will be important for the city to look at annexing these areas and then protecting them from development that will prevent future economic development growth (e.g., residential development or land planned for industrial). This will give the city long-term capacity for business development.

Support Existing Businesses

Those residents and businesses who responded to the citizen survey that was part of this planning process identified attracting new businesses as a major need for the community. It is true that attracting new businesses is a core goal of any economic development mission but the city must also focus on its existing businesses, the ones that helped the city achieve its current level of success. The existing businesses are here because they want to be and will likely stay in the area for the long-term, but the city must ensure that the needs of these businesses continue to be met and also identify expansion opportunities.

Attract New Businesses and Jobs

Bridgeport is proud to have a healthy business environment with a mix of industries. In order to maintain a healthy economy, the city must constantly make efforts to attract new businesses, and thus new jobs, to the community. Bridgeport must put together a marketing strategy to advertise the best qualities of the community, the high levels of education found in the population, and the city's regional location as the many attributes that make it a desirable place to establish a business. Additionally, the city should look within its own population for entrepreneurs who may currently operate a small business out of their home or have ideas for a new business as a method of creating new jobs. This may include developing outreach programs for home-based businesses or even working with regional educational and business agencies to start a business incubator where small businesses can get a hand in establishing themselves in the area.

Work as a Region

While citizens like to associate themselves with a single community or while a city might pride itself on its own business accomplishments, ultimately economic development works best when approached from a regional standpoint. Gaining new businesses or additional jobs in the general region, regardless of the specific location of the business, creates benefits to the entire area that may sometimes be hard to quantify. It is also impossible to have a successful economic development program when businesses relocate back and forth between neighboring communities because there is no net change in employment or revenues, only a change in where the business pays taxes. Bridgeport must work with Clarksburg, Harrison County, and other communities in the region to collaborate on economic development programs recognizing that Bridgeport benefits from any economic activity even, if the business ultimately choose to locate in Clarksburg or in the county.

LAND USE AND GROWTH

As it was defined in the beginning of this document, a comprehensive plan is a planning tool that evaluates various aspects of the city and establishes a series of policies to help guide future decisions about the physical, economic, environmental, and social aspects of the community. As you can see, this type of plan has to cover a number of overlapping issues that all tie back into the ultimate question of “what will our city look like in 5, 10, or 20 years from now?” While no single component of this plan rules the others, the future land use recommendations found in this section do create the framework for many of the other plan recommendations. For example, this plan makes recommendations about future growth areas for industrial and residential expansion that could place heavy demands on the city’s infrastructure system if the city does not establish policies and follow through on said policies for the update and expansion of its infrastructure. This section looks at how land is currently used in the city, the constraints or limitations on future development, and identifies opportunities for the future development of the city that will work toward implementing many of the goals set forth in this plan.

Trends in Land Use and Growth

Existing Land Use

An assessment of how the land is currently being used is an important piece of information that must be evaluated in any physical planning effort. Property information and aerial photography, along with input from city staff, helped establish an existing land use map (Map 1). This map classifies property in Bridgeport under one of the land use categories described below with a focus on the general use of land. This map and related data does not focus on individual vacant lots with a subdivision or major development but rather on the broader use of land in the city. For this reason, an entire subdivision may be shown as single-family residential even though several lots may still remain vacant. The same assumption applies to commercial uses where, for example, the entire first phase of the White Oaks development is shown as existing commercial and office uses even though there are still a few lots that have not been developed. The purpose of the existing land use analysis is simply to establish the basic development trends of the city thus far in its history.

Existing Land Use Categories

- **Airport** uses are properties used for the airport runways, hangars, and related operations. While the airport authority owns the land where the industrial park is located, the focus of the existing land use map is the actual use of the land so the industrial park is shown as an existing industrial use.
- **Single-Family Residential** uses are those properties with a single detached dwelling unit located on a single parcel.
- **Multi-Family Residential** uses only comprise a small area of the city and are located where there are multiple dwelling units, attached to one another, located on a single parcel. This category may include apartment buildings, townhomes, duplexes, two-family homes, and other attached housing.
- **Commercial and Office** uses cover those areas of the city where the primary use is the provision of goods and services to the general public in a commercial setting or where there are establishments that provide executive, management, administrative, medical, dental, or professional services in either small or large-scale office buildings.
- **Parks and Recreation** uses are properties used for public open space and recreational uses such as playgrounds, ball fields, open space, and other local or regional park lands.

- **Public and Institutional** uses are properties and structures used for the provision of services related to the general public (e.g., city offices, public utilities, or fire stations) or institutions such as schools, hospitals, and churches.
- **Industrial** uses are properties used for the manufacturing, assembly, or distribution of goods or services that do not typically include the retail sale of such goods or services.
- **Agriculture, Vacant, or Undeveloped** properties are areas of the city that are maintained as farmland, either crops or for the raising of livestock, or are properties that are not currently used for any use listed above.

Map I: Existing Land Use, illustrates existing land uses across the city while Figure H below, illustrates the ratio of land uses when considering the city’s total land area. In addition to the categories described above and those shown in the map, it was necessary to break out the amount of agricultural, vacant, or undeveloped land into subcategories as shown in Figure H. A significant portion of the city remains undeveloped (over 46%) but much of that land is already planned for some form of residential, commercial, or mixed-use development either in later phases of the White Oaks development or the South Land Bay portion of Charles Pointe.

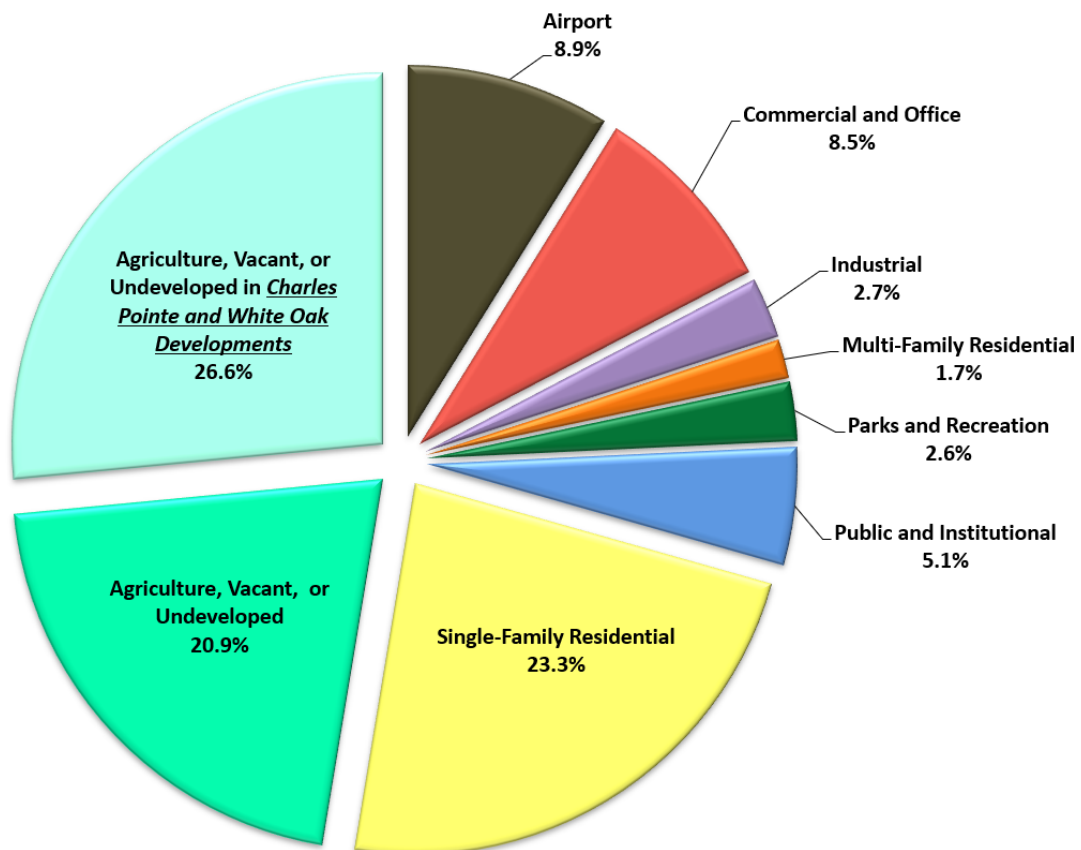
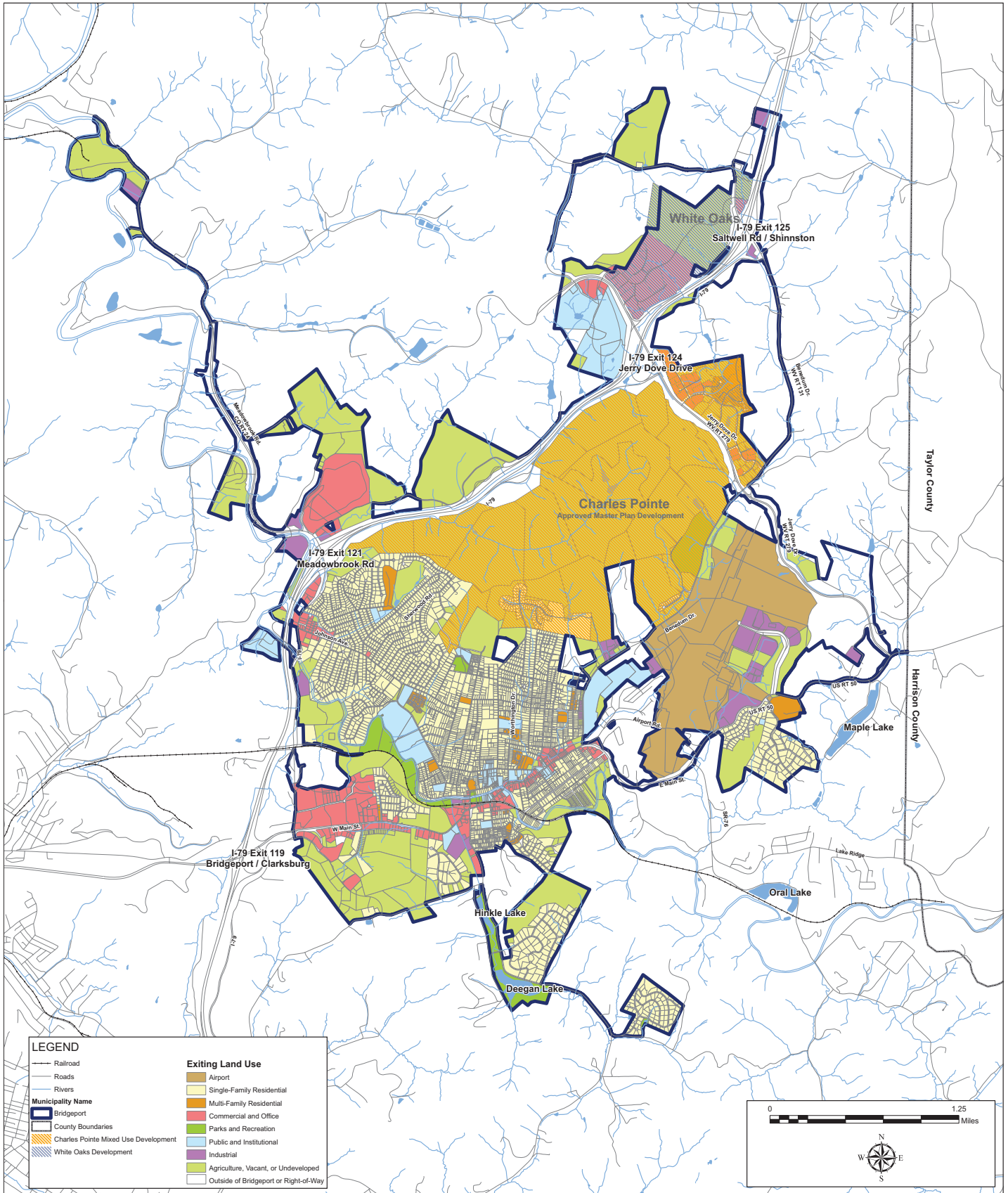


Figure H: Existing Land Use Distribution



Natural Resources

The natural resources found throughout Bridgeport and Harrison County contributes greatly to the character of the community and is the definition of West Virginia’s campaign of “Wild and Wonderful.” The protection of these vital natural resources is important but at the same time, they can hinder growth and development. Bridgeport must work to find a balance between protecting the natural resources that surround them and dealing with the impacts, including how such resources may limit future development or growth in the city or the financial impact of flooding if there is poor planning of future development.

The 1996 Bridgeport Comprehensive Plan and the 2001, 2007, and 2013 updates provide a wealth of information on many of the resources including the definitions of the resources and justifications for protecting resources such as floodplains, wetlands, streams, slopes, and threatened or endangered species. The two resources that have the most significant effects on development in Bridgeport, and West Virginia as a whole, are the steep slopes and floodplains. These resources are illustrated in Map 2: Slopes and Floodplain. Because much of the region is comprised of steep slopes, the map essentially shows a reverse image of slopes where the green and yellow areas on the map illustrate the “flattest” areas in Bridgeport and anything in white on the map illustrates the steepest slopes (greater than 30%). For the purposes of the plan evaluation, the slopes were categorized based on the percentage of slope, which is the calculation of the vertical rise (in feet) divided by the horizontal distance (in feet). A 30% slope is an area where there is a 30-foot increase in vertical elevation over a 100-foot horizontal distance.

- **0 to 15% slopes** – For development in West Virginia, any area with a slope of 0 to 15% is considered developable with minimal limitations.
- **15 to 30% slopes** – Land that has a slope that falls within this category can be developed but will require special engineering and precautions to address potential slippage, erosion, and soil stability.
- **30% or greater slopes** – For the purposes of this plan, any land with this steep of a slope is considered to have significant constraints to development. While development is possible with special engineering, it is very costly and the land can be difficult to access. Development on these slopes is usually limited unless there is significant cutting and filling of the property.

MAP# 2 SLOPES AND FLOODPLAIN



Future Outlook and Needs

The future outlooks and needs related to land use and growth revolve largely around redevelopment opportunities, recommended growth areas (annexations), and the future land use recommendations. Bridgeport's 1996 comprehensive plan and the 2001 and 2007 updates focus primarily on the future land uses while this plan incorporated land use along with more specific recommendations on the types and characters of certain land uses that are desired by citizens and the business community. The following sections describe the planning process undertaken to identify development and growth options for Bridgeport's future and the specific land use recommendations that are the framework for this plan.

Potential Development Areas – Analysis and Identification

Based on the population and housing projections described earlier, it is estimated that the city will likely need room to accommodate a significant amount of new housing over the reach of this plan (2030). Depending on the rate of growth, this could be anywhere from 250 to 525 or more dwelling units. If you assume a basic residential density of four units per acre, that means there needs to be 60 to 130 acres of land dedicated for future residential development along with related public dedications (e.g., land for rights-of way, easements, etc.), and land for expanded city services (e.g., parks, fire stations, police stations, etc.). This demand for land does not include the need to dedicate a certain portion of the city for nonresidential uses to accommodate the commercial, office, and industrial uses that go hand-in-hand with a growing population and are at the core of the city's economic development drive. When evaluating the future land use of a city and the demand for new growth areas, the first step is to look at where there is available land, which led to the potential development analysis described herein.

As described in the existing land use analysis, nearly half of the city is classified as agriculture, vacant, or undeveloped uses that amounts to over 2,600 acres of land within the city's existing municipal boundaries. This is technically more than a sufficient amount of land to accommodate the demand for new residential and business growth. Upon further evaluation of the land in the city, a number of issues are raised with the agriculture, vacant, or undeveloped land that for the purposes of this plan, is considered to be the land available for new development in the future. These issues include:

- Almost 1,500 acres of land is within the Charles Pointe development, which is a master planned community where future development has already been planned and approved by the city. While this could accommodate all future land demand, the main problem is that it is controlled by one group and will be developed at its own pace. This may not appear to be an issue on its face because it is a fantastic opportunity and advantage to have such a planned development in Bridgeport but from a long-term planning standpoint, the city cannot rely solely on a single development to meet the demand. For this reason, the city must also ensure that there is additional land elsewhere that can serve as alternative development areas.
- Many citizens perceive that outside of Charles Pointe and White Oaks, there is limited land available for development, but there are still a number of large tracts of land and/or groupings of undeveloped lots that have potential for some level of development. While some of these tracts would be difficult to develop due to floodplains or steep slopes, other tracts are located where there are minimal steep slopes or where development can occur outside of the floodplain.

Opportunity lives here.

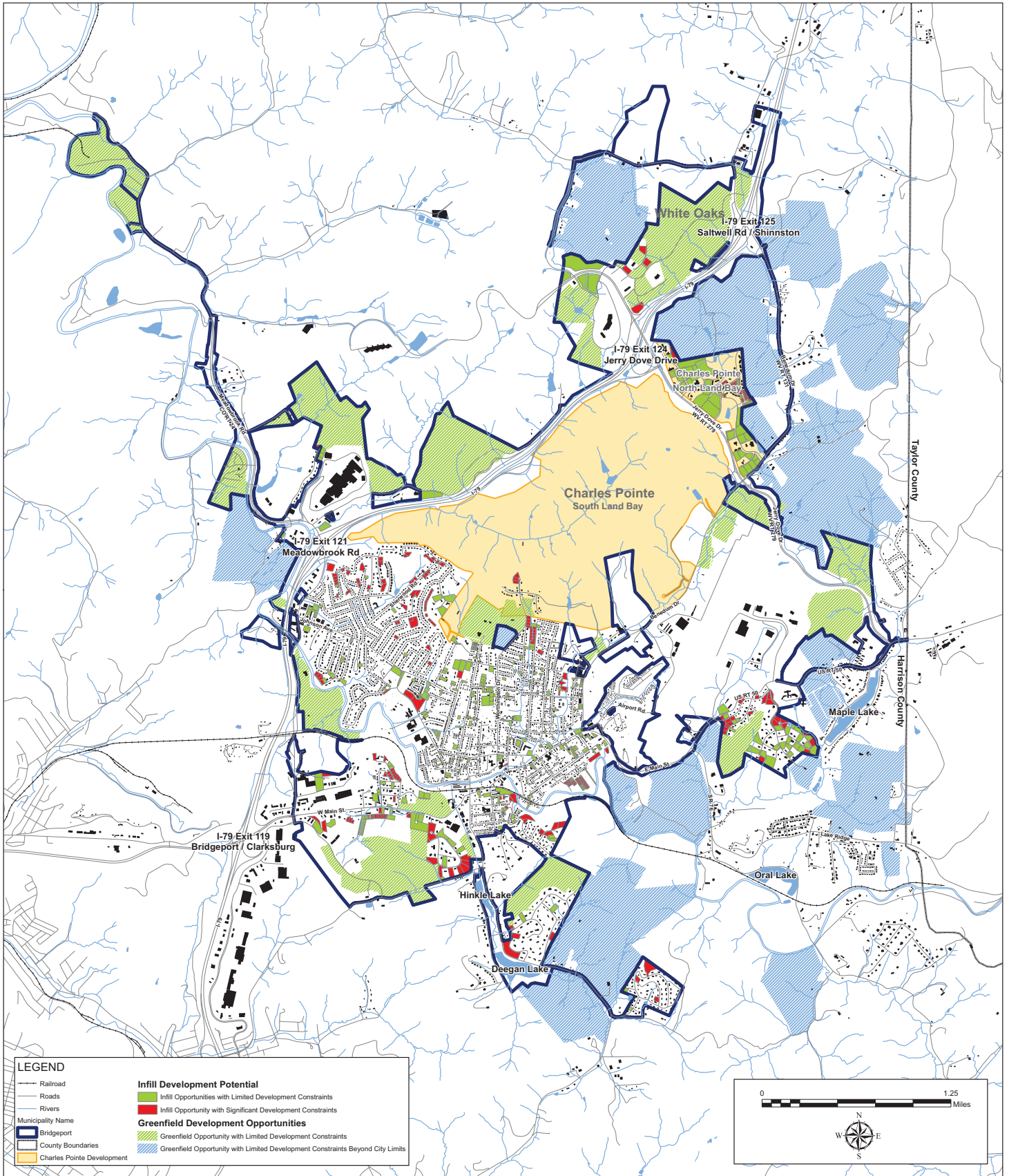
- One additional issue is the cost of developing housing in the city that was detailed previously in the Population and Housing element of this plan. Part of this issue is related to where new development takes place and the related cost of extending water and sewer service to future lots. At first glance, it would appear that most of the potentially developable land is on the outskirts of the city but further evaluation shows that in fact, there is a lot of infill development opportunities within the city's existing boundaries.

In order to identify areas where there is some future development potential, this plan started with the available city mapping and identified the properties classified as agricultural, vacant, or undeveloped along with any lots, regardless of size, that were vacant of buildings, regardless if such lot may be associated with an adjacent use. The purpose of this exercise is twofold in that it first lets the city refine information on what land may be developable in the future and second, it allows the city to look at the possibility of infill development that may have significantly reduced development costs because water and sewer already exist on-site. Map 3: Potential Development Areas, illustrates those areas of the city as well as areas outside of the city that have some future potential for development. The land is categorized based on whether it is infill, that is small lots in the City of Bridgeport that are within a built neighborhood, or a greenfield site, which are large areas of undeveloped land that have the potential for larger-scale development. The map only focuses on greenfield areas where there are limited development constraints such as steep slopes or floodplains. Those larger tracts of land that are significantly covered by steep slopes or floodplains, or that fall within the boundaries of adjacent cities, are not illustrated in the map. Because the infill sites are varied in the impact of slopes or floodplains, the lots have been classified based on whether there are limited constraints or significant constraints. The sites that have significant constraints will likely remain undeveloped long into the future.

Several assumptions were made in the development of Map 3. First, the map does not take into account whether the land is in fact available for sale or lease and/or the intentions of the property owner to ever sell the property in the future. It is simply a tool for investigating potential capacity for future growth. It is assumed that a portion of the land shown as a potential development area may in fact, never be developed. When looking at properties outside of the city, the intent is not to specify the boundaries of future annexation opportunities but to focus more on those areas of the county near Bridgeport that have limited development constraints and therefore increased potential for future development.

The result of this analysis shows that there is in fact a significant amount of acreage within the municipal boundaries and outside of the planned developments of Charles Pointe and White Oaks that have the potential for future development. It also shows that there is great potential for the city to look at infill development opportunities as one method of addressing how the city can encourage more affordable housing options by looking at lots where the infrastructure is in place and the lots are more affordable. Furthermore, the Potential Development Areas map shows that should the city want to expand its boundaries as it moves into the future that there is significant acreage for future growth that have limited development constraints to impede such growth.

MAP# 3 POTENTIAL DEVELOPMENT AREAS



Future Land Use

The Bridgeport Future Land Use Plan establishes the desired future land use types for properties throughout the city based on existing land uses, environmental conditions, and general development patterns of the surrounding area. The plan is a graphic representation of many of the goals established earlier in the plan. This plan will help guide the decisions of the Bridgeport City Council, Planning Commission, Board of Zoning Appeals, and other committees regarding a variety of issues such as rezonings, capital improvements, development of public facilities, and similar decisions.

The future land use plan map on the following page is intended to serve as a guide for continued development and redevelopment within the existing boundaries of Bridgeport. The map is not a zoning map and only serves as a general basis for the decision-making bodies of the city. The following is a brief description of the proposed land uses.

- **Airport**

The land designated for airport uses are the existing properties that are used for the airport's runways, hangars, and related operations. This area should continue to be used for the ongoing operation and improvement of the North Central West Virginia airport to ensure the continued success of the airport and related, positive impacts on the community. Regardless of the future land use map recommendations, additional land surrounding the airport is owned by the airport authority and may be used for future airport activities or related support services if the demand for such space arises.

