

PARKS, TRAILS GREENWAYS

Dots		Strengths	Dots		Weaknesses	Index
Red	Blue		Red	Blue		
	1	County is sensitive to including trails within County Owned Property (1A)	2		Trash along roads	(A) Trail access
		Connnect Route 9 & Harpers Ferry - add permanent buffer zone to accommodate trail			Previous plans have not been implemented	(B) Setbacks/Land Use
		The possibility of parallel trails along the Potomac River & Shenandoah River (1A)			Turnover of elected officials	(C) Landscaping
		The areas along the rivers should be developed as greenways.			Completed bypass studies and plans	(D) Existing reports
		Look at existing study resources (including Paul Rosa at Harpers Ferry Conservancy)			Not enough greenspace along Route 340 Corridor (1C)	(E) Signage
					No bike path along new Route 9 (1A)	(F) Funding
					How can we maintain public greenways? (Costs to keep it in good shape)	
					Insufficient access to the waterways because most of it is privately owned.	
					National Park Service not accomodating to fishing.	
					The Route 340 4 lanes do not lend itself well for biking trails.	
					More signage needed to indicate location & direction of trails. (1E)	
					Dangerous "at grade" intersection proposed for Route 9 at Cat Tail Run Rd. will be used as a short cut across Route 340 to get to Harpers Ferry, Wal-Mart, etc.	
					Overall bicycle problem: No bike trail connecting Charles Town, Harpers Ferry, Shepherdstown and Route 9 bike trail.	
					Access/Parking	
					Natural Plant Features in the Median	
					Lack of control to conect trails or greenways across private property.	

Dots		COMMENTS
Red	Blue	
11	2	Improvement & interconnectivity of trails: Trail access; Setbacks & Land Use (farm roads development); Landscaping; Review existing reports and studies; Signage and public info; Funding (maintenance).
2		Access to rivers - fishing
1	2	New Parks (Recreational, Sports, Dog Parks)
1		Lack of sufficient asthetic continuity along entire Route 340 Corridor.
		Greenscaping vs. Hardcaping
		Less house building will help maintain open space. (1B)
		More publicizing of trails - Maps (1E)
		Any new development should include a plan to link into and connect with existing trails.
		Farm vehicles need to access their fields via the side roads that use getting congested from development and tourists.
		Educate new home owners/Value of County with parks & greenspace to create more supporters & coalition of support.
		Raise community awareness of roodway cleanups.
		Planned greenspaces with tree coverage.
		3 Other studies with trails. (1D)
		Need trailhead parking.
		Trails at schools, HOAs and shopping centers to link with overall network.
		Need a way to safely walk across Route 340 from Bolivar to park resources like Murphy Farm.
		Parks & Recreation should be privately funded vs. EMS.
		Trails just end.
		Park service eliminated picnics, swimming and fishing (family entertainment vanished from lower Harpers Ferry).
		No parks and recreation for children on Blue Ridge - all the focus is in the valley.
		Spend money on trails and there are no roads for farm equipment.
		Maintain greenways from river to Blair Rd. - Gateway to WV
		Access to Appalachian Trail from Harpers Ferry to VA needs to be supported.
		Parks and trails should be associated with residential communities, towns and cities. The Route 340 Corridor should be a low priority for parks.
		Appalachian Trails between Route 7 and Route 9 is sterile - interconnectivity for wildlife.
		Improve resident's connection to landscape and ensure historic sites signage on trails.
		Connect with area doctors to "prescribe" exercise as opposed to medication.
		Use low maintenance native plants along the Route 340 Corridor to enhance appearance and tie in with viewshed.
		Google is your friend. Get those icons into Google maps. (i.e. trails, paths, camera view, etc.)