- **Existing Residential Core**

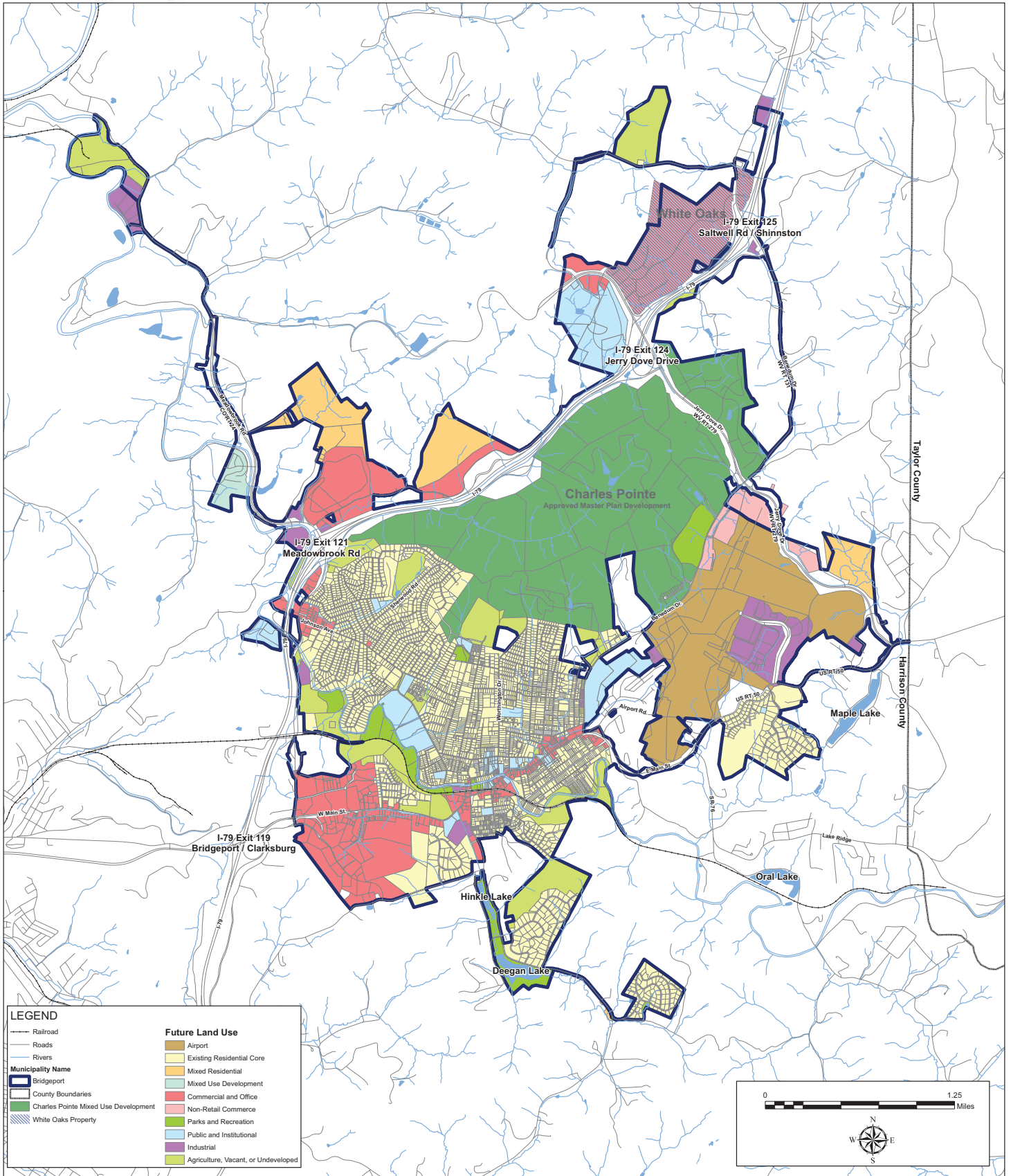
This category comprises the vast majority of the city's existing single-family and multi-family residential uses. The existing uses should continue as part of this plan with the primary use of this category being single-family residential uses. The city should allow for multi-family residential development and other attached residential uses that provide housing diversity with the following considerations:

- Any existing areas of multi-family residential uses should continue to be used for such purposes.
- The proposed residential use reflects the goals that serve as the foundation of this plan.
- The density and design of the proposed residential use blends with the character of the surrounding neighborhood. This may include multi-family residential uses located in a structure that resembles large, single-family detached home or multi-family dwellings that maintain a similar height and scale of surrounding residential uses.
- Multi-family attached dwellings with more than two units should be located on collector or arterial streets unless they serve as a transition discussed below or are part of a master planned development.
- Higher density residential uses may be allowed in areas adjacent to nonresidential uses to serve as a land use transition or buffer between the more intense nonresidential use and nearby single-family neighborhoods.



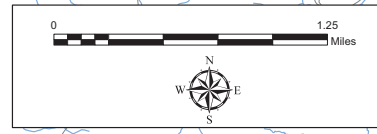
Figure 1: Image of a multi-family apartment building designed to resemble a large single-family home.

MAP# 4 BRIDGEPORT FUTURE LAND USE



LEGEND

<ul style="list-style-type: none"> Railroad Roads Rivers Municipality Name County Boundaries Charles Pointe Mixed Use Development White Oaks Property 	<p>Future Land Use</p> <ul style="list-style-type: none"> Airport Existing Residential Core Mixed Residential Mixed Use Development Commercial and Office Non-Retail Commerce Parks and Recreation Public and Institutional Industrial Agriculture, Vacant, or Undeveloped
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• **Mixed Residential**

Mixed residential areas are where different types of housing may be located within a single development with a mixture of detached homes and attached housing that can provide diversity in housing options within a single development. For the purposes of this plan, developers are encouraged to mix housing types within a single development but, if the site is relatively small prior to the subdivision process, the area may be used for a single residential type.

• **Mixed-Use Development**

Mixed-use developments are large developments that contain a mixture of residential, commercial, office, and public uses. The residential uses may vary from stand-alone residential types (single-family, townhomes, low-density apartments, etc.) to residential apartments that are located within the same building as a nonresidential use. Within the concept of mixed-use developments are a number of variations including a general mixture of uses (e.g., retail, office, and residential) on a single site or an alternative that is often referred to as vertical mixed-use (e.g., office or residential uses over retail or office uses on the first floor). The following are general descriptions and illustrations of these variations of mixed-use development.

General Mixed-Use

General mixed-use developments incorporate multiple uses on a single site. What separates these types of developments from the construction of individual (separated) uses is that they are typically designed with a unified theme, integrated connections between the uses, and often include uses that build off of one another (e.g., residential uses that provide homes for office and retail workers). Charles Pointe can be considered an example of this type of mixed-use development. Important considerations for any mixed-use site are:

- Scale, to ensure that one use does not overpower the other uses;
- Unified theme to tie the development together;
- Connectivity at both the pedestrian and vehicular levels;
- Strong architectural and landscaping standards both to create a unified theme but also to provide for high-quality design; and
- Flexibility to address issues such as parking and circulation that are different from typical suburban style development.



Vertical Mixed-Use

Similar in nature to general mixed-use developments, vertical mixed-use emphasizes walkability, pedestrian scale, connectivity for pedestrians and vehicles, and a cohesive design. While common in downtown areas, vertical mixed-use developments are also showing up as redevelopment alternatives on suburban commercial corridors.



- **Commercial and Office**

The commercial and office land use category covers areas of the city that would be appropriate for commercial retail, office, and service uses that cater to both the local and regional market. The areas typically lie along major road corridors or at key intersections where there are high volumes of traffic. General commercial uses are the primary shopping locations for the community and include, but are not limited to, grocery stores, wholesale clubs, large-scale general retail, discount department stores, specialty retail, restaurants, banks and gas stations. The heavy retail focus of these areas makes them primarily auto oriented; however, opportunities to tie in pedestrian access between buildings and surrounding residential development is strongly encouraged.

- **Non-Retail Commerce**

The non-retail commerce category is intended to provide for areas of business growth in the city that may include office uses, industrial uses, or a combination of such uses but where retail commercial uses (e.g., restaurants, grocery stores, book stores, etc.) are limited in an effort to protect an area of the city for office and industrial development. Limited retail uses such as coffee shops, banks, or restaurants may be appropriate when they provide needed services to the surrounding businesses.

- **Parks and Recreation**

The parks and recreation category includes land that is to be used for public and/or private recreational purposes that may include parks, playgrounds, open space, walking trails, golf courses, and similar uses.

- **Public and Institutional**

The public and institutional uses shown on the future land use map are existing uses that include a broad range of uses such as schools, churches, and other public properties or buildings. This category may include buildings or activities related to the provision of utilities such as gas, electric, water, sewer, cable television or other similar utilities. While the future land use map only designates existing public and institutional uses, public and institutional uses may be appropriate in other areas of the city, regardless of the future land use designation. When considering the siting of a public or institutional use, the city should consider the impact the buildings or use will have on the surrounding area and apply appropriate conditions to help mitigate those impacts such as buffering or access management.

- **Industrial**

The industrial use category includes areas where there are establishments for the manufacturing and production of goods and/or services. These uses may have some accessory commercial and/or offices uses. Future industrial development should be focused on clean industries that largely operate within enclosed structures. Outdoor storage and activities may occur with appropriate buffers from adjacent properties.

Opportunity lives here.

- **Agriculture, Vacant, or Undeveloped**

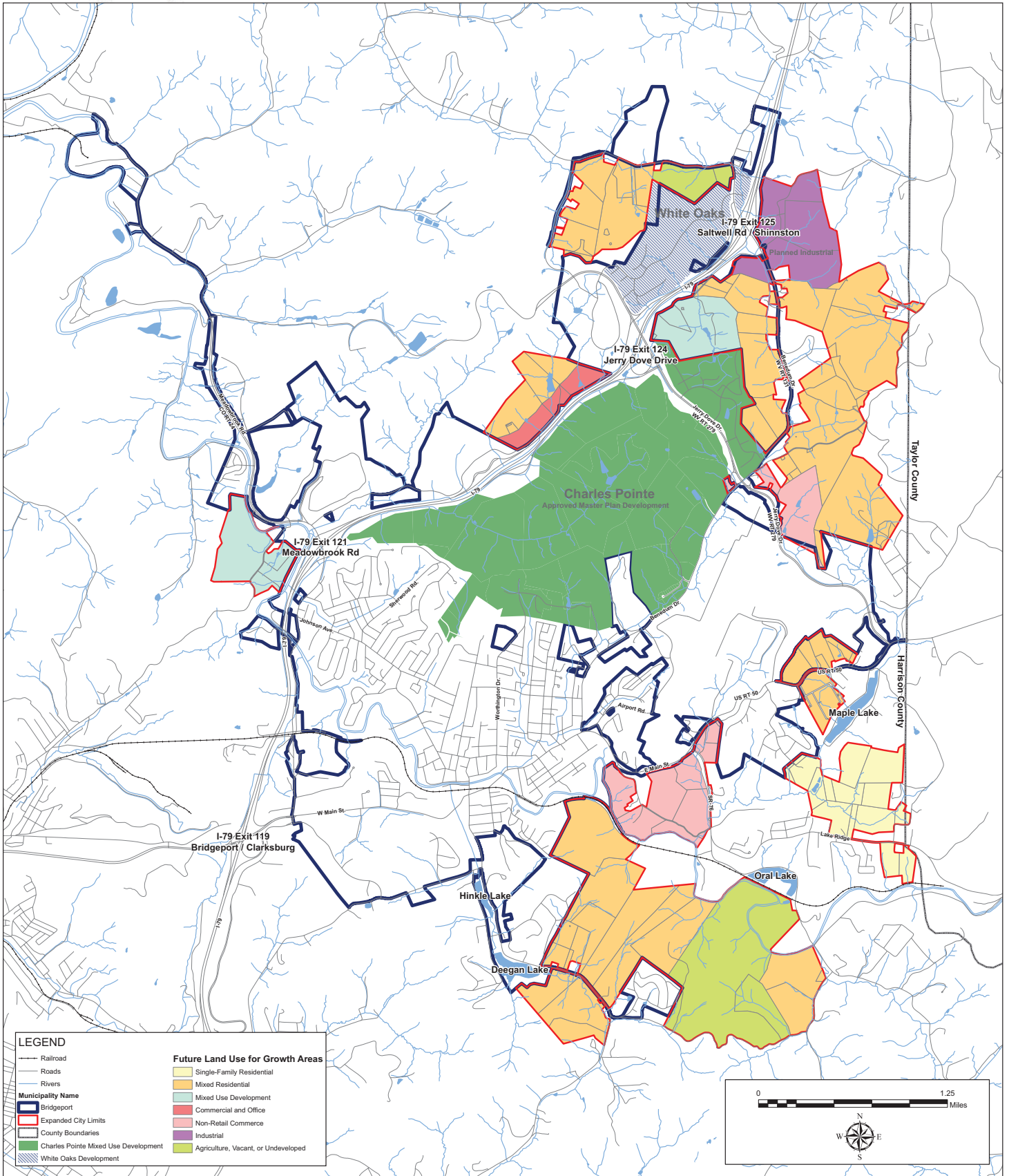
While the state code requires that any plan address future rural areas, where applicable, a determination was made that there is not a priority for protecting certain lands for rural or commercial agricultural purposes. Given that Bridgeport is a city with urban and suburban type development, its purpose is to provide areas for development rather than establish land for rural activities that would be better suited in areas where there is limited urban infrastructure and services. There are areas of the city that are shown as agriculture, vacant, or undeveloped on the future land use plan map. These areas are all significantly constrained by the presence of steep slopes and/or floodplains that will limit development opportunities and are considered to be a holding area until such time as better access is provided to the area or newer engineering technologies allow for development opportunities. These areas may be zoned as agricultural on the city's zoning map to protect them for lower impact development. The city may consider reevaluating the future land use designation at a later time if circumstances change.

Future Growth Areas and Annexation

While the Future Land Use Map illustrates proposed land uses within the city's existing boundaries, this plan did evaluate future growth areas outside of the city limits that will require the property owners to go through the annexation process to become a part of Bridgeport. While annexation is typically a controversial word, it is a part of a city's toolbox and one that the city must evaluate if they plan on growing in the long-term future. Without annexation, the city will be relegated to minimal growth through development of infill properties and redevelopment of any underutilized sites.

Map 5: Future Growth Areas, identifies areas of land outside of Bridgeport that have minimal development constraints from steep slopes or floodplains. When considering annexation and/or discussing the possibility of annexation with property owners, the areas shown on the map should be the city's first priority. That being said, if property owners from outside of these areas approach the city for annexation, the city leaders should consider these secondary annexations on a case-by-case basis on the value the land may bring to the city including the potential for future development and thus potential for additional tax revenue or there may be value for the purposes of additional parks and/or public service uses. When undertaking these secondary annexations, the city should also consider the recommendations of this plan when determining an appropriate future land use.

Map 5: Future Growth Areas, illustrates the priority growth areas and recommendations for future land uses. These land use categories are the same as the ones described above as it relates to the future land use map in the city with the exception that there are some areas in Map 5 that are appropriate for single-family residential uses. These are uses that reflect the prevalent development type in Bridgeport with a single dwelling unit on an individual lot. This category is specific to this area and reflects the difficult topography.



Additional Needs and Strategies

Beyond using the proposed land use and growth area maps in this section for guidance as it relates to land use and development, the city also needs to consider related recommendations such as the need for different housing types and values and/or the need to identify additional areas for business growth; recommendations found in other sections of this plan. There are an additional three major initiatives the city needs to consider related to land use and growth. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

- **Balance the Needs of the Older Neighborhoods with Newer Neighborhoods**

The city has done an excellent job of investing money in downtown and older neighborhoods while simultaneously looking at opportunities for new growth. This policy ensures a balance and stable approach to growth that will prevent areas of the city from falling into disrepair or disinvestment. As the city continues to look into the future and identifies areas for expansion and new growth, it will be vital to also continue to maintain and invest in the original core of Bridgeport. Upgrading infrastructure and adding additional trails will also go a long way in maintain vital connections between the older core of the city and new areas to the mutual benefit of all citizens.

- **Preserve the City's History**

Bridgeport has an extensive history including several notable buildings and former residents. While historic preservation in the sense of strict guidelines for the protection of downtown buildings or the creation of a historic district is not a priority for the city, the community does need to make efforts to ensure the protection of its historic gems. The city should look for ways to encourage the protection of historic buildings and sites either through purchase for use by the community or programs to help private owners maintain their structures. Creating special signage or trails that connect these historic sites will also help protect the city's heritage.

- **Ensure a Balance of Uses**

In order to maintain some stability in revenue, it will be important to maintain a balance of different uses in the city. If the city were to focus on residential-only development in the future, the burden to fund recreational activities, schools, and public services would fall primarily on residents whereas ensuring that there is a healthy mix of residential and business development will equalize any such tax burden. Additionally, providing for a balance of residential and businesses can improve the general quality of life in Bridgeport because residents can work and shop in close proximity to homes while businesses can target their marketing or employment opportunities to the local population.

TRANSPORTATION

Few elements of growth and development are more visible than the transportation network. It is often one of the top issues in any planning process because citizens deal with it as they go about their daily routines and Bridgeport is no exception. In the community survey, over 40% of respondents said that improving traffic problems at major intersections was “extremely important” for the future of the city. Fortunately for Bridgeport, the transportation network, and more specifically traffic congestion, is one of the few negative aspects of the community that most residents identified in this planning process. Beyond traffic, most people are happy with the actual transportation network given that the city has five major interstate interchanges within close proximity, if not within the city itself; a growing network of trails and sidewalks to use for recreational purposes; and access to an airport with commercial carrier service. To be a truly comprehensive document, this plan must take into consideration all of the interrelated transportation networks, how they influence the community, and how the community can strive to improve the network to the benefit of its citizens.

Trends in Transportation

Unlike population, housing, and land use, there are not a lot of “trends” in transportation but there is a lot of documentation on the significant amount of work the city has undertaken to improve the overall transportation network. In the last decade, there has been an expansion of I-79 to six lanes throughout the five interchanges for the city, the completion of a four-lane bypass road (WV 279 connecting I-79 to US 50 on the northeast of the city), expansion of the North Central West Virginia Airport, and the construction of numerous trails and bikeways providing alternative transportation routes for citizens throughout the city.

In the last decade, the city implemented the following recommendations:

- Eliminated parking along Main Street within the downtown area and realigned the intersection of Philadelphia Avenue and Main Street, adding a new traffic signal associated with a new municipal parking lot, to help ease traffic congestion through the area. These improvements also included the addition of parking on the east side of downtown and improved pedestrian circulation on Main and Philadelphia Streets.
- Upgraded the intersection at Lodgeville Road and Johnson Avenue, a West Virginia Department of Highways funded project, is nearing completion this year after ten years in planning.
- Added new signage along I-79 directing east bound US 50 traffic to use the WV279 bypass to alleviate traffic along Main Street/US 50 in the downtown area that will help distribute traffic and again, reduce traffic congestion.
- Increased deplanements at the North Central West Virginia Airport that made it eligible for \$1 million in federal funding in 2012.
- Added several miles of trails, particularly around the lakes and at City Park based on the city’s trail system and previous planning efforts.

Transportation and traffic congestion are both a problem and a gift for Bridgeport. It is a gift because traffic is the lifeblood for many local businesses, particularly the retail shops and without the traffic, there may be a significantly higher number of vacancies. It can be considered a problem because there are only limited steps the city can take to make major improvements given that many of the streets are controlled by the state. In some areas where the traffic is the worst, there are multiple jurisdictions involved including the state, Harrison County, Clarksburg, and Bridgeport. Another major issue that is difficult to get around is the steep

topography of the entire region that severely limits where streets may be extended or altered to improve traffic flow or where new roads may be added to building alternative routes for cars. Fortunately for Bridgeport, much of the traffic congestion is localized to a handful of intersections and tends to only occur during peak hours of travel meaning that traffic is not necessarily a 24/7 issue for the city.

Future Outlook and Needs

Transportation and traffic will always be an issue the city will have to address long into the future. In order to continue the progress, there are three major initiatives the city will need to consider when evaluating the transportation network in the future. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Connectivity

When it comes to improvements that can have a major impact on traffic congestion and the overall flow of vehicles, connectivity is at the top of the list. The more connections there are between two points in the city or region, the more options people have on how to get from Point A to Point B. To transportation engineers, this concept is called redundancy in that where there are multiple connections and people have multiple choices in how to get to their destination, there is a redundancy in the network. While redundancy can be seen as a negative thing, it is actually a good situation for minimizing traffic congestion because higher redundancy levels means that traffic is spread over multiple intersections and along several streets rather than being bottlenecked at one or two intersections. As the city works on future development plans and future expansion, the plans need to identify how to increase connectivity between the development, the city, and surrounding region.

Collaboration and Cooperation

The transportation network is not strictly within the City of Bridgeport but extends throughout the region. As such, there are multiple agencies and communities that have ties to the network and have a say in any improvements. These agencies include the Benedum Airport Authority that does have city representation but is otherwise a separate agency that addresses improvements to the airport. Other agencies include the West Virginia Department of Highways, Harrison County, and the City of Clarksburg, that all have intertwining interests in the roadway system. In order to make improvements to the roads or airport, the city must work as a regional collaborator with these other agencies for the benefit of the region and the region's transportation and economy. Bridgeport should continuously look for ways to sit down with these agencies and plan for improvements that have mutual benefits.

Non-Vehicular Transportation

Bridgeport residents are happy with the increasing number of trails and sidewalks that have been installed over the last ten years. These trails and sidewalks provide additional recreational options for citizens while also giving people a choice in transportation. The city needs to continue to increase the mileage of trails and encourage if not require sidewalks and trails in all developments to develop a connect system of trails whereby people can walk or bike to work, schools, shopping, or other destinations. The more people use the trails, the less they need to use their cars, which ultimately helps reduce traffic congestion issues.

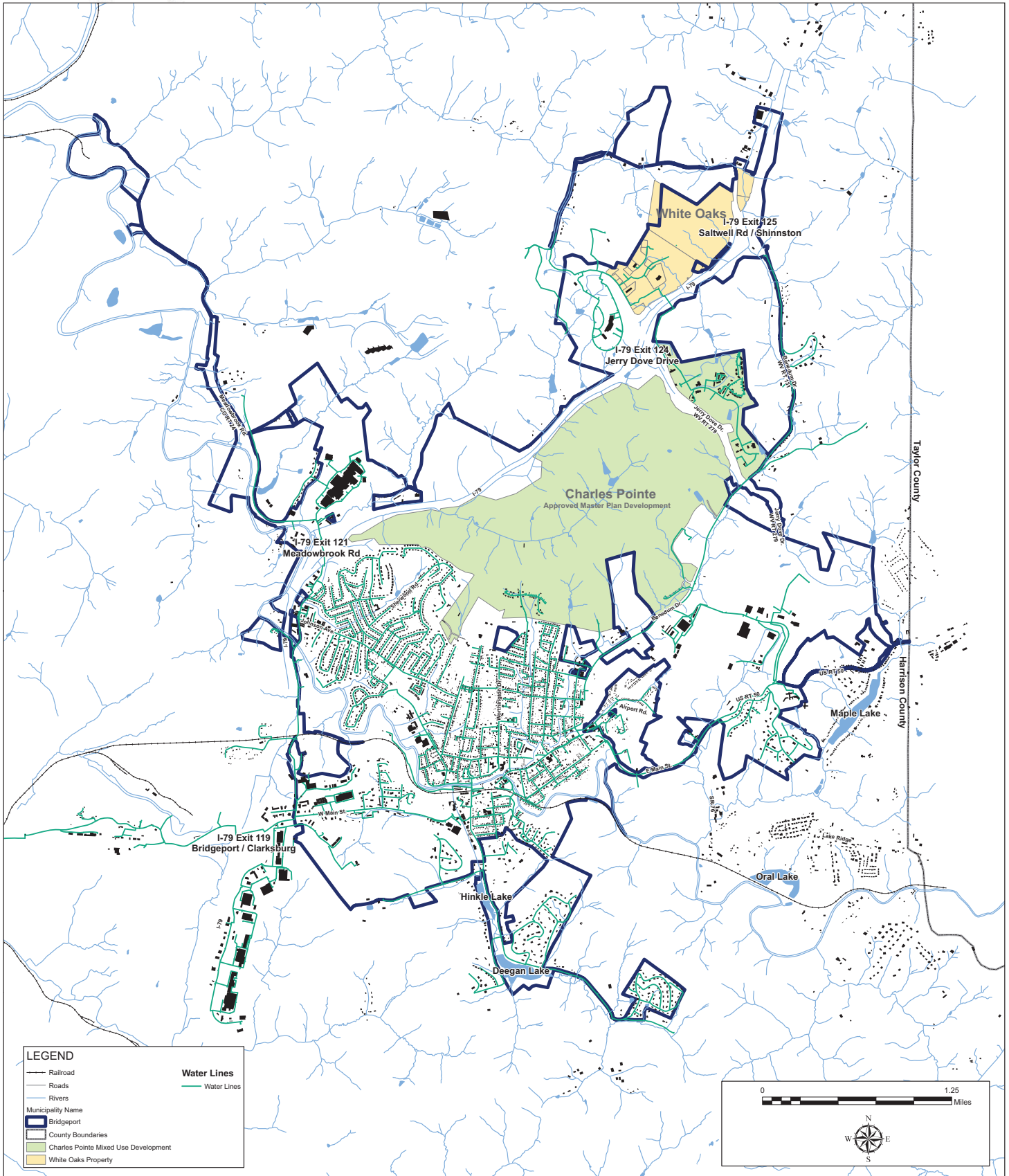
COMMUNITY FACILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES

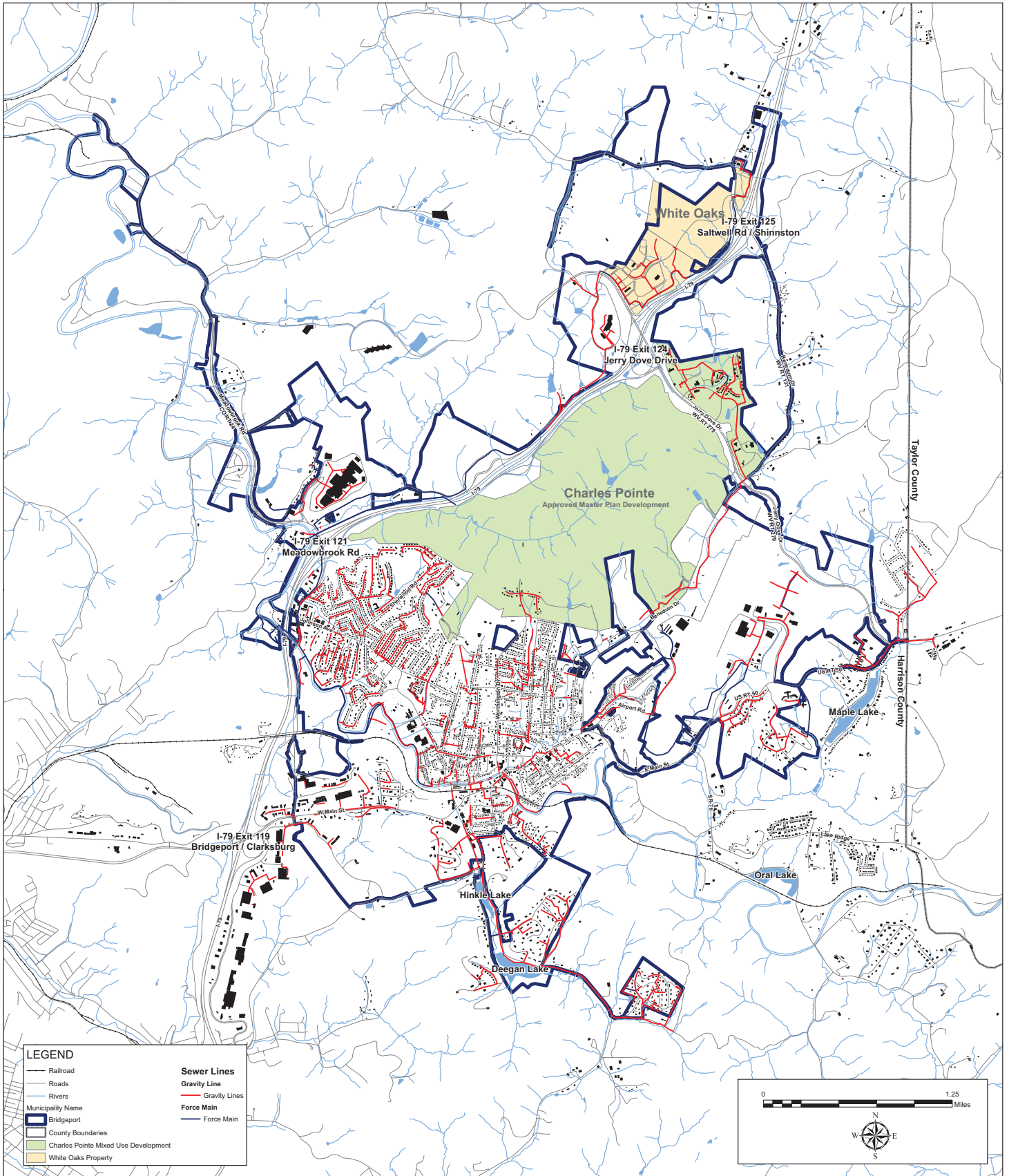
Much of this comprehensive plan has focused on those elements of growth that people can easily see and comprehend as far as impacts on their lives but where there is growth, there is also an underlying foundation of infrastructure, community facilities, and public services that are there to support such growth. The city's water and sewer services allow the city to have the density of population and business that it currently maintains while the city also provides services like police and fire that residents and citizens expect to be there when needed but may otherwise not fully understand what it takes to provide such services. This section focuses on the various services and facilities the city or county typically provides that contributes greatly to the quality of life that residents and business owners have come to value highly.

Trends in Community Facilities, Infrastructure, and Public Services

As with the transportation network, there are no extensive trends of data for community facilities, infrastructure, or public services. The city has long established itself as a leader in north central West Virginia for quality secondary and post-secondary schools, a vibrant revitalized downtown area, excellent police, fire, EMS services and city-owned and managed sanitary sewer, water and storm sewer infrastructure. Maps 6 and 7 on the following pages illustrates the extent of the city's water and sewer system while citizens have seen a number of changes that show the city's commitment to high quality services at the lowest possible costs. In the last decade, the city implemented the following recommendations:

- Continued to partner with the local school system, recognizing it for the quality education it provides and continues to work with the schools and the Harrison County Board of Education to ensure long-term maintenance of this quality and continued improvements.
- Worked with local businesses to support and encourage the expansion of post-secondary educational facilities such as the West Virginia Junior College and the Pierpont Community and Technical College with medical, aircraft, legal and other business entities in Bridgeport hiring graduates of these facilities.
- Continued its decade long streetscape project related to traffic and street improvements in the downtown area along Main Street (US 50).
- Constructed a new fire, police and EMS station at Jerry Dove Drive near the United Hospital Center with plans for a new, expanded downtown police station, and potential addition of fire satellite stations.
- Continued to think ahead as it relates to infrastructure improvements by installing oversized water and/or sewer lines when such lines will eventually service a larger number of users in the city. Currently the sewage plant has a capacity of treating three million gallons per day with maximum daily use currently at about half its capacity. Water and sewer lines have been extended as needed for Charles Pointe & White Oak continued growth and other possible growth areas near Meadowbrook, Barnett's Run Road and water extensions east along US 50 toward the county line.





Future Outlook and Needs

As Bridgeport continues to grow, the demand for additional infrastructure, community facilities, and public services will also continue to grow. In order to continue this progress, there are three major initiatives the city will need to consider when evaluating infrastructure, community facilities, and public services in the future. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Keep Ahead of Growth

Bridgeport is one of few cities that thinks proactively when planning for infrastructure improvements or new public facilities and this has been a key to the city's success. To avoid a future of having to constantly catch up (e.g., upgrading infrastructure after growth has occurred), the city must continue to be proactive and this means constantly looking at where the city needs to expand its capacity or install oversized water or sewer lines even though the initial demand is not there. The cost of making the improvements in the present are far less than the cost of upgrading or installing new infrastructure in the future.

Attract Additional Post-Secondary Educational Opportunities

The city has a quality local school system and several post-secondary schools or distant learning centers but in order to promote the community as a major economic generator, the city must continue to expand the post-secondary educational opportunities. Bridgeport should work with the existing schools and programs to see where there is a possibility of expanding the programs while also working with other schools, whether based in West Virginia or elsewhere, to help diversify the educational opportunities within the area. This will not only help attract people to live and work here but it will also give local graduates more local choices in learning a profession or trade as well as a reason to stay in the community long-term.

Identify Land or Area for Future Community Facilities

As with keeping ahead of growth as it relates to infrastructure, the city must also identify where there may be a need for future community facilities including schools, parks, fire stations, police outposts, etc. When considering the establishment of new facilities, the city should look to the recommendations of the future land use plan to determine where there may be increases in population, housing, or businesses and use it as a guide for determining what facilities are needed and the capacity demands for such facilities. For example, there are currently three prime areas for growth that will likely create a near future demand for additional community facilities and/or public services. These areas include:

- The area around the I -79 / Meadowbrook interchange;
- The intersection of WV 279 & US 50; and
- Charles Pointe (especially for school expansion).

PARKS AND RECREATION

Parks and recreational facilities are clearly an important component of the quality of life in Bridgeport. The parks, trails, and recreational facilities are highly valued, second only to the school system. The city has a wide range of passive open space, active recreational fields, trails, swimming pool, and other activities that provides a range of recreational options for residents of all ages and abilities. They meet a community's need to have fun through recreation while also creating a positive image of a community. As the city continues to grow and expand, it will be necessary to also look at how the parks and recreational facilities need to expand to meet the changes in population.

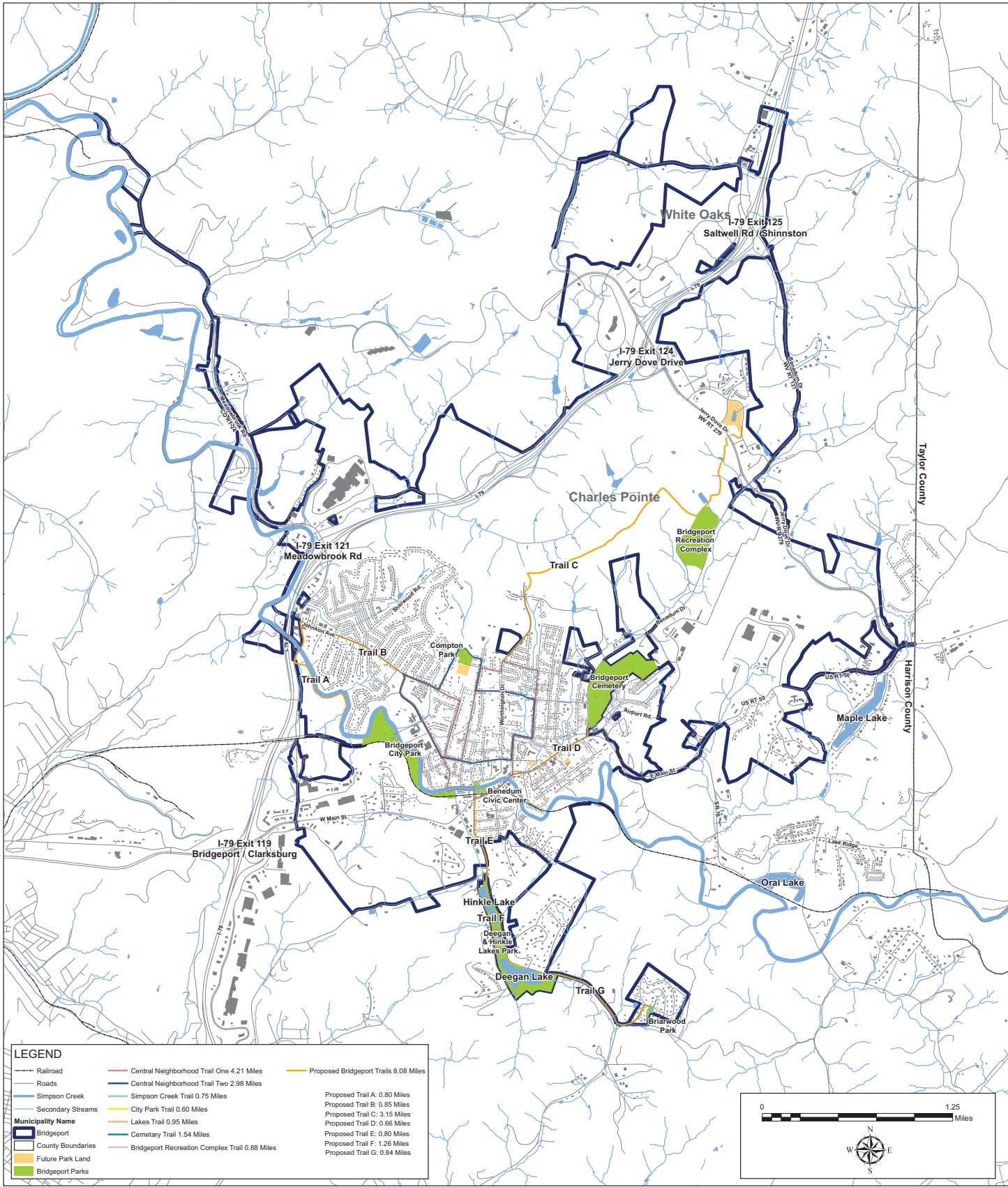
Trends in Parks and Recreation

The 2001 comprehensive plan and the 2004 Parks Master Plan provides specific details on all of the city's existing parks and recreational facilities. The 2007 comprehensive plan update highlights the growing need for additional facilities because of the growing population demands. Map 8: Parks and Trails, illustrates the location of the city's various parks and recreational facilities along with existing and planned trails as draw from the parks master plan.

The city has continued to better its facilities and has accomplished the following in the last decade:

- Established the Bridgeport Recreation Complex that is a destination baseball and softball complex with soccer fields in the multi-purpose field area. This complex improved the quality of this resource in the city and adds overall park acreage serving as an economic generator as outside teams visit the complex and the city.
- Initiated construction of an indoor recreation, multi-use building to compliment the recreation complex above that will have basketball courts, volleyball courts, pools an indoor track, fitness center, and additional facilities.
- Won a grant to help facilitate expansion of the city's trails system to the recreation complex.
- Identified funding through several government grants for additional trails and park amenities.
- Implemented user-needs surveys to help identify the public's opinion as to what they would like to see in their parks and recreational facilities.
- Altered "user rates" for certain amenities, such as the pool, to provide discounts to those who reside in the city compared to those who live elsewhere.
- Purchased property to increase park space along Main Street.
- Developed an access trail connecting Compton Park and James Street that provides walkable access from the Jamestown Apartments and to all those in between.
- Developed trails connecting a few city parks such as Hinkle and Deegan Lakes along with other walking trail routes that provide the citizens with over eleven miles of trails.
- Continued to plan and work on additional trail connections to link all of the city's park facilities.





Future Outlook and Needs

Everyone would agree that there is always a desire to see additional recreational facilities, particularly if they are conveniently located to all residents with easy access. With the diverse population discussed earlier in this plan, it will also be important to continually gauge what facilities, services, and activities are needed in the future. The older generations may look for more trails and passive park spaces while the youth may demand the creation of additional ball fields. The city has continuously worked to better these facilities because of how important parks and recreation are to the citizens and this will continue to be a priority in the future. There are two major initiatives the city needs to consider when evaluating parks and recreation in the future. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Update the Parks Master Plan

In 2004, the city adopted a parks master plan that delved into the specifics of the community parks, walking trails, bike trails, and other recreational facilities along with recommendations for future improvements. This plan has served as the primary blueprint for the improvements made since the plan's adoption. The city should strive to update this plan in a manner similar to the development and adoption of this comprehensive plan update with the master plan serving as an addendum to this comprehensive plan. The future parks master plan needs to evaluate the growing population, the location of that growth, and the needs of the changing population to identify specific future needs with a recognition that it cannot be focused on one type of improvement (e.g., ballfields or walking trails) but must look to a variety of improvements. Such plan should also address non-vehicular connectivity such as sidewalks and trails including those identified in the sidebar.

Needed Sidewalk/Trail Expansions

1. Along South Virginia Avenue/ WV 58 from Hinkle Lake to Main Street
2. Along Brushy Fork Road from Deagan Lake to Briarwood.
3. Additional sidewalk along existing walking routes such as Olive Street and around Compton Park
4. Establish a walking route within the cemetery and create linkage from Main Street and Benedum Drive.
5. Extend Simpson Creek trail to Lodgeville Road and connect with sidewalk along Jonson Avenue to loop back into downtown.

Focus on Programming of Existing Parks and Facilities

Throughout the previous plan update processes, numerous citizens identified a desire for the city to establish an indoor recreation/multi-purpose facility that could be used for a multitude of indoor recreation, community gatherings, cultural events, and similar public activities. Unlike numerous other communities who have identified this same issue but have failed to raise the funds necessary for construction and operations, Bridgeport was able to make that wish a reality. However, as the indoor recreation complex and other park and recreational facilities come online, it will be necessary to focus on making sure the programming and maintenance of those facilities is maintained or improved to serve the needs of all citizens, regardless of age or ability.

IMPLEMENTATION

The final element of this plan focuses on implementation, that is, the steps the city and/or other agencies need to take to achieve the stated goals. Each of the previous plan elements identifies some general concepts and ideas while this element narrows those concepts to actionable items that includes information on the responsible agency or groups as well as potential funding sources (if necessary) and the timing of the actions based on priorities and the imminent needs of the community.

Table 7 includes the list of actionable items developed as part of this update and the related information. The focus of this table is on what role the city should play regarding each of the identified strategies. In some cases, the strategy is merely to work cooperatively with relevant agencies to ensure other agencies are working for the benefit of the city. This table is not intended to be an exhaustive list of ideas or implementation tools but an initial list that combines some actions from previous plans as well as new strategies to address any additional community issues identified during this planning process. An important part of this planning process will be the continual monitoring of the goals and implementation tasks.

General Implementation Strategies

In addition to the specific tasks established in Table 7, there are a few implementation strategies discussed below that really apply to all aspects of this comprehensive plan and addressing future planning topics. The following is a brief discussion of each general strategy:

Involve the Public

Elected and appointed officials of Bridgeport, as well as the city staff, are responsible for a growing population and business base where public input helps ensure that decisions are made in the best interest of those citizens. As the city continues to grow, public input will be a key ingredient in the process and needs to include multiple formats including public meetings, articles in the newspaper and on Connect Bridgeport, public surveys, and other innovative forums.

Bridgeport consistently involves the public in every affair of the city, whether it is input for this plan or guidance on other public improvements. The development of Connect Bridgeport has been one of the most valuable resources when it comes to communication with the public. While it is a separate entity from the city government, it provides a continuous link to up-to-date information on local news, sports, education, government, and other information that has proven a vital link to residents and businesses. The city should continue to collaborate with and contribute to Connect Bridgeport to capitalize on this resource and ensure that everyone has an opportunity to participate in the local government.



Regional Cooperation

The city recognizes that it is not an isolated community and that what impacts the region, impacts Bridgeport. As such, city officials and residents alike have made a concerted effort to immerse themselves in regional plans and agencies. The city is involved with the Harrison County Planning Commission, the Region 6 Planning and Development Council, the North Central West Virginia Airport (in the city but a major regional service), the Harrison County Development Authority, Harrison County Economic Development Council, and a variety of other regional groups and planning efforts. The city should continue their involvement in any group that will help address Bridgeport's interests through planning and progress at the regional and state levels.

Specific Implementation Strategies

Implementation is the realization or execution of a plan and it is ultimately about action. This section of the plan is intended to identify specific actions or strategies that the city should undertake to achieve the goals established early in this planning document. Table 8 on the following pages identifies specific strategies to implement the city’s overall goals. The table identifies the various plan components that the implementation strategy helps support. The table also identifies those agency or agencies responsible for the strategy, possible funding sources beyond the city’s general funds, and a general priority regarding whether the strategy is a short-term strategy (1-3 years), a long-term strategy (3-7 years), or a continuous strategy that may not have formal dates for initiation or completion.

The city could theoretically establish an exhaustive list of strategies to undertake as part of this implementation section that might include hundreds of tasks but the reality of the situation is that the city does have a limit on resources (funding and staffing). Table 8 is intended to include those strategies that are most realistic at this point in time or that are vital steps for the immediate issues. In recognition that additional resources become available, that priorities change, and that new tools may become available to the city, this portion of the plan is intended to be updated more frequently than the remainder of the plan. Table 8 should be evaluated by City Council and other relevant agencies on an annual basis to determine which actions have been completed, establish or revise priorities, and make additions when and where new tools or strategies become available.