## PARKS, TRAILS GREENWAYS

		Inadequate ecological protection of Shenandoah River.
		Lack of fully integrated trail system, linking Potomac & Shenandoah River corridors, Appalachian Trail & Route 340 Corridor and local communities & points of interest.
		Walking trails on paper streets in Harpers Ferry.
		Marlow Road and Route 340 - would like to see trails and parks.
		Alternative routes for trails not on maps.
		Trail Blazers, Morgan, Berkeley, Jefferson, Charles Town, Ranson, C&O Canal, National Historical Park
		1999 Multi Use trail - Charles Town to Harpers Ferry
		Taking money from Fire Companies to fund parks.
		Grant Money for Trails
		Parks and greenways on the Blue Ridge that connect with the valley.
		Link park, football field and neighborhoods.
		Currently some natural/informal trails.
		Journey through hallowed ground - tree planting (1C)
		Bad planning previously in city with no sidewalks, bike trails near roads for safe exercise, health & ecotourism.
		Bloomery Rd. trail
		Flowing Springs Greenway
		Need online trails maps.
		Bike access from C&O Canal at Harpers Ferry is limited by stairs. Not all bikers can carry bikes up steps. Can a ramp be built?
		Bike path along old rail lines for bike and pedestrian use - open lands of Park Service.
		Look at requests for subdivisions to create connective trails, some present subdivisions have limited trails (Gap View, Meadowbrook) but they do not have anything to connect to.
		Resource data availability, NPS stewardship and education programs & high levels of community interest and involvement.
		Trail along Shenandoah River
		Permanent buffer to allow trail connections to Charles Town from Harpers Ferry.
		Add bike/walking trail on Potomac Street to Bakerton Road
		Connect major residential areas along Elks Run with Sam Michaels Park; Good opportunity to connect center of County with the river.
		Need to establish bikeway/trail system along both rivers with a connector along Bakerton/Millville Roads.
		Great hiking trails and views along the river.
		Need bike path connectivity between Harpers Ferry and Washington Heritage Trail to Shepherdstown (up 230)
		New developers must create trail connections/alternative transportation for community to walk, run and bike safely.

# HISTORIC RESOURCES

Dots		Strengths	Dots		Weaknesses
Red	Blue		Red	Blue	
	1	NPS at entry - visitor center exists (need a grand entrance)			NPS sometimes has great control - visitor center hidden a little
1		VEIW - Beautiful open spaces	1		Lack of landscaping scenic buffers for new commercial/residential development
		VISTA - open farmland, Route 340 conveying the right image PROTECT IT	2	1	Lack of consistency in development (signage)
		Economic development can be compatible with preservation			Don't block the views
		Don't junk it up			Need more County government control (i.e. Comprehensive Plan; Zoning Regs; tax breaks for owners of historic homes - incentives to preserve, lack of Federal funding available to County for costly studies.)
		Cultural resources - Terrific asset that needs continued emphasis			Increase historical, cultural and viewshed awareness in all phases of government
		Keep it beautiful; keep it historic			A few historic resources not listed; battlefield bisected by Route 340
2		Land preservation in County			Don't want unplanned development.
		Historic preservation may bring tourists.			Minimize commercial strip development
		Location to Baltimore/DC			Housing in close proximity
		Washington Homes - Blakeley, Beallair, Happy Retreat, Claymont, Peidmont			Border Patrol needs heavy landscaping
		Farmers market at visitors center		1	Corridor not well buffered
3		Major doorway to West Virginia - Keep it beautiful. Keep it historic - Gateway to Shenandoah Valley			Up/Down Route 340 - no nationally recognized historical markers
		Old stone building at Marlow Rd., just after turn			Lack of zoning control to promote visual quality along the corridor.
1		Harpers Ferry National Park & Appalachian Trail are important cultural & economic resources that deserve maximum protection			The closure of Hilltop House

Dots		COMMENTS
Red	Blue	
		NPS to have a charitable partner/friends group to assist in protecting its resources and viewsheds.
		NPS is taken for granted.
		Save historic structures - allow today's materials to be used for historic preservation
		Route 340 still retains a historic landscape and historic vistas
		Portions of Route 340 Corridor are in "study" area for Battle of Harpers Ferry and troops moved along Country Club Road, Halltown Road & Route 340
		County to support the resumption/resolution to overcome stalemate of historic Hilltop Hotel in Harpers Ferry, project could benefit all of County
		Hilltop Hotel is closed with an unsightly fence. Can the County help Harpers Ferry negotiate/bring an investor back to the table to reopen it and preserve the many empty and deteriorating historic Armory dwellings?
		No neon or blinking signs
1		CONFUSION - We have the A frame visitors center in Harpers Ferry and the old fire house visitor center in town behind Shu Chen; Visitor center needs to be historic structure also hard to find (not recognizable)
		Improve Corridor aesthetics - VISION - A harmonious continuous green gateway landscaped with native species providing all season interest developed in cooperation with community groups, governments, schools, religious orgs, etc.
		Historic restrictions limit sales of property
		Collaboration with Federal government for greening of Jefferson County & energy use reduction
		Raise awareness of renewable water energy - MILL
	1	Too much civil war history - Not enough living history
		Light pollution and duplication of services such as gas stations and small shopping centers
		Need to hide Sheridan - horrible eyesore
		The electronic welcome sign at Aldi's is not in historic character
		Out loud historic signage at both Virginia to WV (340) and location of visitor center A frame
		We've already lost historic buildings and open spaces to development - Will we lose even more? Will visitors see development rather than history and open space?
		WV DOT right of way land swap - Shenandoah bridge still on NPS land - RESOLVE TITLES
		A four lane divided highway is the greatest impact on historic resources
1		Historic designation as a district does not benefit the property owners - Individual designation does.
		Identifiable historic structures and tourism based events
		Battlefield should be an uncluttered gateway to West Virginia
		Coordinate with "Journey through Hallowed Ground" on tree planting along Corridor - part of National program
		Lack of parking in downtown/lower Harpers Ferry detracts from historic character. Shuttle service?
		Better marketing/promotion/signage to let visitors, locals know how special and unique area is
		More events, music festivals and food
		Need to make heritage and recreation tourism the economic driver near Harpers Ferry.