The following are the abbreviations used in Table 8:

Abbreviation	Meaning
City of Bridgeport	This is a broad reference to the elected and appointed officials at the City of Bridgeport that specifically includes the City Council and Planning Commission
Harrison County	The elected and appointed officials with Harrison County, as appropriate
BDD	The City of Bridgeport Development Department
BDA	The City of Bridgeport Development Authority
BPD	The City of Bridgeport Parks Department
BED	The City of Bridgeport Engineering Department
CVB	The Bridgeport Convention and Visitor’s Bureau
HCDA	The Harrison County Development Authority
WVDOH	The West Virginia Department of Highways
N/A	Not Applicable – Funding is assumed to come from the city’s general funds and not from outside grants or funding sources.
ST	Short-term priority (1-3 years)
LT	Long-term priority (3-7 years)
CS	Continuous strategy

Table 8: Specific Implementation Tasks

Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, Infrastructure, and Public Services	Parks and Recreation			
Implementation Task (Not Listed in Any Priority)									
1. Continue to provide incentives and bonuses for infill and redevelopment projects that reuse underutilized properties or result in more diverse housing options including fast-track review processes or increased densities.	X	X	X				City of Bridgeport and the BDD	N/A	CS
2. Incorporate context sensitive infill and redevelopment zoning regulations that support innovative and adaptive reuse of underutilized properties and quality redevelopment projects throughout the city that do not take away from the character of surrounding properties,	X		X				City of Bridgeport and the BDD	N/A	ST
3. Establish stronger design standards for the construction of multi-family dwellings and other attached housing options to ensure quality development that will help with the long-term viability of attached housing.	X		X				City of Bridgeport	NA	ST
4. Work with local developers to target the development of attached residential housing units or detached residential housing units (e.g. patio homes, small floor plans, etc.) that provide more diversity in housing values and options in the city.	X	X	X				BDD	NA	ST
5. Ensure that new development and redevelopment projects conform to the Bridgeport and Harrison County hazard and mitigation planning efforts adopted by the city.			X		X		City of Bridgeport, Harrison County, and the BDD	N/A	CS
6. Continue the City Loan program to assist existing business in expansion opportunities, job growth, and related economic activities.		X					City of Bridgeport and the BDA	NA	CS
7. Utilize the Bridgeport Development Authority as an economic development committee for the city, reviewing and prioritizing potential economic tools and activities.		X					City of Bridgeport and the BDA	N/A	CS

Table 8: Specific Implementation Tasks

Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
Implementation Task (Not Listed in Any Priority)									
8. Establish periodic meetings and surveys with existing businesses to make sure the city is developing programs that support the continuation of those businesses and promote business and job growth.		X					City of Bridgeport and the BDA	N/A	CS
9. Work with businesses currently operating out of their homes (home occupations) to assist in business expansions within Bridgeport.		X					BDA and BDD	N/A	CS
10. Encourage mixed use development that can provide residential opportunities in close proximity to jobs and where retail uses can prosper from the close proximity to businesses and residents.	X	X	X				City of Bridgeport, the BDA, and the BDD	N/A	ST
11. Continue regional economic development efforts through cooperation and coordination of efforts with other economic development groups including the chambers of commerce, the Bridgeport CVB, and the Harrison County Development Authority.		X					City of Bridgeport, the BDA, the CVB, and the HCDA	N/A	CS
12. Develop and maintain an inventory of potential development sites (available or not) with information on zoning, development constraints, incentives, costs, etc. and develop an online web-based platform to showcase the properties beyond the traditional listings, including those on the HCEDC website). Provide easy links to the information from the city's and other organizations' websites with appropriate contacts to people within the city.		X					The BDD and the Harrison County Economic Development Corporation (HCEDC)	N/A	ST
13. Enhance digital mapping and communications beyond the existing county Geographic Information System (GIS) to promote available sites, as noted above, but also to provide basic information such as zoning, future land uses, shovel-ready sites, etc. as part of an interactive and easy to use website.	X	X			X		City of Bridgeport	City funds	LT

Table 8: Specific Implementation Tasks

Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
Implementation Task (Not Listed in Any Priority)									
14. Lobby the West Virginia state legislature to broaden the city's authority to utilize Tax Increment Financing (TIF) for all projects, including residential (See also the Population and Housing Section.).	X	X					The City of Bridgeport and the BDA	N/A	LT
15. Provide training resources for local businesses throughout the year that focus on different business topics (e.g., zoning requirements, development of business plans, business expansion incentives,) or general networking events to increase the interaction between different businesses.		X					BDA	City funds and State grants where possible	CS
16. Analyze existing tax and other revenue streams to assess benefits, opportunities and limits to these resources.		X					City of Bridgeport and the BDA	N/A	CS
17. Identify local business expertise or successful development that can lead or facilitate development of key demonstration sites.	X	X	X				BDA	N/A	LT
18. Increase the deplanements at the airport and aggressively market the land available at the airport for additional aviation related support service companies.							The Benedum Airport Authority and CVB	N/A	LT
19. Continue to look for grant opportunities or other small-scale business development incentives that can aid in the development or expansion of existing businesses.		X	X				The BDA	N/A	CS
20. Continue to evaluate the costs and benefits of becoming a designated West Virginia Main Street Community for the benefit of downtown revitalization			X				The BDD	N/A	LT

Table 8: Specific Implementation Tasks

Implementation Task Implementation Task (Not Listed in Any Priority)	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
21. Continue joint efforts with the Department of Highways and neighboring communities on efforts to mitigate traffic congestion at Lodgeville Road/US 50 intersection and the Thompson Drive/ Tolley Drive intersections with Lodgeville Road to create a phased solution to traffic congestion at the eastern gateway into the city.				X			The BDD and BED	WVDOH and City Funds	LT
22. Incorporate stronger connectivity requirements (vehicular, pedestrian, and bicycle) for all new developments, especially if the connections are identified in adopted plans. Require a high level of connectivity for all modes of travel, to the maximum extent feasible, with some understanding of the implications of steep topography.				X	X	X	City of Bridgeport and the BED	N/A	ST
23. Expand requirements for sidewalks and/or trails for developments to expand non-vehicular options and increase recreational opportunities. Utilize the parks master plan as a guide for future connections.				X	X	X	City of Bridgeport and the BED	N/A	ST
24. Require bicycle parking and/or storage in new, large-scale developments, particularly those near major city trails.				X		X	The City of Bridgeport and the BDD	N/A	ST
25. Invest in properties for the future expansion of city and public services (e.g., fire, police, storage, parks, schools, etc.) in those areas of the city or growth areas where such services will be needed as the population continues to grow.			X	X	X	X	The City of Bridgeport	City funds and State grants where possible	CS
26. When expanding infrastructure, plan ahead to include and/or require oversized lines or facilities where capacity will be needed in the future based on the future growth areas of this plan and future annexations.				X	X		City of Bridgeport and the BED	City funds and State grants where possible	CS

Table 8: Specific Implementation Tasks

Implementation Task Implementation Task (Not Listed in Any Priority)	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
27. Consider the inclusion of new subdivision design standards to encourage or allow for natural infrastructure (i.e., green infrastructure) options and more sustainable development options (e.g., solar and/or wind power).		X	X		X		The City of Bridgeport and the BDD	N/A	ST
28. Work with state and regional higher educational providers (e.g., colleges, universities, technical colleges) to develop local programs for professional and trade education within Bridgeport.			X		X		The City of Bridgeport, the BDD, and state or regional universities/colleges	N/A	LT
29. Fund completion of the downtown streetscape project, redevelopment of vacant and underutilized buildings and lots along the Main Street corridor, and continue efforts to mitigate parking traffic and parking concerns in downtown.			X	X	X		City of Bridgeport and the BDA	N/A	CS
30. Update and implement the Bridgeport Parks Master Plan to ensure that future parks and recreational improvements meet the needs of the citizens. The plan should incorporate a long-term plan for trails as part of the parks and recreational needs of the community.	X		X			X	City of Bridgeport and the BPD	N/A	ST
31. Continue to ensure accessibility to parks and community services for all citizens, regardless of age and/or ability.					X	X	The BPD	N/A	CS
32. Provide adequate maintenance for all park and recreational facilities (e.g., trash, garbage collection, vegetation control, trail maintenance, painting, etc.)					X	X	City of Bridgeport and the BPD	N/A	CS

Table 8: Specific Implementation Tasks

Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
Implementation Task (Not Listed in Any Priority)									
33. Consider developing a community application for smart phones and computers that will allow residents and business owners to identify and/or report issues such as potholes, property maintenance, or other non-emergency concerns or even ask questions to specific departments.	X			X	X		City of Bridgeport	City funds	LT
34. Implement a protocol for evaluating the incorporate of public art in major capital improvements such as trails or street improvements, utility upgrades, park investments, etc. as a way of enhancing a sense of place in Bridgeport.	X		X		X	X	City of Bridgeport	City funds and arts grants	ST
35. Expand the understanding of the comprehensive plan and key recommendations by incorporating the key elements it into a web-based format rather than a lengthy report.	X	X	X	X	X	X	City of Bridgeport	City funds	LT
36. Partner with the county, region, and state to investigate the development of a small business incubator and/or co-working space to help support the startup of small business and give such businesses more guidance on expansion opportunities and efficient operations.		X	X				City of Bridgeport, Harrison County, and State of West Virginia	Joint funds from partnering groups	LT
37. Continue to evaluate and implement different tools to address stormwater runoff that may include encouraging or providing incentives for use of green infrastructure, implementation of stormwater user fees, and/or stronger stormwater management standards for all development.			X		X		City of Bridgeport	NA	CS
38. Work with CENTRA and other local organizations, including the senior citizens, to evaluate how to better serve the residents and businesses of Bridgeport with effective bus transit.	X			X	X		City of Bridgeport, Harrison County, and CENTRA	Joint funds from partnering groups and state or federal grants	ST

Table 8: Specific Implementation Tasks

Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
Implementation Task (Not Listed in Any Priority)									
39. Develop a neighborhood assessment program to facilitate a neighborhood-by-neighborhood review where representatives from major departments come together to evaluate each neighborhood. The assessment should evaluate things such as building conditions, property maintenance, infrastructure issues, crime, and other safety service concerns to identify the need for targeted actions to help prioritize resources.	X	X	X	X	X	X	City of Bridgeport	City funds	ST
40. Institute and annual evaluation of the rental inspection program with city departments to identify if the program is helping improve concerns over rental properties and the cost-benefits of the program.	X				X		City of Bridgeport	N/A	ST
41. Continue to work with UHC, White Oaks businesses, and the DOH on potential demand for improvements of Barnetts Run Road in the short- to long-term.				X	X		City of Bridgeport, Harrison County and DOH	N/A	ST/LT
42. Develop promotional activities regarding the Gigabit service as a way to attract new businesses to the region, including home-based businesses and telecommuting and back office opportunities.		X					City of Bridgeport	City funds	ST
43. Develop a plan to develop a consolidated service building for public safety services and expand needed facilities to address ongoing demands.					X		City of Bridgeport	City funds	LT
44. Identify potential industrial land opportunities and the necessary improvements to make the sites “shovel-ready” for quick turnaround and then priorities investments on those sites that will provide the largest economic impact for the community.		X					City of Bridgeport	City funds	ST

Table 8: Specific Implementation Tasks

Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population and Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, and Infrastructure, and Public Services	Parks and Recreation			
Implementation Task (Not Listed in Any Priority)									
45. Undertake a detailed housing study that will identify key information about the existing housing stock and housing demand, beyond the U.S. Census data; evaluate the impacts of the city’s regulations and policies on housing development; and identify key initiatives the city can undertake to accomplish the housing goals of this plan.	X						City of Bridgeport	City funds	LT

Funding from Outside of the City

Many of the implementation strategies identified in Table 8 are likely to be funded through local funding sources such as the City of Bridgeport General Fund, but the city should constantly be looking for other funding sources, particularly in the way of grants. While the federal government does offer a number of grant options through the Department of Housing and Urban Development or the Department of Transportation, the city is more likely to find grant opportunities through the State of West Virginia. The state's website provides detailed summaries and application forms for different grant and funding opportunities but the following is a brief summary, as captured from the state's website, of the most commonly used grant programs, some of which the city has used in the past.

- **Flex-e Grant** is a small grant “that may be used to support local leadership, civic engagement and capacity building. In West Virginia, community values -- responsibility, strong work ethic, sense of community and caring about our neighbors -- grow when our communities are strong and all people have access to genuine opportunity.” This is a state grant that can be used for a host of civic activities but is focused on the development of leadership and collaboration. This is a small grant with provisions for up to \$10,000 for the total project cost.
- **The Land and Water Conservation Fund** “provides supplemental federal funding for the acquisition and/or development of high-quality, public outdoor recreational areas throughout West Virginia. Assisted or acquired parklands are bound by perpetual restrictive covenants that obligate the project sponsor to operate and maintain the defined project area as a public outdoor recreational facility.” This is a 50/50 reimbursable matching grant meaning the city would have to have 50% of the funding for the proposed project which may include the acquisition of land or improvement of land for outdoor recreational facilities.
- **The West Virginia Economic Infrastructure Bond Fund** is a “financial assistance program that provides funding for projects likely to foster and enhance economic growth and development. It emphasizes business and/or industrial parks. Funding priority goes to projects resulting in immediate job creation; projects providing the opportunity for economic growth and job creation (i.e., shell buildings, business and industrial parks); and projects likely to foster and enhance economic growth and development.” This funding source is a loan program to help invest in the infrastructure and physical buildings that may be necessary to foster economic development
- **The Governor's Community Partnership Grant Program** “provides state grant funds for community and economic development projects throughout West Virginia. In true community partnerships, the program enables communities to expand, build and improve a variety of public facilities and services.” This is a state grant that can be used for a host of activities that will allow for public investment in a community that can include projects such as community centers, parks, libraries, street and sidewalk repair, etc.
- **The West Virginia Small Cities Block Grant** “provides federal funds for community and economic development projects throughout West Virginia. The program supports job creation and retention efforts, local government efforts to provide affordable infrastructure systems and community efforts to improve the quality of life for low- to moderate-income citizens.” This is a federal grant funding source that can be used for an array of activities that particularly help residents in low- and moderate-income brackets or that help to address slum and blight issues in a city's neighborhoods.



There are several other grants and funds available through the state, such as the local economic development grant program, but these programs are available through the county or a multi-county collaboration. As the city continues to work as part of the region, these are sources of funding they may seek in connection with Harrison County.

Plan Monitoring

A comprehensive plan is a long-term visionary document but this does not mean the city should update the code every five years and not look at it again until the next update is due. As part of this process, this section outlines a monitoring system that will make this document a highly used document that can be adjusted based on the changing needs and resources of the city.

Annual Review and Update of the Implementation Tasks

This plan has to be updated every five years based on state requirements but trends and resources shift on a much faster basis and what is a priority now may not be as high a priority next year. At the same time, the amount of available resources (monetary and staffing) can vary over the years. As such, it is important that the city review the plan, but more specifically, this implementation section on an annual basis, possibly at the annual strategic work session. This annual review can be used to:

- Create specific, quantitative goals for various goals. For example, if one goal is to acquire additional lands for parks and recreation, the city can set a specific goal of the amount or type of acreage to be acquired within a specified timeframe.
- Determine if certain programs to implement the goals is creating successes and whether there is a need to modify the programs to make them more useful.
- Identify those tasks completed in the previous year and reevaluate the priorities for the remaining tasks based on the imminent needs of the community and available resources.
- Update Table <> to reflect the changes discussed above and add new tasks, as necessary.

Five-Year Review

Major changes can occur in a very short time. Because changes in infrastructure, the transportation system, development methods, and even changes in elected officials, state law or other regulations can have a significant impact of the recommendations of this plan, it is necessary to periodically review the document for substantive changes. Additionally, the West Virginia Code requires an update of comprehensive plans every ten years if a city wants to continue to maintain zoning authority. It may not be necessary to go through a long and intensive review process, but the city should take steps to involve the public in this review process to ensure that the goals and objectives are still relevant. The review should also identify major changes in infrastructure, transportation and trends that may change the recommendations of the plan.

APPENDIX A: 2013 PUBLIC INPUT SUMMARY

On October 16, 2012, the City of Bridgeport kicked off the process to prepare this 2013 Comprehensive Plan update. As part of that initial meeting, attendees were asked to identify some of the major issues the community needs to address as part of this plan. After the group developed the list, each attendee was given a series of dots to represent their priorities and they were asked to place their dots next to the issues they felt were important. They had the opportunity to place all of their dots on a single issue or spread them out as they saw fit. The result was a preliminary list of issues with a priority ranking. The list of issues and the number of dots each received is listed in Table 8 below.

Table 8: October 16 Public Priorities

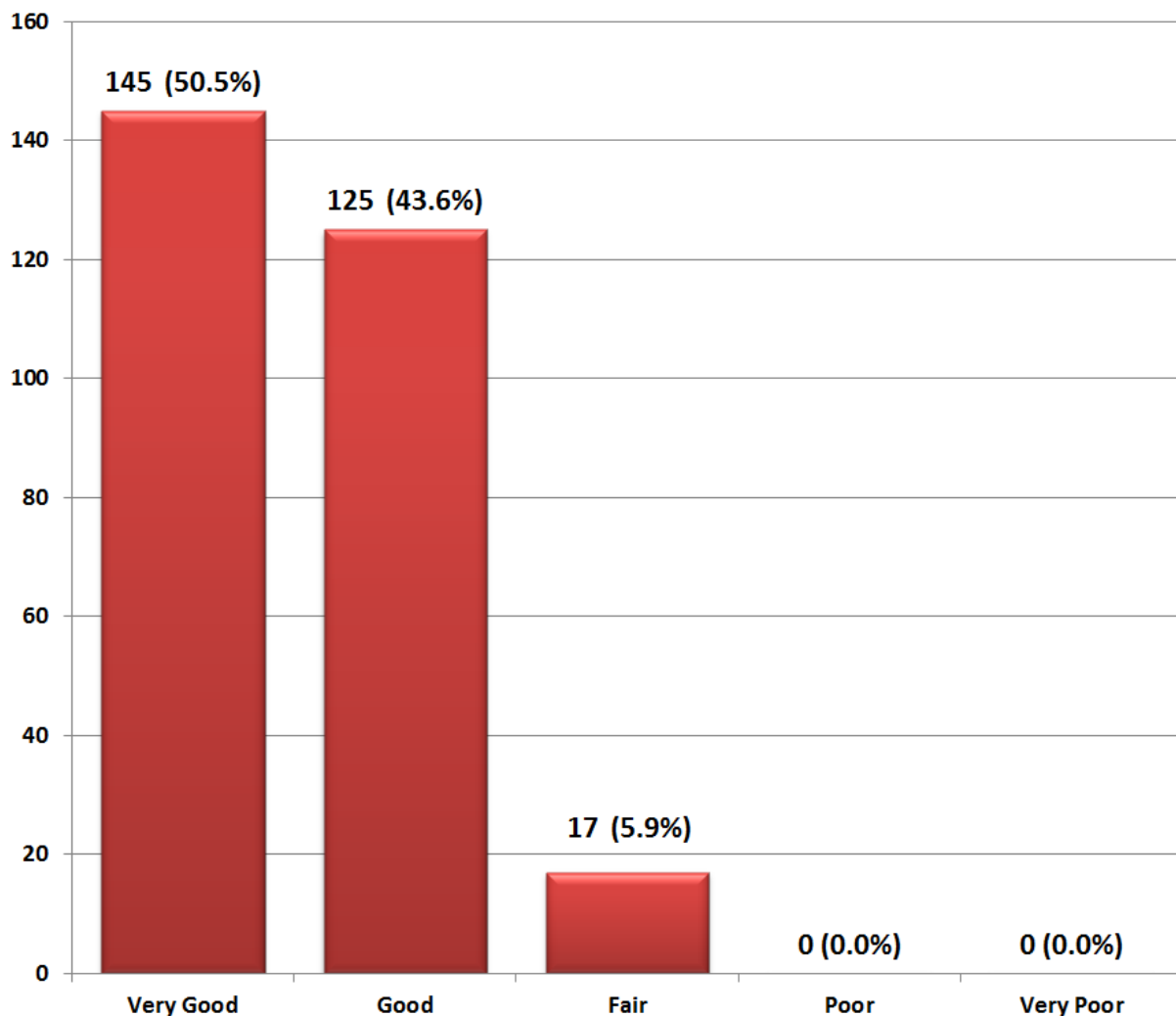
Priority Votes	Issue
6	Meadowbrook Road corridor – development review
5	Barnet Run Road corridor – Expand to the hospital
5	Grocery store
4	Take care of existing quality of life Bridgeport known for (existing residents and infrastructure)
3	City services assessment
3	Upgrade civic center for current needs - possible new facility
3	Use 10-acre tract owned by city on Lodgeville Road or other parcels for public facilities
2	Airport flights (cheaper)
2	Patio homes / smaller one-story homes
1	Art classes - kids art!
1	Attract "new" non-retail businesses/jobs
1	Expansion into Taylor County
1	Review zoning ordinance (more stringent)
1	Skatepark
1	Upscale women's clothing store
1	Variety of housing types with connectivity & walkability
0	Boom in housing - will it last when oil & gas slows
0	Fill existing vacant commercial properties
0	Flight school
0	Rental options
0	Variety in home/house design
0	Wastewater treatment plant odor

APPENDIX B: 2013 COMMUNITY SURVEY SUMMARY

The following is a summary of the results from an online community survey sent out to the citizens of Bridgeport in September 2012. A total of 287 surveys were completed and this summary includes the findings from those completed surveys. A full copy of the survey results can be found at City Hall.

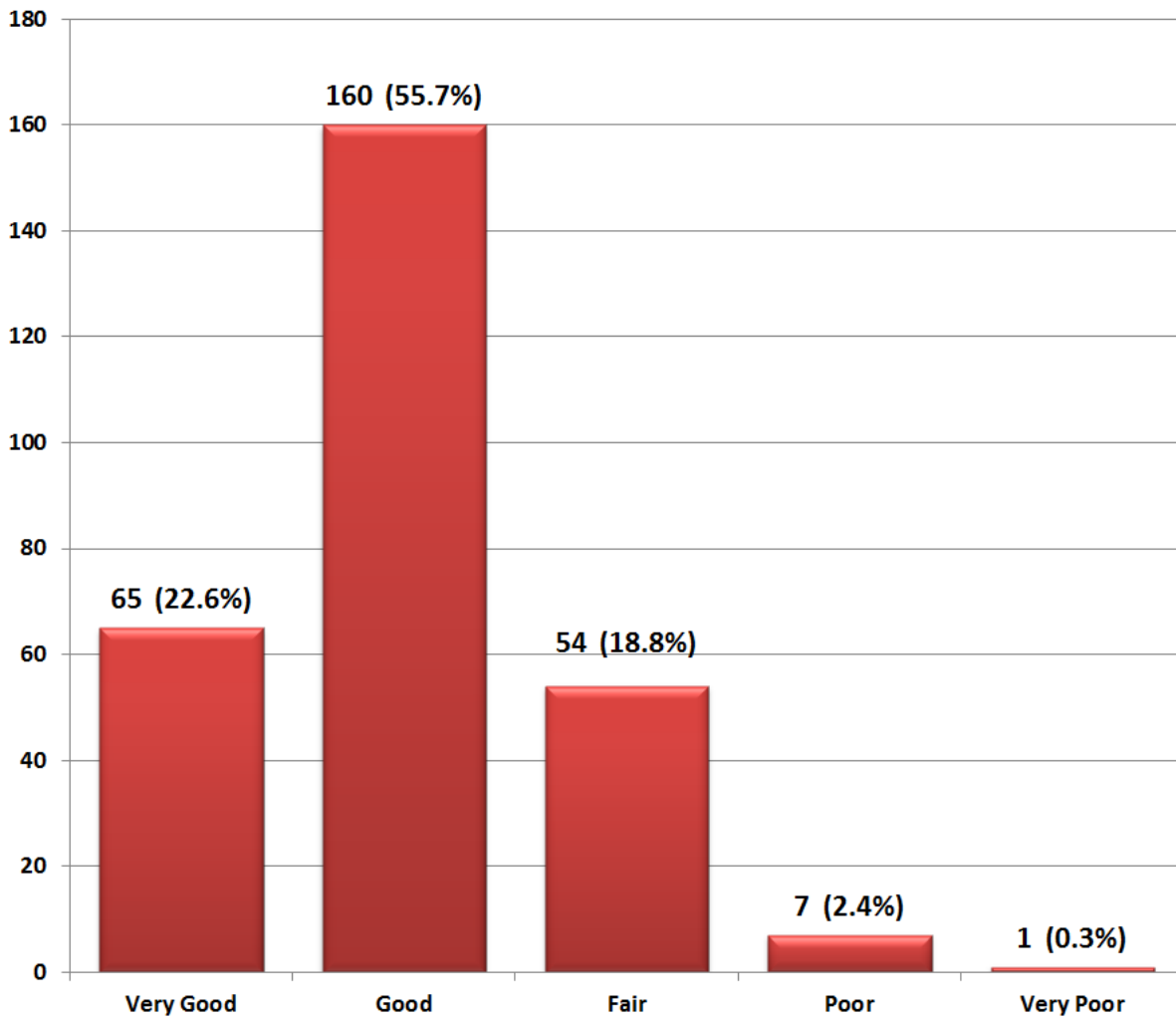
Question I: How would you rate the overall quality of life in Bridgeport?

Summary: The chart below illustrates the number of responses and the percentage of responses (in parenthesis) for each category. There were 287 individual responses to this question.



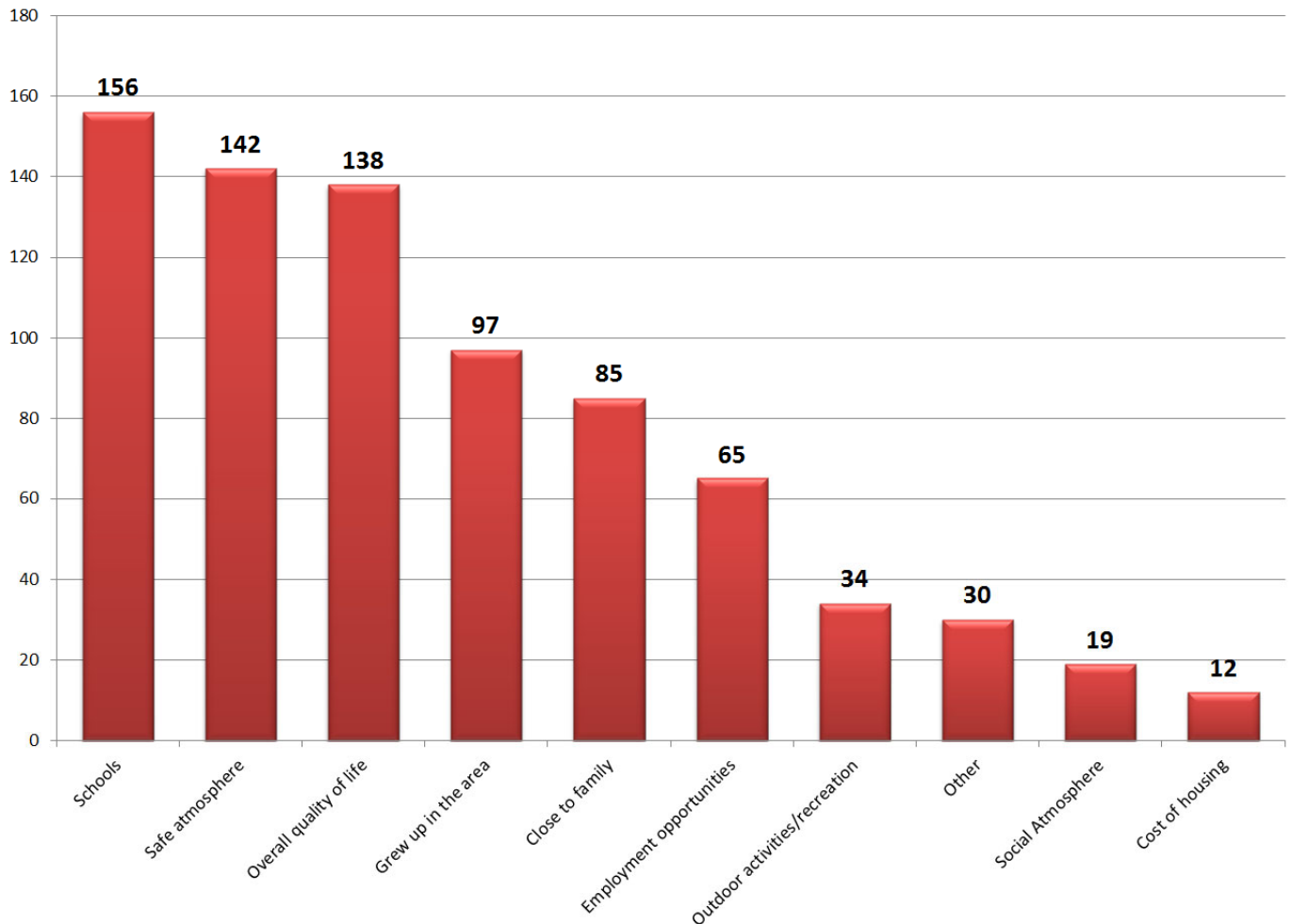
Question 2: What type of impression do you think Bridgeport makes on people who do not live in the City?

Summary: The chart below illustrates the number of responses and the percentage of responses (in parenthesis) for each category. There were 287 individual responses to this question.



Question 3: What are the top three reasons you chose to live or work in Bridgeport?

Summary: The chart below illustrates the number of times a choice was selected as one of the top three reasons in order of popularity. The most common reasons given for “other” are summarized below the chart.

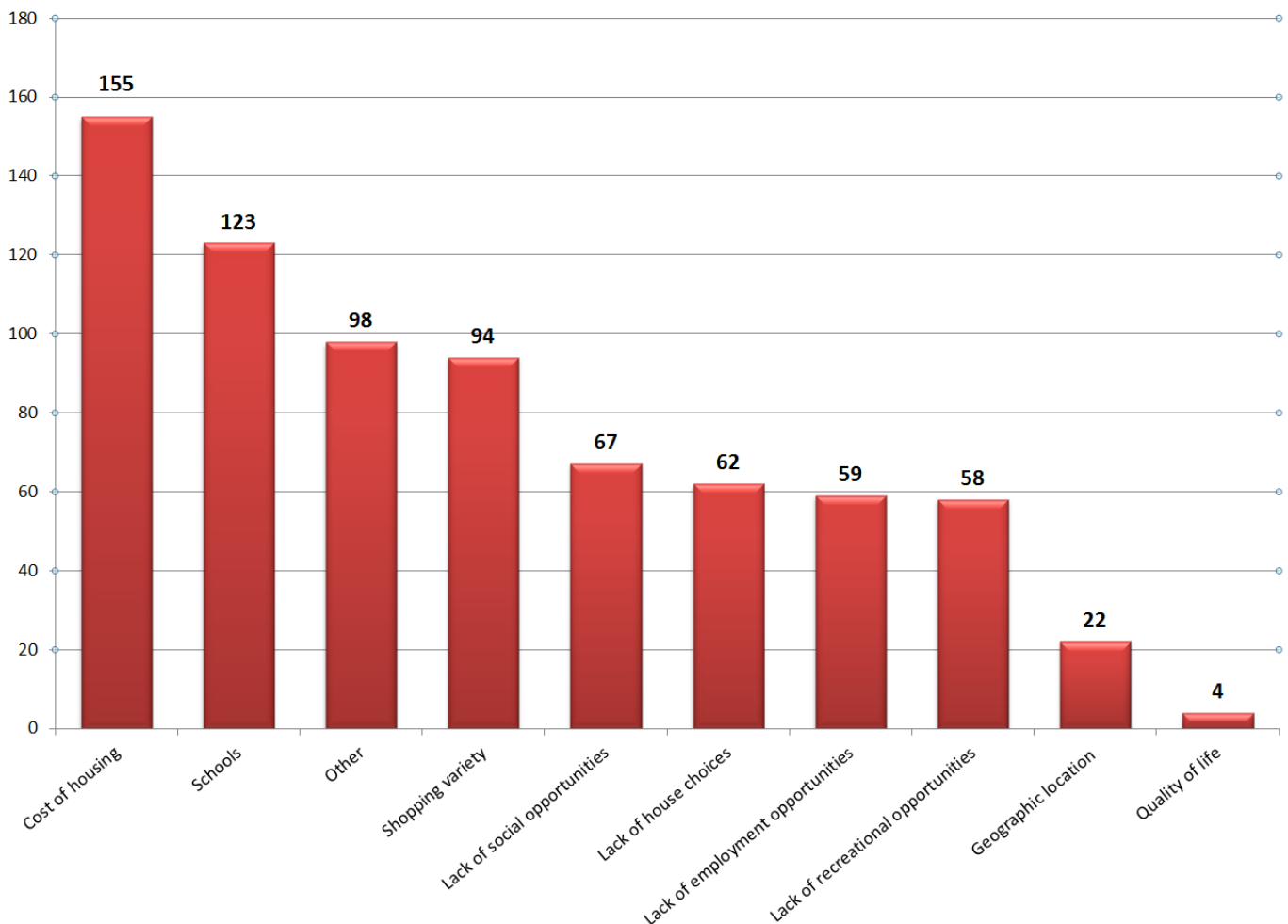


Most common reasons for “other”:

- Job – transferred to area or new job brought them here
- Convenience of location to FBI, hospital, and nearby cities (e.g., Morgantown)
- Liked the neighborhood and the stability of housing values
- Housing and/or type of housing desired was available

Question 4: What are the top three things you like least about living or working in Bridgeport?

Summary: The chart below illustrates the number of times a choice was selected as one of the top three things in order of popularity. The most common reasons given for “other” are summarized below the chart.



Most common reasons for “other”:

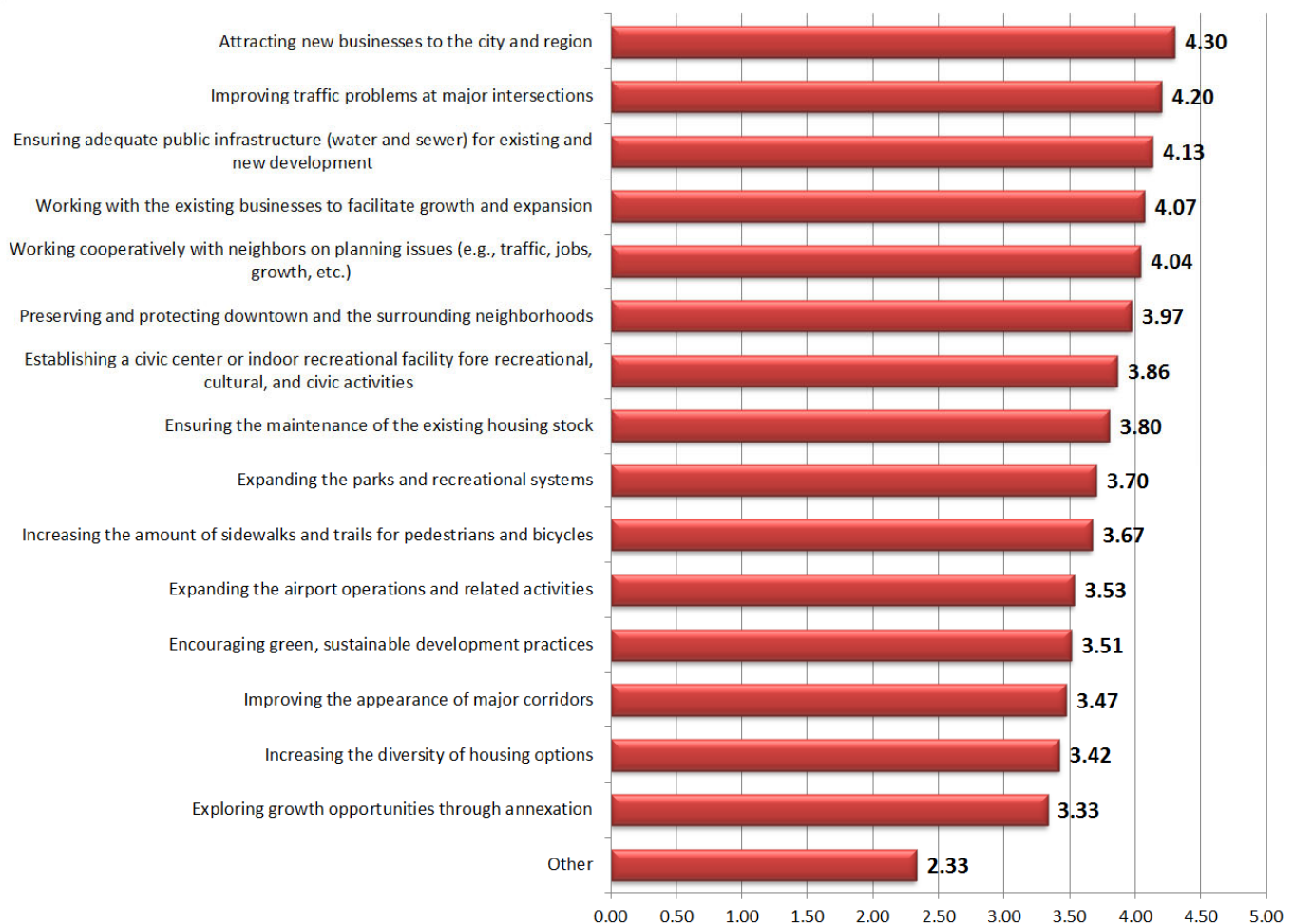
- Traffic and/or poor conditions of roads
- Need for more bike paths and walking trails
- High taxes
- Lack of diversity in grocery stores, shopping options, and restaurants
- Lack of art and cultural opportunities
- Housing and/or type of housing desired was available
- The (incorrect) perception that people from Bridgeport are snobbish or better than others
- The politics in the city and in the school system

Question 5: Rank the actions/statements by how important they are to you from not at all important to extremely important.

Summary: For this question, answers were given a score based on their importance to the respondent. The following are the scores given for each answer:

- Extremely important – 5 points
- Very important – 4 points
- Somewhat important – 3 points
- Not very important – 2 points
- Not at all important – 1 point

All of the answers for each statement were scored based on the above information and the chart below illustrates the average of the responses so, for example, “attracting new businesses to the city and region” was typically ranked as very important (4 points) to extremely important (5 points) so it resulted in an average score of 4.30.





Question 6: Where would you take visitors to show them what is unique and special about Bridgeport?

Summary: There were 287 responses to this question. The following is a summary of the most common responses in no particular order. Please note that the responses are paraphrased in order to capture the general responses.

- City Park and other city parks
- Deegan and Hinkle lakes
- Benedum Civic Center and pool complex
- New recreational complex (baseball/softball complex)
- There is nowhere particularly special that we can take them to in the city/nothing comes to mind – lack of museums and other activities
- The airport
- Charles Pointe and White Oaks
- The hospital complex
- The schools
- The farmer’s market when it is open – needs more hours
- Local restaurants and shops
- Downtown/Main Street
- Historical sites and older areas of the city
- City festivals

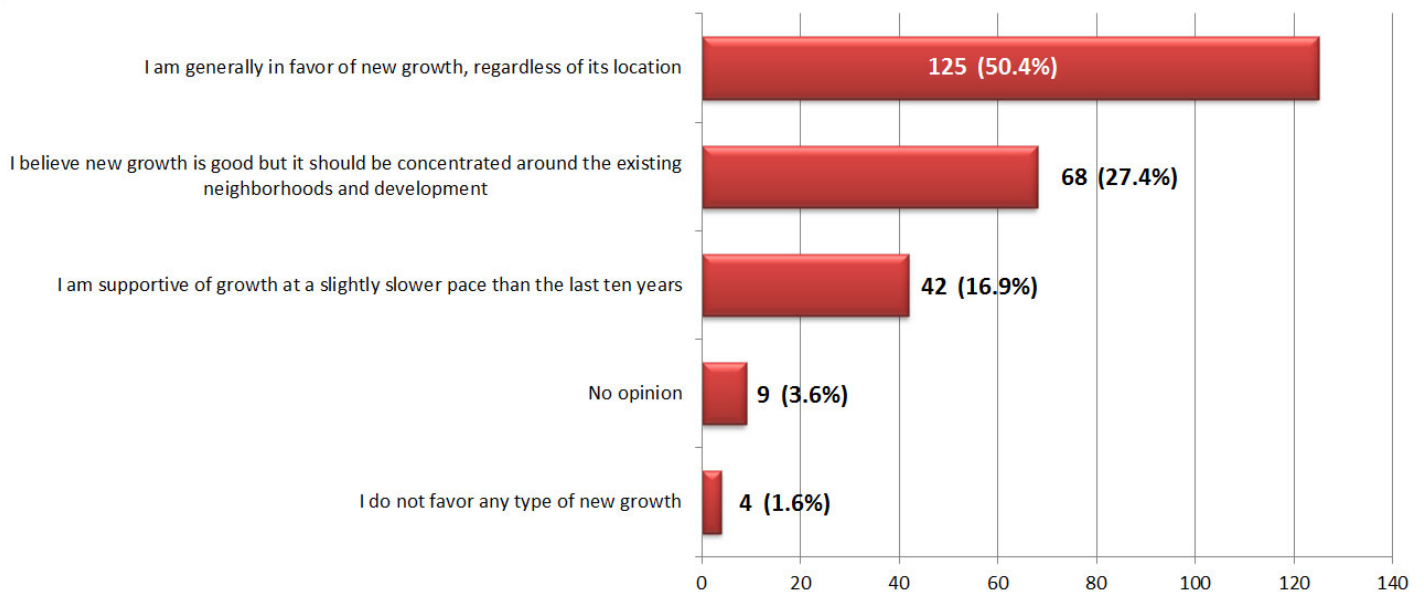
Question 7: What, if anything, do you think should stay the same in Bridgeport?

Summary: There were 242 responses to this question. The following is a summary of the most common responses in no particular order. Please note that the responses are paraphrased in order to capture the general responses.

- The small atmosphere and community cohesiveness
- The school system
- Emphasis on downtown and older areas of town
- The ability to participate in city activities and government
- Acknowledgement that things change but that it can be done so without losing the things we value most in the community. We cannot stay the same Bridgeport we were in the 1940s.
- The parks and recreation system along with the open space in certain areas
- City pride
- Taxes
- Keeping businesses downtown

Question 8: In 2000, there were 7,306 people living in Bridgeport and by 2010 that number had increased to 8,149 residents, an increase of about 11.5% over the ten years. Given that information and your general impression of growth in the community, which of the following statements best describes your opinion about the pace of growth in Bridgeport?

Summary: The chart below illustrates the number of responses and the percentage of responses (in parenthesis) for each category. There were 248 individual responses to this question with an additional 39 people who chose to provide comments but not select a choice shown below. The most common comments given are summarized below the chart.



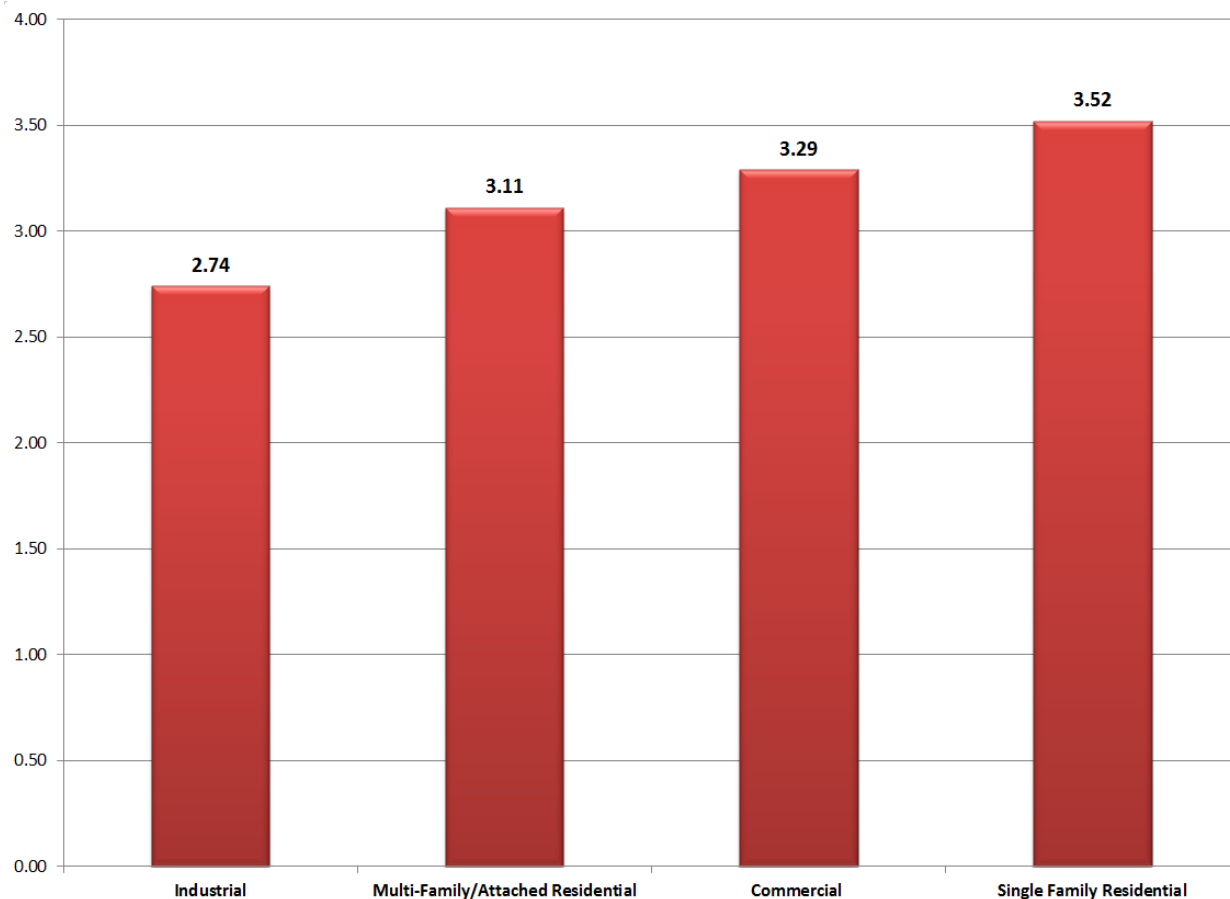
Comments:

- It is critical to not allow growth to outpace the infrastructure, services, and community facilities (e.g., schools)
- New growth is good if it is quality construction and quality businesses
- The addition of new housing beyond what we have now is a good idea
- Without growth the area will die
- We need to be prepared for the boom and bust of the oil and gas mining
- Planned growth is fine
- Avoid emphasizing one kind of recreation with population increases (e.g., not just new ballfields). We need to globally meet the needs of residents
- Too much annexation will tear away from the downtown and core of the community.



Question 9: On a scale of 1 to 5 with one being the poorest quality and 5 being the highest quality of development, how would you rate the quality of new growth in the city?

Summary: All of the answers for each statement were scored based on the number response identified above and the chart below illustrates the average of those responses. A higher number means that the average respondent felt the quality of development was better.



Question 10: Respondents were allowed to comment on their response but there was such a wide variety of comments that it was impossible to summarize in a manner to previous questions. Please see the full survey response at City Hall to review comments (comments are anonymous).

Question 11: What do you think are the most pressing long-range (10-20 years) issues facing Bridgeport?

Summary: There were 287 responses to this question. The following is a summary of the most common responses in no particular order. Please note that the responses are paraphrased in order to capture the general responses.

- Traffic and road congestion
- Infrastructure
- Annexation and future growth
- Business/economic development
- Lack of places for community activities
- The job forecast if and when the oil and gas boom drops off – also the need for quality jobs that pay above minimum wage
- Sustained growth
- Drug abuse
- Growth and quality of the school system
- Housing, particularly housing for the elderly and older adults without children
- Financing future improvements (city funding)
- Retaining families and young professionals
- Maintaining and expanding air service at the airport
- The rate of growth balanced with the rate of growth in our infrastructure, schools, etc.
- Stormwater runoff and related water issues
- Public safety

Question 12: What do you think are the greatest opportunities for Bridgeport, around which this plan should be built?

Summary: There were 286 responses to this question. The following is a summary of the most common responses in no particular order. Please note that the responses are paraphrased in order to capture the general responses.

- Quality of life
- The presence of the airport and hospital
- Charles Pointe and White Oaks
- The school system
- The parks and recreation
- The potential for more diversity – housing, businesses, jobs, etc.
- The potential for business expansion
- The development of a community center that may encompass recreation, arts, and cultural activities
- Tourism
- Expansion around the interstate and U.S. 50
- Building upon the foundation of quality, stable neighborhoods
- The preservation and reinvestment in downtown
- The people of Bridgeport are the opportunity
- The geographic center of the state and busy region
- Quality infrastructure
- Maintaining the friendly, small-town atmosphere

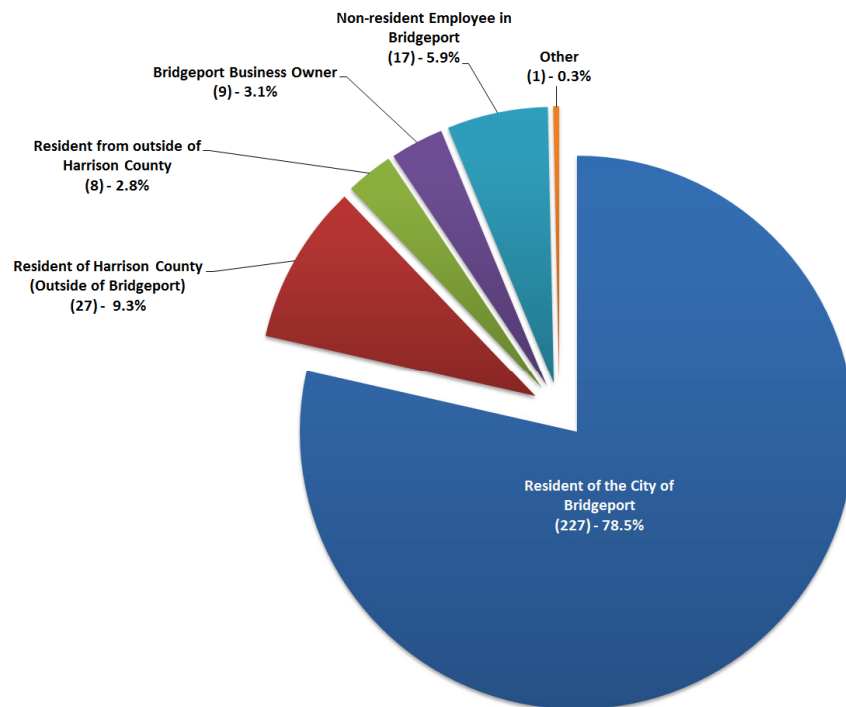
Question 13: If you could identify only one problem to be solved by this planning effort, what would it be?

Summary: There were 287 responses to this question. The following is a summary of the most common responses in no particular order. Please note that the responses are paraphrased in order to capture the general responses.

- Traffic and road congestion
- Stabilization of the tax base (tax rates and job/business growth)
- Need for high-quality employment (e.g., research and development)
- Focus on what is here now rather than looking at expansion
- Safe pedestrian and bicycle access/paths
- Better utilization of the airport
- Annexation
- Lack of downtown/gateway
- Maintaining the older parts of Bridgeport
- Indoor recreation/community activity facility
- Partnerships with other agencies
- Cost of housing
- Capital facility planning in advance of growth

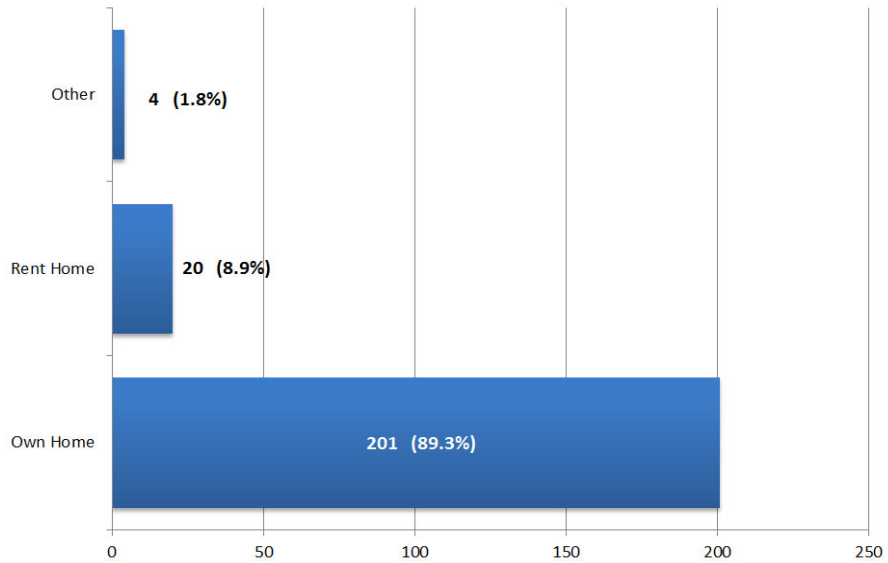
Question 14: Please check if you are a resident of Bridgeport, resident of Harrison County (outside of Bridgeport), resident from outside of Harrison County, Bridgeport business owner, non-resident employee in Bridgeport, or other.

Summary: The pie chart below provides the number of responses (in parenthesis) and the percentage of responses for each category. There are more than 287 responses because some respondents checked multiple boxes (e.g., resident of the city and a business owner).



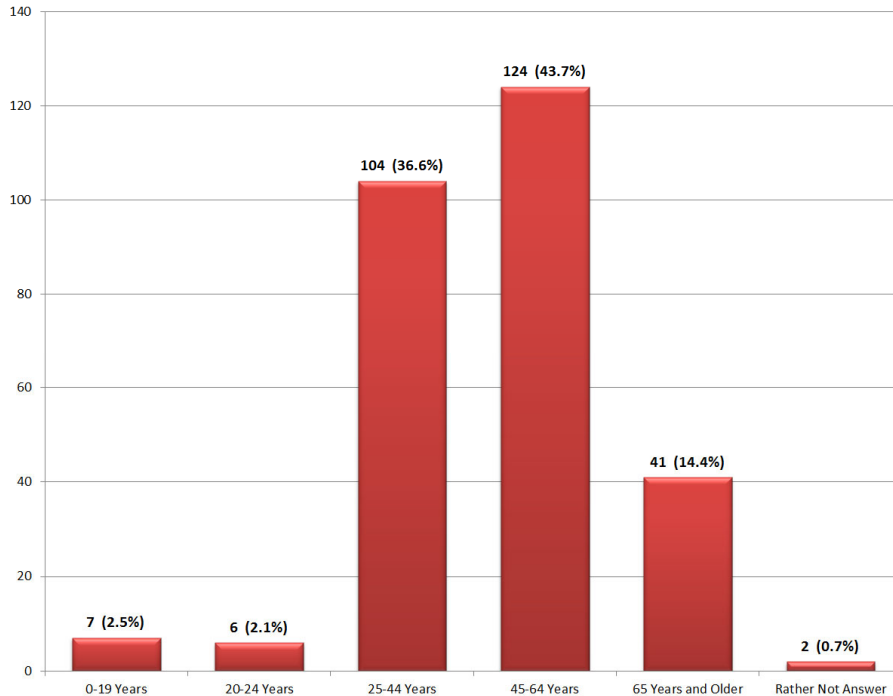
Question 15: If you are a resident, do you own or rent your home?

Summary: The chart below illustrates the number of responses and the percentage of responses (in parenthesis) for each category. There were 225 individual responses to this question.



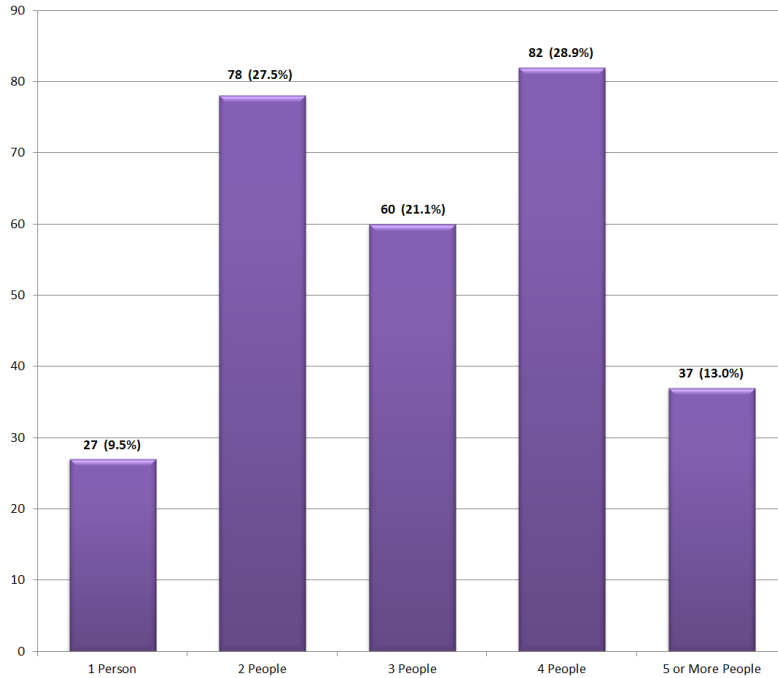
Question 16: What is your age?

Summary: The chart below illustrates the number of responses and the percentage of responses (in parenthesis) for each category. There were 284 individual responses to this question.



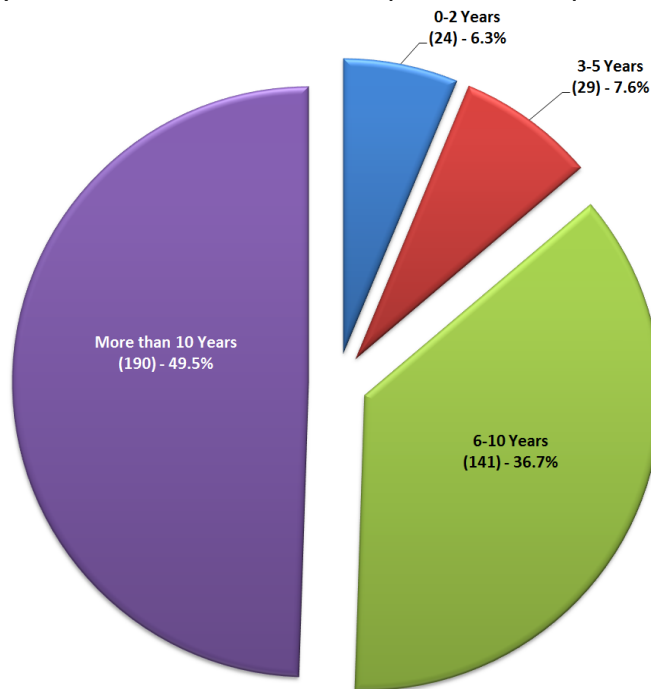
Question 17: How many people, including yourself, live in your household?

Summary: The chart below illustrates the number of responses and the percentage of responses (in parenthesis) for each category. There were 284 individual responses to this question.



Question 18: How many years have you lived and/or worked in the City of Bridgeport?

Summary: The pie chart below provides the number of responses (in parenthesis) and the percentage of responses for each category. There were 284 individual responses to this question.

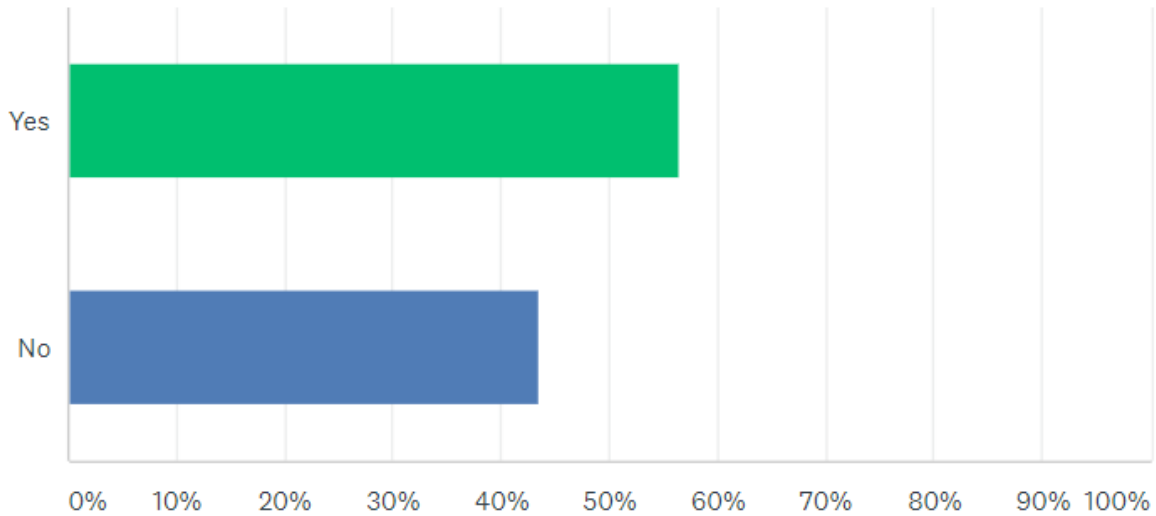


APPENDIX C: 2019 COMMUNITY SURVEY SUMMARY

Over the course of September and October of 2018, the City of Bridgeport publicized an online survey regarding the update to the comprehensive plan. 305 people responded to the survey. The following is intended to be a summary of the results and comments for your review.

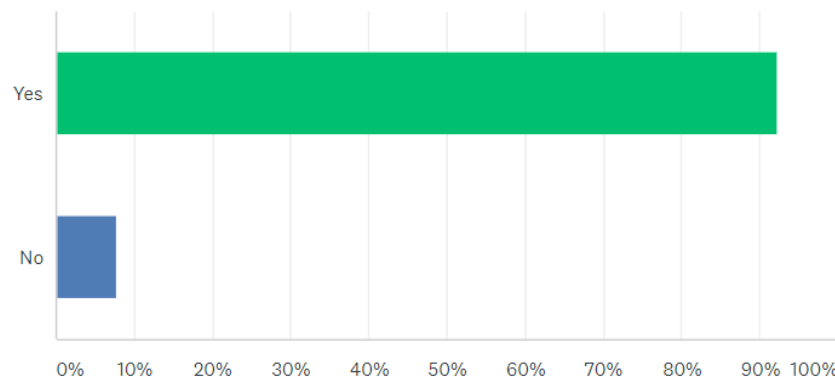
Question #1 - Did you know that Bridgeport has a long-term plan for how the city will grow and develop?

Of the 304 people who answered, just over 56% said that they were aware of the plan.



Question #2 - If you answered no to the above, do you wish you knew more about the plan and how the City is intended to grow and develop?

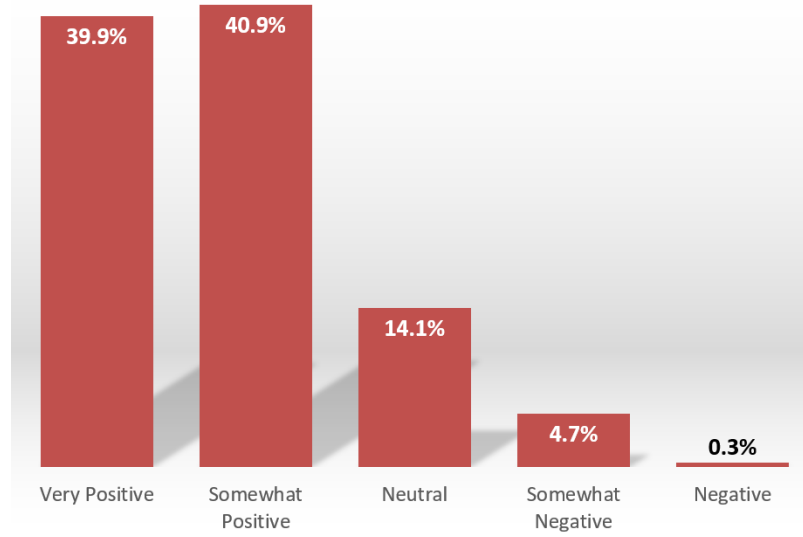
Of the 166 people who answered, just over 92% said that they would like to know more.



Question #2 Comments:

- I wish all residents of Bridgeport received fair consideration in development and access to city amenities. I live right off of Meadowbrook road pay city fees but have well water, no access to gas, terrible options for internet but the new complex right up from me, literally less than 1 mile on the same road has full city amenities and care.
- It would be great if you could publish the main points of the plan on the city website.
- Perhaps the plan could be accessed online
- It would be nice to know the clear and understandable plan including what the city needs and wants allowing new businesses a chance to provide and grow with the city as well.
- news letter sent out with water bills out lining city news and encourage attending council meeting and dates of upcoming things within city
- I knew about plan, but not enough in regard to more details.
- I'm aware there is a development plan although I have never seen the plan.
- There are infrastructure issues not being addressed in the more mature neighborhoods.
- I moved to Bridgeport in 2015. I have been very pleased with the city of Bridgeport's Facebook page and their commitment to the community. As long as they continue to post and get their message out, I don't see a problem with a lack of resources to find out what is going on.
- I know a little but would like to learn more.

Question #3 - How positive do you feel about what has been going on with the city as it relates to development, land uses, and government services?



Question #3 Comments:

- City needs to stop harassing home owners and residents.
- Consideration is not being given to care of all areas. Winters Hollow Road/Sams Hollow Road are lost in time. No care to the roads, utilities, etc.
- Very positive. But all stars lit up
- We need to address illegal drug activity and traffic
- Very Positive...when I select very positive... all the stars fill in.
- When I click very positive, it highlighted all five. I just want very positive
- Some of the work being performed in the city is taking way longer than it should. For example Hall St and Long St. it makes you wonder if the right person is overseeing the job or if there has been unexpected problems then let the residents know to keep us informed.
- Why so many chain restaurants? I would love to see more development for small and/or micro business. Give startups who don't have unlimited funds a chance! Also, can we PLEASE have REAL grocery store. Eastpointe is hell.
- I am left with the feeling that Bridgeport's plans do not address the needs of seniors, particularly those with health issues. All of the focus seems to be on creating recreation for youth. There is nothing wrong with that, but there is a significant number of retirees living in the city.
- Very positive
- The fact that our newest school isn't large enough to facilitate all of its students is an amazing example of bureaucratic incompetence.
- Trying to build to fast with the roads not able to handle the traffic
- Rec center is the type of infrastructure that makes a community
- I live out on a subdivision near oral lake road I just wish we were added to city limits by now. Logging trucks and oil trucks across oral lake road is unacceptable, ruined one bridge a few years ago and might ruin another.

- Get rid of speed bumps
- I think a master plan for schools needs to be discussed: Third elementary school? New high school perhaps? Traffic around schools????????
- Roads are hectic, schools are being overcrowded, and Bridgeport is losing its small-town feel. Trees are being removed for residential development.
- Mayor Lang election campaign emphasized emphasis on older neighborhoods. I do not think the older neighborhood receive the attention of newer, wealthier neighborhoods. The City put up sign boards for directing school traffic from Woodside Heights. School Traffic continues to use Water Street, Faris Ave., through Fairs Acres as a shortcut. Tree limbs extend into the street at Water Street and Faris Ave. reducing the road to one lane on this shortcut. There is also some surface drainage on Wyatt St. that has cause damage and subsided my driveway when the City installed a culvert pipe. Faris Acres has a large number of walkers, joggers and bicycles using the streets as a connector to each end of the City Park trails and traffic is a safety concern, sidewalk construction should be considered.
- The Rec center is the reason I moved our family here vs Marietta OH.
- The amount of development for a city of approximately 8,000 is amazing.
- White oaks and Charles Pointe have a lot going on at both places but the one thing that I absolutely would like to see more of his restaurants. You have plenty of businesses but folks have hardly any place to go for lunch or dinner. I would like to see marketing more of restaurants and less of other businesses. Additionally, I think a fantastic thing would to be have a grocery store. When folks leave work in that area, they're always looking for places to stop to pick up dinner. Has there been any consideration of building a Walmart? Wow with that do very well and would be a first for Bridgeport. I understand Clarksburg technically has one but we need one in Bridgeport
- Why are you building recreation center? Don't have issues with socialism but why not spend money on business that produces a products and jobs. For \$35M, you could start a mid-size company. Don't spin it that we'll make money off track and swim meets. You're putting small gyms out of business.
- Land use-everywhere you look buildings are going up. Hall Street was been tore up all summer and has set the last 2 weeks with nothing being done other than travel added to fill holes, while workers have moved on to other streets in the city.
- Older sections seem to get forgotten.
- The city seems to be developing with the children, as well as the adults in mind. Keep the safety of the city in mind as well. With the increase of population rolling in with the oil/gas boom and other jobs, the crime, drugs, etc....can definitely increase. With an increase of population usually brings negative stuff as well.
- Allowing too many multi-family town home type developments. I think that new development needs to be minimum 1-2 acres per house to provide spacing instead of cramming houses into an area. Residential land is not being used wisely.
- Concerned about loss of police officers due to personnel office at City Hall
- Flooding in older neighborhoods needs to be addressed.
- I believe the rec. center is a huge waste of time, effort, and money. What is your overall goal with the facility? To bring sport tournaments to a recreational facility, when most school / after school sports use local school gyms? Compete with local gyms and get bodybuilders / powerlifters / cross-fitters?
- I would like to see more mountain bike trails and bike paths.
- Very positive

Question #4 - Please indicate how important each of the following actions/statements are to you.

This question allowed people to choose from 1 (Not important at all) to 5 (Very important) to result in an average score based on the 305 responses. This is the same question asked in the 2013 plan so we are providing the results from that survey to show any changes between the two planning efforts.

Statement	2013 Survey	2018 Survey
Improving traffic problems at major intersections	4.20	4.16
Increasing the amount of sidewalks and trails for pedestrians and bicycles	3.67	3.90
Ensuring adequate public infrastructure (water and sewer) for existing and new development	4.13	4.29
Improving the appearance of the major corridors and gateways	3.47	3.57
Expanding the airport operations and related activities	3.53	3.65
Preserving and protecting downtown and the surrounding neighborhoods	3.97	4.21
Ensuring the maintenance of the existing housing stock	3.80	4.03
Working with existing businesses to facilitate growth and expansion	4.07	4.14
Encouraging green, sustainable development practices	3.51	3.81
Exploring growth opportunities through annexation	3.33	3.40
Increasing the diversity of housing options	3.42	3.32
Attracting new businesses to the city and region	4.30	4.31
Expanding the parks and recreation system	3.70	4.10
Establishing a civic center or indoor recreational facility for recreational, cultural, and civic activities	3.86	4.10
Working cooperatively with our neighbors on planning issues (e.g., traffic, jobs, growth, etc.)	4.04	4.09
Other – See comments below	2.33	4.15

Question #4 “Other” Comments:

- Solve the Kyle Smith murder case.
- The flashing electronic sign in front of the Benedum Civic Center should be dimmed or turned off at night. It is very distracting to drivers.
- The large electronic sign in front of the Benedum Civic Center is an eye sore and a traffic distraction. The bright flashing colors are tacky at best and pose serious safety risks for drivers, at worst. I have had many family members and friends visiting the area. They have all commented on the cute and quaint nature of our beautiful city of Bridgeport but every one of them comments on how out of place the bright, flashing advertisement sign in front of the Benedum Civic Center, is and how it detracts from other more complimentary features of the town. Please remove it or at the very least, dim the lights!
- Upkeep of outlying areas. I have no access to a fire hydrant, no city water, no access to high speed internet, no access to gas service. It was brought in all around us but our tiny area has been overlooked. We pay taxes too, we pay city fees but seem to be overlooked and abandoned by the city.
- Continue the safety of city. The children in the areas where there are not parks to play. Are there sufficient speed bumps or are they placed properly for the safety of the children? I.e. Lawman Avenue

- We do not manage traffic well when we have community yard sales or just a nice summer weekend when there are a lot of yard sales. People double park and block the roads. When this happened this summer, I called the BPD and they assured me they were aware of the issue but failed to send anyone out to clear my street as they said. If we had an emergency, we wouldn't have had egress from our house. I would think they could patrol the neighborhood and help with this issue.
- Amphitheater
- Maintaining and training our police, EMT, and Fire Dept.
- Rather than this focus or recreational... I'd love to see some strides made toward some sort of Gallery or Museum of Art with changing exhibits.
- Maintenance and repair of existing streets and roads. Upgrade of water sewage
- Hopefully we can maintain the small town feel with all this expansion
- I have a problem with some of the free activities in the city that cost the city money. I don't know the cost of these events for the city but please tell us so the residents can have an opinion on it going forward. Some examples: the night out and other city activities for the public are not highly attended by residents. It is outside individuals at the tax payers of Bridgeport's expense that are attending for all the "free stuff". Yes, there are vendors setup on their dime but it is still an expense to the city. As a resident, we stay clear of those activities and know many people that do the same. The pool is disgusting after the night out event and stays cloudy for a few days after. We had a pool pass and would not go back to the pool after seeing that. The light up night is the exception to this. That event is actually attended by residents. The farmers market is a great idea for expansion. Put money used in the above-mentioned activities towards that where residents can attend if they desire. Put it into our kids that live in the city. As residents we aren't against paying for these activities if they are available but when it is "free" it becomes a "free for all". I am all about coming together in the city but please have a plan for something for the residents that are paying taxes here and not for people that love to hate us. Also, this has been brought up in conversations with friends, contractors not being able to get ahold of the "right" person at Thrasher to be able to bid on city jobs. I'm not in that business but hearing the frustrations of residents that are in the business is very disturbing. This has a possibility to be blown up into a big deal if there is really a monopoly happening with work being awarded to certain people every time the city is bidding out a job. Not a good look. As Bridgeport continues to grow please make sure work is being awarded ethically. Also, to add to the question "Working with existing businesses to facilitate growth and expansion" I do not agree with this. I am ok with the grant property/business owners along Main Street can receive as it makes the city look better. (If this is even still an option) I am a small business owner and if a business needs help to grow and expand then they aren't running their business correctly. If they need to grow and expand then they should be doing well enough to do so. Just because you open and operate a business doesn't mean you know what you are doing or are profitable. I don't think the city needs to be putting taxpayer's money into a business that an individual profit from with the potential of the owner running it in the ground.
- So, when you say "a civic center or indoor recreational facility for recreational, cultural, and civic activities" that's like 3 different things. There are PLENTY of team sports-related resources already in Bridgeport. There are far fewer arts, music and cultural programs. That needs to change. Look at Palatine Park in Fairmont, that is a fantastic community space with diverse cultural possibilities. Also, activities that are easily accessible for SENIORS. There are a lot of senior citizens in the community, many of whom have spent their lives here doing things to build Bridgeport. Where is the senior center? Why isn't there, for example, a warm-water pool for senior activities? They need a handicapped accessible, inviting space to be active and engaged.
- More restaurants - Freddy's; Five Guys; Cheddars; Ledos Pizza
- Make the dog part as nice as other parks in Bridgeport. The draining issue needs to be addressed.
- Policing of city streets for compliance to codes. In many cases streets are not accessible for general traffic flow let alone emergency response. Police

need to be policing city streets instead of interstate which should be the responsibility of the state police!!!

- speed limits and neighborhood traffic nightmares before and after school
- In my opinion, the greatest issue facing our town is the lack of affordable housing. It has become increasingly difficult to find an adequate home in this area that is suitable for a young family. Compounding this issue is the widespread practice of quickly converting any available "starter homes" into rental property. I fear that the condition of our town's older homes will continue to diminish as the number of rentals increase in this town.
- Keep Bridgeport, Bridgeport!!!!!!!!!!!!!! Set the standards.
- Particularly, the intersection of Tolley Drive and Lodgeville Road. I'd like to suggest that you work with Clarksburg and the Highway Department to change the intersection of Lodgeville, Emily, & Route 50 so that both lanes of Lodgeville can go straight across onto Emily Drive.
- Keep the drug problem out and isolate from Clarksburg crime. Housing quality degradation from leasing boom due to oil and gas. Must take steps to protect from long term deterioration.
- Need to use schools and rec center and pool for Bridgeport residents. I pay more to live in Bridgeport but, outsides have access to same benefits.
- To annex oral lake road and all the subdivisions on the road. We get city fire fees and were not in city limits. It is just not right.
- Asking the people what they want. Also supporting the school system
- Making sure new people moving into city know what is available to them
- Traffic woes need to be addressed. Work with Clarksburg to address Emily Drive and Lodgeville Road issues. I would like to see lighting installed for parking lot at the city park. I would love to see better sidewalk system along upper Johnson Ave. (sidewalks further from road and wider).
- Parking and Trail/bike areas seems to be a problem the city has done a number of family events, parking is always an issue. The streets were repaved but not widened. Wires need to go underground, then move street light back to widen streets. All areas have to improve to create an inviting town people want to visit.
- To remember to stay humble, God fearing town, morally upright in our lives. It's not just about being bigger or best all the time
- Contact former resident, Bill Conway for input. He is a superior architect with experience renewing small cities. He was just in town for BHS reunion and had great ideas.
- Senior housing, homes and apartments. Still get property tax, but it doesn't impact the school populations
- Worthington drive needs a speed bump @ the end of the dip near Primerose Dr, not @ Kindermusic, a dead-end street. Philadelphia ave the area from the stop sign at Frontier & Church of Christ to the stop light towards catholic church was a terrible design, we had the chance to widen when that was rerouted in front of Kindermusic now everybody has to stop when going up or down that stretch or road it is not wide enough but there's 2 sidewalks??? Need a sidewalk from downtown to hinkle lakes so kids don't ride on the road on a blind curve.
- When building an indoor recreational facility please keep in mind not everyone who lives in Bridgeport are wealthy. Please keep things affordable who those live here that are working class with children who would love to utilize the amenities.
- I feel the rec center is basically being created for everyone except the people of Bridgeport. I'm sure it will be an outrageous price for use of the facility. Why are the youth leagues being charged for field time, didn't the citizens of Bridgeport's tax dollars help to fund it already?
- Need to keep green spaces. It seems all open spaces are being developed. It makes me sad.
- Plan for expanded attendance to schools, new rental units bring in exponential numbers per property footprint and can't accommodate in Bridgeport School system
- Helping to get more stores in to the Mall
- Bridgeport attracted me several years ago because of the style of life it offered. Quiet, clean neighborhoods with all the amenities a person needed. Not too big, not too small- just right. Property values stayed strong. Honestly the

growth of the area and Bridgeport being right in the center of it all kind of makes me nervous. This “Mr Rogers” neighborhood feel may fizzle away. The drugs and crime are all over us in comparison to 10 years ago. Illegal immigration is growing and has only begun. We are at tip of the problem now. It will get worse and with it could be problems we don’t want.

- Senior activities, cultural events
- Please fix morning and afternoon school drop off traffic
- Building a community mausoleum at the Bridgeport Cemetery.
- I believe when plans start to come together to build and expand, the residents and surrounding areas should get a say. Doing surveys like this helps because it lets everyone know what's happening and what future plans are on the rise. I like being informed and I hope the city of Bridgeport continues to reach how to see what the public wants and needs.
- Amphitheater
- There is a terrible speeding problem in our neighborhoods. People do not respect the fact that we children and property that are in danger
- Indoor recreational and civic centers are two different things and should be separated. The city needs to expand on cultural activities and programs instead of sports.
- More cultural opportunities that are second place to sports

- Grocery stores that have healthier options— example Trader Joe’s, Whole Foods, Giant Eagle
- We need a large city park with enough forested acreage for 10-20 miles of single-track trails. See article <https://www.google.com/amp/s/www.citylab.com/amp/article/560228/>
- Bridgeport is doing a great job in promoting a healthier lifestyle and a greener environment. With that said, there aren't many grocery store options that support this vision. The Farmer's Market is a great start, but a grocery store like Whole Foods would go a long way in providing more organic options and Gluten Free food for those with Celiac Disease.
- We need a healthier grocery store such as whole foods, Wegmans, or Trader Joe's. It is difficult for one with celiac disease to shop around here.
- More for kids. I.e. indoor children's museum!!
- Downtown events (like farmers market) to draw shoppers and celebrate community.
- More attention to the old Bridgeport. Upgrade intown signs and streets. Quit focusing in Charles Pointe. Pay attention to the heart of the city like the mayor campaigned on.
- The sewage system is very high on my list because both outside our house and inside smell like raw sewage frequently, worse when it rains.

Question #5 - What are you the happiest about with regards to things happening in the City of Bridgeport?

202 people responded to this question.

- New school and education facilities poise the city for growth.
- Attracting new businesses. The Airport.
- I appreciate the smart growth of additional businesses in helping to responsibly expand our community.
- I love the progressive way the city approaches growth and development.
- Positivity and growth
- Always advancing and moving forward
- I love all the community involvement activities they city provides and evenings out with family. I’m excited about the possibilities of the new rec complex
- Recreation facilities for the children of our community
- The growth and development of parks and recreation
- City beautification and holiday events
- New recreation complex being built
- The indoor rec center

- How clean it is. Unlike Clarksburg. A lot of the houses that are not taken care of needs to change. Parking on the sidewalks up from Oliverios needs to change.
- GROWTH
- Glad to see more recreation venues.
- Community activities: light up night, national night out, parades
- Family activities
- Rec complex
- I think downtown Bridgeport looked awesome this summer! The new grade school is a great addition.
- Bridgeport is a safe and beautiful place to live and do business
- All events at the Recreation Park and City Park schools
- There seems to be constant growth and the city is well maintained. There are also so many family activities.
- They are always improving the city and community. No place like this in the state. Still has a 1950's feel with respect to community.
- Safe place to live
- Schools
- Downtown events love them
- New rec facility
- Smart planning, light up night
- The indoor recreation complex.
- I feel very proud to live here, and I love that so much is available for my kids.
- Community and small business oriented
- Solid planning
- New development... new restaurants.
- Having a Bridgeport sports complex
- Opportunities for small businesses to flourish
- Seems to be a pretty decent place to live
- New housing options
- Expansion of the airport!!
- The growth of the area overall is encouraging to see.
- Everyone working together to better the city.
- The expansion of the rec areas for sports for the kids has been great. Also, fixing the streets where there is a storm drain. I can't believe how much of a dip there is in the road where there is a storm drain. Please continue to fix the rest of these nuisances!
- Growth of area. Clean and safe place to live.
- Main Street always looks very pretty. The parks are well cared for and nice to walk in. The library is wonderful.
- New restaurants
- The fact that there is a long-term plan in place and that the Council is consistently trying to make improvements
- The city is clean. The flowers in the summer are beautiful. I think the police and fire departments are good. I was pleased when the city helped the Board of Education with the new school.
- Connect Bridgeport, library renovations
- It is welcoming that new businesses are opening along the main street.
- White Oaks and Charles Point areas.
- indoor pool finally being built
- A community feel. Example being light up night. Benedum festival has been missed.
- The growth of the business, housing and recreational facilities.
- Indoor Rec center
- Keeping up with the old sections of town and not letting them run down.
- Continuing efforts of activities and events that get the community out of their homes together.
- Indoor facility being built at the Bridgeport Complex.
- Expansion and community involvement
- I enjoy attending the farmers market and appreciate the renovations that are occurring at our library. It is nice to see our money put towards something besides another unnecessary police vehicle or sports related purchase.
- The new elementary school
- City government
- Keeping events that encourage community involvement as a Family oriented town
- It's all about the kids and how Bridgeport takes care of its own.
- Andy Lang
- I was very happy to see the city-wide cleanup brought back this year and would like to see that

continue at least once a year, if not twice a year in the spring and fall.

- Rec center Downtown facade improvements
- Parks and business growth
- Newly paved roads
- The roads are all fixed except out in oral lake road and the subdivisions.
- Positive steps in planning.
- n/a
- Paving
- Recreational Complex Expansion
- Good council / mayor
- Community events. They strengthen the already strong sense of community here.
- Continued improvements made to downtown.
- More soccer fields
- The positive attitude I notice from leaders and residents.
- Financial stability of city budget.
- Keeping it nearly crime free
- The down town obtaining family friendly business and getting cleaned up
- The rebuilding of Johnson Elementary School. Hopefully the High School is next to be modernized. Lite Up Nite, NNO, Kids Day etc. are all fun times for the community to get together. The Indoor Rec Center will certainly improve the winter sport recreation activities.
- More businesses, jobs
- The Downtown Bridgeport is still viable and active with stores and the City Celebrations downtown like at Christmas. I really like the City Parks and encourage the City to continue its growth throughout the City and the Bridgeport Walks program.
- Light Up Night Indoor Rec Complex
- The new recreation center having a pool, indoors, for members of the community. I've heard this is part of the plan and I believe it would be the most beneficial. I think having swim lessons and a place for adults to have exercise classes and a lap pool for exercise is important for the community.
- Parks and recreation development
- New business growth and the downtown facelifts for aging buildings.
- Growth and development in areas such as Charles Pointe and White Oaks. Looking forward to the indoor Rec complex. Upkeep and support of Main Street businesses (facade improvement) seems to be successful.
- Nothing the city has become trashy looking with no rhyme or reason on where businesses are located.
- Rec center addition
- New businesses and the indoor recreation complex being started
- The appearance of downtown including 100% occupancy of the existing building.
- The abundance of community events.
- New businesses, so happy to see the start of the indoor rec center.
- Growth. Rec complex
- Rec center, schools and community
- new restaurants, possibility of a new pool, need to keep the other one as well for the kids that can walk
- The prospect of an indoor rec center
- Willingness of staff to work with individual residents on varying issues. Remaining
- Airport expansion
- New business locating here
- The up keep of our town.
- Growth
- Forward thinking
- The public gatherings
- The police and fire departments at find an exceptional person now and I feel safe. For a small town we're very fortunate to have good police and good fireman in our communities.
- The indoor recreation center at Charles Point has me excited. Hoping that brings some organized recreation for adults
- Main Street, functions, road care
- Strong community that takes care of each other
- Safety. Although there's been people with backpacks walking Main Street. Why can't local governments help drug addicts?
- the growth of business
- Gigaport
- Recreation center, housing options, new school
- Rec center and Meadow Creek 6

- The city is fiscally well managed!
- growth
- Indoor Rec Center Safety Business growth
- Keeping storefronts updated and utilized
- The does a good job maintaining its current public parks.
- Growth in business and housing
- Upkeep of current parks and walking trails.
- Continued growth.
- Green space / Parks and Rec
- The activities here that never happened before, downtown X as, summer get together, in myb66 years nothing like this ever happened, also we had to pay for any sidewalks and paving, Bridgeport has come a long way, love this town.
- Airport
- Parks and recreations Dept & Bridgeport PD. I am a safe, fun kind of person.
- Community Pride, expectation of students attending Bridgeport schools. Ability to attract new business and upkeep of existing businesses.
- Parks and Recreation does a great job making sure there is always something to do for our kids. The parks, the trails and walkways are all great to keep them outdoors and in a safe place. The city is always kept clean and the flowers placed along the road/sidewalk are a great touch.
- Economic prosperity
- Expansion of the airport.
- It is a safe place which offers diverse activities for all citizens.
- Co-operation with /between State, County and municipal agencies....and as important between our major City departments.
- Indoor Rec Center
- Safety, our public servants
- I appreciate how the City is listening to the residents on the topics most important to them.
- Protecting the integrity of our neighborhoods
- Bridgeport encourages a nice family atmosphere
- I love the community activities like light up night
- The remodeling of dollar general
- New businesses
- Growth
- New, fresh businesses!
- Always forward thinking, truly putting the needs of the city ahead of all else, growing to meet future needs, and most importantly the focus on family and community. Events like Light Up Night are wonderful.
- Indoor rec complex development
- The city growth gives me hope for the city's future.
- School system Bridgeport Farmers Market Safety Cleanliness
- The amount of activities or events is great, especially for the kids. -- The things to do/businesses downtown. -- The cleanliness and safety of the area -- The alert system is perfect.
- Unknown, don't know the plan
- Indoor rec center
- We seem to be doing almost everything in a positive way, we have growth, New business, New Construction, etc.
- Indoor rec ctr.
- Re-paving downtown and out Rt. 50 towards Grafton.
- Road improvements/paving. Community events.
- Downtown revival
- City events for the family including the Christmas parade and light up night.
- I love the building up of downtown businesses and offering a variety.
- Rec Park, Hinkle Lake walking trail
- Appearance of the city. Keeping things clean and in repair.
- Rec complex and new school and improved paving
- Growth & jobs
- I love that there are more parks and recreation options. I like the festival options but would love to see more that are unique and different. It's nice to see more options in the arts that aren't just sports. (Side note—Not all parks should be dedicated to just kids' sports. It'd be nice to see green spaces for families, dogs (or at least ones that aren't swampy), etc. that aren't taken up and over run by kids' sports fields.)
- Updating our library
- Safety, our city employees, police and EMS/fire dept
- library renovations; cleaning up Main Street

- Nothing really. There's a new school, that's too small to house the current attendees. A rec. complex in the works that seems the whole idea was thought up by an absolute moron.
- Main Street activities that promote community and businesses. Great recreational facilities.
- Economic Development, maintaining infrastructure
- Family friendly activities
- The growth of the area new businesses airport
- As a married Young Adult planning on raising a family here, I'm glad to see the development that has begun in the White Oaks/Charles Pointe areas.
- New elementary school, new rec center, discussion of adding trails
- Community events
- The police protecting us.
- I am very pleased with the efforts to provide facilities dedicated to better health (rec centers) and a cleaner environment.
- I love the farmer's market. I think the Charles point area development is very nice and necessary. I think Bridgeport does a great job of keeping parks clean
- Financial stable
- Organized activities for kids through the parks and Rec program the newer tennis courts at the lakes park are fantastic
- Bridgeport is a beautiful city and a great place to live. The new Johnson Elementary is great and the community sticks together.
- New businesses in the downtown.
- New business and expansion of developments.
- I like seeing the city clean and well maintained.
- The addition of the rec complex indoor facility
- The cleanliness of our city that is the result of caring staff.
- New businesses and economic expansion. Recreation complex. Community events.
- Strong community! Awesome free events. Improvement in schools
- The development of new restaurants and recreational areas for our families.
- Recreational facilities and appearance of the city of Bridgeport
- The ability to keep the small-town feel.
- Focusing on a clean and attractive atmosphere, good maintenance of the city overall
- Parks are wonderful.
- I like that new business developments are happening, and things for the kids to do recreationally are happening. I think increased sidewalks, trails etc. are a great addition, but increasing indoor facilities is crucial because there are at least 4-6 months a year of winter and the kids need more options. I would like to see a trampoline park, indoor track and Indoor pool
- I love seeing how clean Bridgeport is. I can't wait to see the new recreation building.
- The quality of the activities. Bridgeport appears to be above and beyond in comparison to neighboring communities.
- Small town activities.
- Activities for all in downtown Bridgeport. Like light up night etc.
- New businesses
- Bridgeport is obviously working on roads and infrastructure right now.
- I like the downtown events like light up night and Summer kick off. I enjoy having sidewalks and trails for walking.
- Community activities, the Rec Center, and growth and beauty of Main St. and the Square.
- 1) The overall appearance of the city. 2) To actually see the tax \$\$\$ at work and know they are making a difference.
- I enjoy the community events such as "light up night" & the summer kickoff. I like seeing parks & playgrounds being well maintained & full on sunny days.

Question #6 - What is the one action or change that you would like to see the city government take in Bridgeport in the next five years?

176 people responded to this question.

- Responsible expansion of high-growth industries and careers.
- Further encouragement of Airport use; more flights to more places
- Please bring in better grocery stores that offer more variety. Our area could easily support a Wegmans, Harris Teeter, or Trader Joe's. I often go out of state to purchase food items that are unavailable in our area.
- I would like to see a new dog park or upgrades to the current one at Deegan/Hinkle Lakes.
- Add more running trails/bike paths
- More man power for Fire and Police
- Infrastructure
- Prohibiting vehicles to park along the streets in Bridgeport
- Widen and create more sidewalks on side streets.
- We need more to do here. We need better restaurants, not Mexican.
- Help the senior citizens of Bridgeport with taxes, housing, transportation to doctor appointments, grocery store, etc.
- Underground utilities
- Importance of education, tutoring programs, after school programs
- Hiring practices, seems like many positions are filled by the good old boy system of who you know
- Reduce/remove upper management income /titles that are no longer necessary and use it toward smaller goals
- Build the sidewalk to the lakes
- Improving Hinkle and Deacon Lake with lights and landscaping. The rec center is going to be a definite plus.
- Continued support of small business, I believe, is crucial in creating and maintaining the community that I love so much. The people in this area are warm and caring. We talk to each other, whether we know each other or not. Downtown Bridgeport has turned into one of the loveliest areas in the state, and I'm thrilled to live here and be a part of it. I appreciate that care has been taken to preserve older areas and new large construction takes place near I-79. This area is very unique in the way it's growing, that I hope is maintained. The traffic "loops" make reaching all areas convenient. I would love to see downtown Bridgeport become a "destination". It's already beautiful. The flowers in summer, Halloween decorations and Christmas lights are gorgeous, and I wish the rest of the world could appreciate it as much as I do!
- Not sure this is achievable but I'd like to see more parking options in the residential parts of the city.
- more speed bumps
- Traffic
- Be more open with future plans. Not hear about them InBev they have already been voted on
- Drug abuse controlled better
- Youth activities
- I would like to see major improvements to the school and to the school's activities.
- Continue to bring new businesses in.
- Bringing in speakers to the schools to address bullying and drug usage
- Traffic control
- Upgrade if roads, streets,
- Bringing in more competition for businesses. Something to compete with Sams, Grocery Stores, Cable Companies, etc.
- Traffic flows
- Take it slow
- Identify and target areas that have or may have drug issues in the near future. Take a proactive approach to protect neighborhoods and the city overall from the ever-encroaching drug scene.
- If you don't have transportation, you have to rely on someone to take you to get grocery, etc. We need to have more affordable shopping in town.
- Please see my note on the city bidding jobs out. That may fall into this category?

- Updating utilities. Finish rec complex. Police presence with patrolling of small streets/secluded areas to monitor drugs and crime.
- Get real about arts, music and cultural programs. Make it a real budget item for the city rather than an afterthought. Make a space(s) for people to create and celebrate together. Creativity and imagination are what makes places interesting to live in and interesting to visit.
- A committee or group that reaches out to the elderly
- Encourage housing that is one level. Developments similar to Center Court would be wonderful.
- Think creatively less of the same old same old. Concentrate services on seniors who vote. Move away from the over focus on sports.
- Somehow reduce the amount of heavy travel through the city. There are so many large trucks marring what should be a great village with people able to enjoy downtown.
- Expansion of airport and more collaboration with the city of Clarksburg.
- upgrading the library to a bigger facility
- Emphasis on housing and activities for Baby boomers or seniors.
- Provide services and activities for seniors. Give fishing permits to Bridgeport residence age 70 or more.
- Focus on public streets and ensuring proper access of streets.
-
- Replacing utilities above ground to below in existing neighborhoods.
- Just keep expanding.
- Traffic patterns and congestion
- Make sure the 1% sales tax that was intended to fund the indoor rec complex doesn't get repurposed into some other nonessential item.
- Affordable housing
- Annexation
- Continue being the best small community in WV and not strive to be Morgantown
- Start by getting rid of the city manager and the assistant city manager!!!!!! And start over and get back to being Bridgeport. A city that sets the standard in every way.
- Encourage comments from citizens.
- I would like to see the city-wide cleanup continued and expanded to twice a year with a collection for electronics too.
- Develop a small business incubation facility. Also, a restaurant incubator downtown for startup businesses to use shared infrastructure.
- Make sure business tax is low to keep them open
- Updating the smaller playground at the city park and including swings for smaller children in the same area
- Annex oral lake the subdivisions and all the places and houses that have Bridgeport addresses.
- In sure public safety.
- increased police patrols in neighborhoods
- Take out the speed bumps
- Make the walking trail around Hinkle and Deagan Lake bigger
- Get rid of city manager and human resource person. Listening to city workers talk about how workers are not treated well.
- School master plan. What is involved in the "next step" for Bridgeport schools.
- Improvements to water quality and fishing opportunities at Hinkle and Deegan lakes.
- Attention to Meadowbrook Mall. If JC Penny should close the Mall might well implode, endangering sales and B&O tax revenue necessary to fund interest and principal payments on bonds funding new recreational complex.
- Get a new City Manager
- Quality lower income housing. Affordable retirement development
- Parking and widened streets
- Slow down or divert the oil and gas vehicles from passing through the town especially on Main St.
- Lower taxes.
- Bring in more things we don't have around here
- I would like to see much increased police presence in neighborhoods due to traffic, the continuing problem with parked cars being broken in to and ensuring that drug activities are keep out of Bridgeport. I just don't see police in the neighborhoods very often.
- When there is a surplus, give first consideration to reducing taxes or returning money to tax payers.

As it seems now, first thought is “how can we spend it.”

- Expanding the parks and trail system to get members in the community walking more. More sidewalks throughout the city and well maintain sidewalks is important.
- Improve downtown space to attract business and use by citizens...Bill Conway specializes in this arena.
- Speed bumps
- Better roads and streets
- No suggestions
- More green space for connecting walking/biking trails
- Continue to improve the appearance of downtown by enticing the businesses to improve upon their appearances. Replace the retaining wall in front of the civic center. What an eye sore.
- Changes to the building permit system too has too much control over building permits on landowner’s property, should be able to remodel interior without a permit.
- Develop downtown central business district and rec center.
- more surveillance on the rental property, more suspicious activity around these areas... center st, one area
- More aggressively pursuing new businesses in the area, aka, another grocery store option with healthier food choices
- Embracing their past/developing historical tourism
- More active neighborhood policing. We rarely see a regular patrol in our neighborhood.
- More for children to do.
- Work with the state to find a solution to bottleneck on Route 50 and Lodgeville Road intersection that also includes Emily Drive.
- Make sure to include the older sections of Bridgeport in improvement plans
- Turning lane on main street
- More restaurants
- Fix issues with vehicles parking on streets. Designate better and more visible "parking on one side only" designations
- Citywide WIFI, less fireworks - they’re a waste of money and scare our pets and wildlife
- To plan more festivals or music nights
- Control explosions of housing costs with local real estate agents and banks ripping off people with high prices of houses.
- Greater police force. People come to Bridgeport because of the schools and low crime
- Reduce taxes
- Streets, in general, need some work.
- more emphasis placed on older aspects of Bridgeport and less on all the housing developments
- Address housing for seniors
- Traffic flow thru downtown. Usually time consuming for no reason. Drivers being courteous would help.
- Expand the number of walking trails and outdoor activities.
- I think the money being spent on the parks and rec complex is ridiculous. It’s for the country club set
- Complete walking trail at Hinkle and Deegan Lakes. It was my understanding a few years back that it was to continue around other side of lakes. Recreation complex - wish entire area was not sports fields- that more had been dedicated to picnic, park areas.
- Improve water drainage.
- Limit rental units - impacting crowding in schools and monitor rental use of homes - see 7 or 8 out of state trucks parked along road in front of single dwelling homes in middle of city using residential housing for obviously group oil and gas worker housing.
- Have a grocery store in Charles pointe and near Johnson Ave.
- I would really like to see the growth slow down. I know that sounds stupid to slow down \$\$\$, but I like the small town feel this town portrays.
- Obtain second source for potable water.
- I believe in the 1% sales tax to fund projects. I don't know the specifics of it, but hopefully we can also establish a way to use this type of funding to grow and expand bringing in more business and job opportunities for our younger generation.
- Correct issue involving personnel office - running good employees off; police officers not being sufficiently paid and retirees being mistreated by personnel office
- Getting traffic moving more efficiently.

- Please get out into the mature areas and take care of problems of flooding and erosion.
- Repackage part of the City administrative leadership. Revisions in the City charter maybe necessary.
- Annexation
- Activities for our youth, keeping them engaged
- I would like the focus to be on the homes & businesses that are here, see that the homes are in good condition, see that the businesses are in good condition and are serving the residents.
- Improve housing. New housing for police department
- Finish REC complex
- Fix school traffic
- More open-air restaurants down town
- Building a community mausoleum
- Address problem intersections. Attract new and unique main street businesses that are different from what we currently have, in order to make our downtown more of a destination - e.g. park and spend the day walking down the street shopping and having lunch. See Shepherdstown for a great example of this. (Of course, this would require walkable sidewalks and expanded parking options). More nationally known restaurants and shopping in Charles Pointe.
- More affordable housing
- A business scavenger hunt for visitors.
- I want the city to focus on small business development (local ownership) rather than big box stores/restaurant chains.
- Expanded sidewalks, specifically between Wesbanco and Hall Street along Johnson Avenue. It's very dangerous along that sidewalk, especially with cars frequently speeding. Expanding the sidewalk and/or adding a guardrail to protect the safety of walkers/runners/kids is key. There will be an accident there involving one someday. -- A city park on the west side of the city (closest to the interstate) would be nice. Essentially every other neighborhood has its own park that they can pretty much walk to except those from Hall Street westward.
- Fix the traffic issues
- Work with the local businesses to ensure we do not have an overflow of the same types of businesses e.g. hotels and restaurants and assist the Meadowbrook mall with bringing in tenants.
- Fixing the intersection at Lodgeville/50/ and Emily Drive.
- Growth and incentives for new businesses and restaurants.
- The traffic issue! The roads are not fit for the amount of traffic coming through Bridgeport anymore. It is frustrating and sometimes dangerous. High priority.
- More of an emphasis on recycling and reusing/repurposing existing spaces rather than tear down and rebuild. Preserve existing historical homes
- Sidewalk from Briarwood to Hinkle Lake trail
- Need recreation options for pre-teens and teens who are not into sports. Our teens have few options for fun and safe recreation.
- Be vigilant with the drug problems and crime that are happening in Clarksburg—it's only a matter of time before they start to creep over here. But as I mentioned somewhere else, it'd be nice to have more spaces that aren't just for kids' sports.
- More cultural events
- Better and more walking trails
- Senior citizen center and staff support; moving away from the sports fixations.
- Have the Bridgeport Police stop hiding with their lights off on Lodgeville Rd, and in the pockets of the street near Twin Oaks.
- Continue road improvements.
- Scale down the proposed Indoor Rec Complex
- Enhance the downtown area with additional parking and stores
- More activities
- I would like to see greater development of retail stores, healthy grocery stores, and things to do in our area.
- Acquire forested property for the development of mountain bike trails. Add bike lanes and paths throughout the city so people can commute and do errands by bike. Add rock climbing and bouldering walls to rec center.
- More public transportation options to Rec Complex.
- Build a recreation center

- I would like to see a plan to bring in a new grocery store like a Whole Foods or Trader Joe's that have more organic and gluten free options that support the healthier lifestyles that Bridgeport is trying to encourage.
- I'd like a whole foods or healthier grocery store. I'd also like to see more businesses migrating to the Charles point area in the newly built plazas.
- More bike friendly roads and paths
- Code enforcement
- Unsure don't have all the details so I think that is a hard decision for a single citizen to make
- Perhaps find a college (not WVJC) willing to open a small or satellite campus in the city. More like WVU, Fairmont St. Marshall, etc.
- Making main street traffic less congested. More police patrols on major roads there are speeders not stopped because there no police there to stop them.
- Bring in more business that cater to children. Trampoline park, Chuck-E-Cheese, indoor water park for winter time. If you want to bring more hotels bring a Great Wolf Lodge to the area. We need a Whole Foods and Trader Joe's.
- Continued emphasis on outdoor space for families, exercise, ped walkways, etc.
- A city of our size with the offering our city provides there should be a park that is suited for residents with disabilities.
- Better playground equipment. We don't have playgrounds suitable for children with all abilities and disabilities.
- I think a committee, non-elected, could be established to work with city council to offer suggestions about the growth of Bridgeport
- better management of traffic on Bridgeport Hill
- Support downtown biz more instead of focusing all attention on Charles Pointe
- Expand downtown activities and restaurants. Emily dr is too crowded and has too many chain restaurants.
- More jobs & an easier online job application.
- It would be great to have sidewalks to the hospital or to airport. I think this would make Bridgeport stand out from every other place in WV because it would state that we care about access.
- More restaurants
- Change each and every street sign in town. Street upgrades and stop butchering trees with wires close by.
- A YMCA in Bridgeport
- A reinvestment and focus on the downtown area, specifically as a location designated for cultural development. So much of the city's focus now seems focused on Charles Point and White Oaks, which I understand are major economic drivers, but they are also just commercialized non-authentic eye sores. I love a good downtown.
- Upgrade the sewer systems
- Improved wait time at light on 50 to Emily Dr. when turning left, coming from downtown.
- Improved infrastructure to help manage the growth in population and traffic that continues to increase.
- Sewage system upgrades. We have had issues with sewer gas smell in our home & neighborhood especially when it rains

Question #7 - What is your biggest concern for the future of City of Bridgeport when you think about the next 10 to 15 years?

190 people responded to this question.

- Growth of drug and crime issues need a multifaceted approach, including prevention, enforcement and treatment.
- Clean and safe water supply.
- Access and availability of good restaurants, grocery stores, cultural activities, and continued growth of educational opportunities.
- Will the schools be able to keep up with the population growth?

- Affordable housing options
- Allowing bigger businesses, bigger buildings and becoming more of a metro style city.
- Schools and roads
- People leaving the area for other jobs
- Up-keep of older neighborhoods and homes.
- Growing into a bigger city with big city problems
- Increased traffic. Main Street isn't wide enough. The morning traffic on the way to school
- Drugs, and theft. This state is getting worse and worse! Bridgeport is the only bright spot!
- Infrastructure, keeping the old Bridgeport, and expanding the new, expanding the aerospace industrial park.
- Drug epidemic plaguing our youth
- We are building like crazy but have nowhere to put the children coming into the school system. Classes are overcrowded and we are busing Bridgeport residents to other school districts. The High School children are standing in classrooms. This seems extremely unfair and developmentally inappropriate.
- Small police force and other towns continue to move here to get away from their drug infested cities.
- Drugs
- Keeping it up, keeping drugs out of our town, bringing events, new businesses and jobs to the area!
- Drugs, and their destruction of communities have become something to fear. My nephew bought a beautiful home in a great community in Kentucky three years ago. He & wife just sold it, at a great loss, and moved, because drugs completely took over the area and was not safe. I am so thankful that Bridgeport Police Dept and the community is so active and vibrant and proactive.
- Traffic congestion on Bridgeport Hill at Lodgeville Rd
- maintaining home values
- Housing costs and running out of room
- Too much growth
- Annexing neighborhoods
- Maintaining what we have
- Space in the current schools
- The hotels being useless and empty
- Crime and drugs affecting families and neighborhood. Human trafficking
- My biggest concern is that Bridgeport will grow too large for its boundaries and I also believe that Bridgeport may lose some small town feel at the rate of growth.
- Skyrocketing housing prices, ongoing flooding concerns.
- That the downward trend of Clarksburg will affect Bridgeport
- Infiltration of drug abuse and its effects on children
- Maintaining the safety of our town in the face of the country's drug epidemic.
- Making sure that it still remains a safe and nice atmosphere to raise a family
- Business growth that needs to occur.
- Growth
- Roads
- Utilities
- School overcrowding and housing prices.
- Affordable housing. We have so many seniors that can't afford \$1000 a month rent, so they have to move away and live in sub-standard housing.
- The roads can't handle all of the cars. The growth is amazing but the traffic is going to become a big problem.
- Maintaining a family first attitude and neighborly appearance.
- So many people here seem to live in this bubble of privilege that either they don't know that there is a massive addiction and homelessness problem right over the hill in Clarksburg or they think it can never happen (isn't happening) here. It's not far. If the city is not proactive about working with organizations to help these people (not just throw them in jail so they can get out and begin again weeks later) then Bridgeport is going to look very different a decade from now. Also, let's maybe stop allowing people to put radioactive waste in the landfill.
- Infrastructure doesn't support increased volume of traffic and/or people.
- Running out of land to expand
- Afraid they will stay with the same mindset they have had for the last fifteen years. Tax income like b&o emphasized over needs of residents.

- Uncontrolled growth with limited space to expand. It will be important to monitor the properties that are not well maintained. I have been a resident off and on for almost 60 years and consider Bridgeport a special place. It will be a shame to lose that identity.
- Size able to sustain amount of population.
- losing the small-town feel
- May not be the biggest concern but sure would like to see a reasonable public golf course. Pete Dye and Bridgeport CC are too expensive for mid incomes.
- Keeping up with times with infrastructure growing with the growth of the city.
- Staying on the same or better growth rate and property values.
- Keeping up with the growth of children coming into the schools.
- Growth and how the city will keep up
- By biggest concerns include the further loss of affordable housing, a shortage of middle-class jobs, and an unnecessary issuance of additional fees and taxation.
- Drugs
- Encroachment of the drug problem and crime from outside
- If changes are not made the city will go downhill in service and in happiness all around.
- Safety
- A sufficient police force to ensure the safety of our citizens. It's a shame that our police officers aren't paid enough to prevent them from leaving to take higher paying jobs in other non-law enforcement industries, or taking jobs with other law enforcement agencies that pay more than the City of Bridgeport.
- Keep drugs out
- With expansion of new home growth, older homes will lower values and possible crime and drugs will increase with renters
- No 55 and over affordable housing developments. Need more one-story housing with amenities.
- Young people leaving the city and moving somewhere else. a lot of people are moving out of state and out of county to work.
- To maintain a business structure, that will help maintain the infrastructure and also growth of services to the community.
- Drugs
- Overwhelming number of new front-end alignment shops due to speed bumps knocking cars out of alignment at legal speeds
- Not enough fun things to do to keep younger people
- Growing too big and causing a lot of tax increases to support services and infrastructure improvements to keep pace with growth.
- Growth of schools, skyrocketing real estate costs in the city (we are still in West Virginia)
- Over growth. Most residents want the small community feel. Needs to be growth limits.
- Gas industry going away and leaving our hotels and restaurants empty
- I get the feeling that growth is the answer to everything, always bigger and better. I for one would like to keep the small-town feeling.
- Same as my answer to question #6.
- Aging neighborhoods
- Streets and parking as business comes downtown where do you plan on the parking, walkers/bikes to go. Dr Millers office truly needed to be a parking garage that can be added onto
- Will Bridgeport lose its small family town feel?
- Big city. Bigger crime
- Growth, economy
- The promotion of growth of Bridgeport for the sake of growth itself to generate additional revenue. Upgrading infrastructure like controlled stormwater storage and release, especially for large commercial developments. Planning of future traffic patterns due to increased traffic counts that are developing through residential neighborhoods that previously have not had significant traffic.
- Additional schools as population/housing grows. Maintaining small town charm. Apparent explosion of apartments/town homes (bad in my opinion)
- Expanding too much with apartments and townhomes. I do not believe we should be expanding to have so many apartments for short term living. Bridgeport is not a college community we should be building more houses for long term home owners not places for out of town workers

to destroy while they are staying in it and bringing who knows what into our community.

- Have to use automobile to get to all the new venues. Need rail connections to those venues and walking areas downtown...basically rethink moving into the future.
- Negative influence of the surrounding areas contributing to the degradation of the City and facing issues that downtown Clarksburg is seeing with drug issues. Additionally, a housing bubble is a major concern.
- Potential for increase in drug use and crime caused by drug users.
- Too much concern about recreation and not enough on the general wellbeing of the city's important infrastructure.
- Traffic
- The condition/appearance of the buildings on Main Street.
- Don't overspend. Build a nice account for "Rainy Days" as the tax revenues from new businesses will dry up eventually.
- Small business' being able to thrive.
- That the city will get " too big" and lose its sense of community.
- Uncontrolled growth
- Traffic
- Electing future leaders that are not forward thinking
- Not having to increase city income by means of personal taxes.
- Unorganized growth resulting in typical hodgepodge development
- Rising crime rate, perhaps more in surrounding communities, but still a concern here.
- Hoping it thrives at keeping it clean
- Affordable housing. While it's positive to have such high market values, some young families that could really contribute simply can't afford to live here.
- Adequate property for continued growth
-
- Crime and not enough housing. But also, am concerned that eventually we all and gas will go away leaving this area with lots of hotels and housing unused
- The future of the Meadowbrook mall. Sears and Elder Beerman are gone. It's only a matter of time

before JC Penny is bankrupt. The former Toys R Us building needs to be a grocery store.

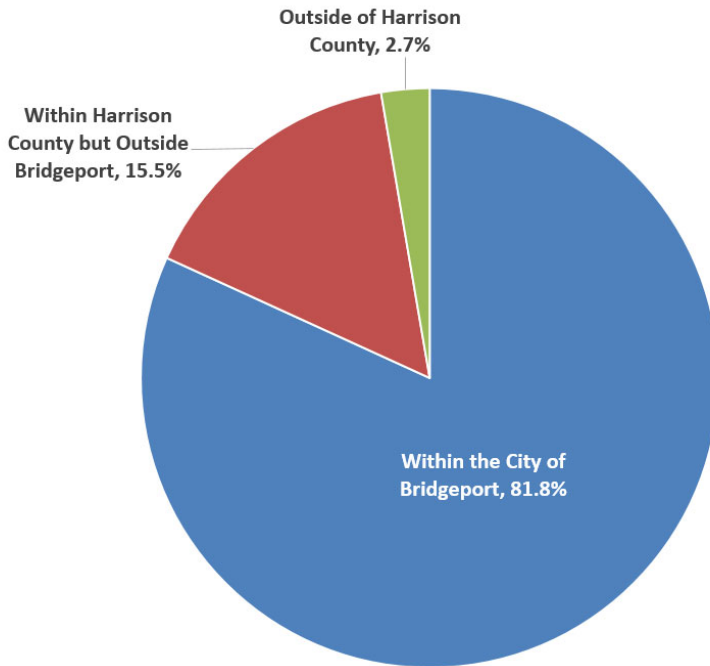
- Overdevelopment
- Too many rednecks coming in
- Nothing. Hopefully will move in next 7-10 years.
- To many homes and not enough space in schools.
- Reduction in GAS industry employment
- Economic decline of the area around Bridgeport, not Bridgeport itself.
- Schooling. Already the new elementary school is talking about not having enough classrooms.
- Traffic, infrastructure. Keeping crime down
- Traffic and keeping downtown active and vibrant.
- I hope the city is able to maintain the downtown area and older neighborhoods, as a lot of new construction moves to Charles Pointe.
- Continued drug problem
- Control the property taxes, water rates. Continue to address drug epidemic.
- Not enough educational opportunities for adults.
- maintaining existing structure, keeping tax base to support growth
- Changing too many apts and traffic control from them
- Loss of stores in Meadowbrook Mall
- Too Big.
- With the quick and expanding growth of Bridgeport, I am afraid that crime will expand due to areas around the city becoming less well off. Just look at what has happened to downtown Clarksburg as businesses have left for Bridgeport. I am afraid the drugs and crime will creep further into Bridgeport as its wealth and power grow.
- Getting too big and losing that home town feel. I also hope the city keeps putting money into downtown and the older housing areas. Not just the new developments.
- Maintaining facilities
- There won't be enough employees to keep businesses open. It seems people don't want to work.
- Providing more for senior citizens.
- Too fast a REGIONAL growth pattern that overwhelms the City's own ability to grow within its abilities and resources. Personnel as well as services.

- Staff and Dept Head turnover
- drugs
- Too much growth, we need to pace ourselves.
- Lack of public safety personnel
- The growing drug epidemic
- Safety. Making sure our families are safe walking around and enjoying the parks and activities
- The mall shutting down
-
- There won't be many businesses left or businesses will have a hard time opening their doors because rent and such is so high.
- Our schools meeting the growth of our city. I do personally know several families whose primary residences are in Clarksburg, etc., and who have been given special consideration by the superintendent to go to Bridgeport schools. This wouldn't bother me at all if we had the capacity, but we do not. And when those of us who choose to live in Bridgeport do so knowing that we pay a premium for housing in order to take advantage of the schools here, it feels like a slap in the face. Johnson is already over capacity and it's not fair to our children.
- The mall needs to continue to grow. Not decline. It's the hub of our community
- Sustainability
- Maintaining property values and safety within the city -- Continued above average police presence - - Infrastructure including the conditions and upkeep of roads, sidewalks and city parks -- The continued development of downtown -- Maintaining focus on the pre-existing areas of Bridgeport (aka the older neighborhoods and downtown) while not losing site of trying to develop outward (Charles Pointe, etc.).
- Crimes/drug epidemic
- with growth in our city, infrastructure and adding a 3rd elementary school and possible new larger high school
- Schools not large enough
- As we grow, we must remember our first responders must also grow along with other city depts. I fear vacant hotels, empty mall and high crime, if we do not increase our police dept.
- Not enough space to develop more business, and new residential construction.
- Not enough schools for population.
- The focus has been shifted away from Main Street. Businesses are being brought in elsewhere, which is great. But you can't grow something if its roots aren't strong.
- There is too much traffic in the neighborhoods due to growth. This town was not made for this population. Find another route unless you live in the neighborhood
- School systems not having enough room for students. The traffic issues.
- That drugs will take over. That we will have the same problems Clarksburg is having with crime and drug addicts.
- Maintaining safety and controlling traffic while growing
- Population increase and supports needed. Increase in crime, drugs and human trafficking.
- Childcare options
- Not outgrowing most people's ability to afford living here. I live on a teacher's salary and I love the safety and the beauty of the Bridgeport I grew up in, but there aren't a lot of housing options for people in my income bracket and taxes and housing are getting super expensive. A variety of families should be able to afford living here, not just people who make a ton of money. Most new apartments and housing options are too expensive to even consider living in.
- spending too much on the new recreation facility, losing stores at the mall
- Drugs, drug houses. Waste management
- Housing for seniors who have mobility issues and services for seniors. Houses and rental units are mostly two story with stairs, we need more one floor smaller units for seniors otherwise they have no choice but to move away. WV is getting older and older and all Bridgeport ever talks about are ball-fields and sports complexes. Maybe we should put more money and effort to helping those people who stay (or want to stay) in West Virginia, the ones paying the taxes.
- The rec. complex, and how much money is going straight down the tube on an idiotic monument within the city.
- Finding ways to better control the drug epidemic
- Keeping Main Street from ever becoming obsolete.

- Over extending themselves in a changing economic environment
- Cost of living growing to the point that it is unaffordable
- Infrastructure
- My greatest concern is that Clarksburg has gone downhill quickly since I was a child and many people my age (28) are now migrating to Bridgeport. The housing market is very highly priced and the development is not where we would like it to be for the amount of money we pay to live here. We do enjoy Bridgeport, but compared to other places we've visited, the cost of living is high with not as many options of things to do. I am excited for the development and hope that it continues in the future.
- Need employment for kids after school and making it an inviting place for people to want to either stay or move to Bridgeport.
- The number of bars
- I fear local businesses may die out or even the farmers market. Those are detrimental to this city so we should support and preserve.
- My biggest concern for the future of the City of Bridgeport is a lack of diversity — diversity in people and opportunities.
- Drug issue
- Places for physical activity
- My biggest concern is the drug epidemic going on in our state. I'm sure Bridgeport has drug problems, but it's nothing like surrounding communities and I really hope that it doesn't eventually spill over into Bridgeport.
- Cost of living in the city.
- More professional jobs not being in the area. Meadowbrook Mall losing more stores
- That all the businesses will be brought to the Jerry Dove/ White oaks area and the quality of downtown Bridgeport will dwindle like downtown Clarksburg.
- Sustainable growth within the industries present
- Influx of people with children in our schools that are full. However, I do not feel the city should cover costs of schools.
- Keeping our town safe and healthy - continue to fight the drug epidemic that surrounds us and help other towns in the county do the same.
- I feel that positive changes have been made. I don't have any concerns at this time.
- Roadways
- Affordable housing
- Traffic becoming even more overwhelming as businesses grow, expand, new businesses come in.
- Erosion of downtown biz
- Flood planes are a major concern, we need to invest more in wind and solar energy.
- Growth needs to be steady hope we don't have too big of growth this could be bad. I also hope we encourage more business in downtown.
- Losing businesses, losing opportunities.
- New Bridgeport High School
- Focus on downtown!!
- Expansion and growth for children
- Are we growing too fast? Will the ebb and flow of the natural resource extraction industry have an impact on our revenue streams. Are we losing our authenticity? It seems hard to say what makes Bridgeport other than a bunch of chain restaurants, banks, and car dealerships.
- Retaining business and current growth
- Keeping our youth (and adults) off of drugs in the midst of a statewide opioid crisis. Thankful for our town and progress being made in many areas.
- 1) Sustained, manageable growth. 2) How a possible downturn in the oil / gas industry will impact the city. 3) Keeping Bridgeport safe and devoid of the current drug epidemic that plagues Clarksburg.
- That the infrastructure will not be upgraded & maintained.

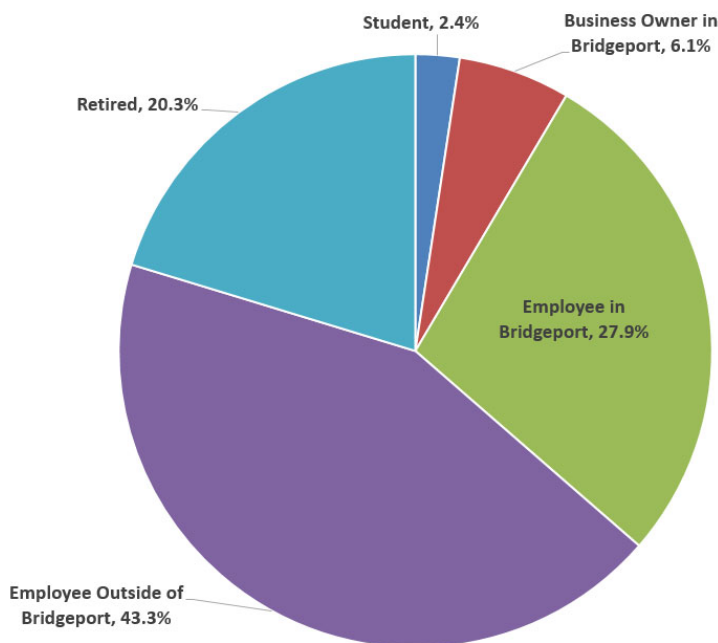
Question #8 – Where do you live?

258 people answered



Question #9 – Where do you work?

247 people answered



Question #10 – How old are you?

258 people answered