## HISTORIC RESOURCES

		Route 340 (Bolivar light to Schoolhouse Ridge) is a scenic gateway to West Virginia. Commercial strip development should be minimized.
		Local control of Old Standard Quarry needs to be restored.
		Assistance to private owners with repairing/restoring historic properties in order to meet restrictions.
		NPS, etc. government agencies acquiring land, don't pay property taxes
		Taxes charged at same rate as new construction
		Inconsistent approach to development and signage specifications (i.e. water treatment facility next to historic property).
		No pedestrian trails connecting historic resources (Washington Heritage Trail under utilized).
		Increase awareness in all planning phases (i.e. Comprehensive Plan, etc.)
		Development will infringe upon Murphy Farm viewshed up stream on Shenandoah.
		Not enough Federal funding for studies - research is costly.
		Old 84 Lumber building is an eye sore.
		Limited access to Potomac Street exit (shut down by CSX)
	1	Halltown Church not maintained or open to public, also school is not maintained. (Please take over by County.)

## LAND USE PLANNING

Dots		Strengths	Dots		Weaknesses
Red	Blue		Red	Blue	
		Wild and wonderful			Water availability for Mountain population (wells, sewer)
	1	Viewshed			Park limits public access to waterway - river, natural resources
	2	Flea market needs to remain	2		Access highways
2		Maintain character of the area while allowing development. (Architectural Standards, Traffic Management)			Bakerton/Millville intersection
1	1	Reinsert original Comprehensive Plan language from 1988.		1	Need frontage roads to eliminate 340 traffic
		Impact fees for development	1	2	Add/provide buffers to preserve viewshed as development occurs (berms, trees)
1	1	Commercial development should be along Route 340 with controls.	1		Bike path, hiking trail between Charles Town, Harpers Ferry, Ranson.
		Principle gateway and corridor for commerce and business.			More parks
		KARST friendly land use policies			Transition between commercial/residential uses (i.e. Windmill Crossing to Hotel/Theatre in residential development)
					Get more specialty stores; more unique development (density limits/architectural standards)
					Become more business friendly, better process, lower fees, quicker
				1	Too much commercial zoning
			1		Facade/Architectural standards for development to give historic look
					Non-conforming uses
			1		Development could kill history and natural beauty/Lack of coordination of planning within municipalities
			1		Preservation of green infrastructure and water resources

Dots		COMMENTS
Red	Blue	
2		Preserve natural beauty - preserve viewsheds
2		Preserve historical theme, sites and open farmland
1		Keep farmland, more trees, less parks
1		Retain unique character
	2	Mixed use along corridor consistent with historic environmental values; have regulations for utilities, transportation; architectural standards, height; traffic control, more parking for trails, commuter parking; signage and lighting standards.
1		Control/manage light pollution. It's a pretty "easy" fix with downward lighting. The "glow" of businesses is pollution of the night views and sky watching.
1		Development should be people centric, not auto centric (i.e. courtyard with shops facing, cars in back).
		Coordinated planning with jurisdictions - good planning
		Route 27 Corridor (Bakerton/Millville Roads) land use should be driven by need to preserve battlefield. No up zoning of private lands near Route 27/Route 340 interchange.
		Less commercial development or building at Marlow and Route 340 Corridor. It's too noisy and busy for residents at Windmill Crossing.
		Minimize strip development between Marlow Road and Harpers Ferry. Heritage and recreational tourism should be the economic engine in this Corridor.
		Large residential zoned properties on Route 340 should be considered rezoning to Residential/Light Industrial/Commercial for a mixed use zone.
		Down zone all land along Route 340
		Combat suburban sprawl from DC. Have development specific in areas and then greenspace (as in Europe).
		Public access to water trails (rivers). Need not only trail network across area; need also smaller trails in HOAs and schools to connect with larger trail system.
		Farms being sold and creating track housing, losing character of area. Need a way to preserve spaces and create parks.
		Maintain horse farms and year round racing.
		Create a mosaic of compatible land uses in the vicinity of Harpers Ferry.
		Industrial/Commercial zoning is NOT compatible with historic viewshed resources from Route 340 and Murphy Farm vantage points.
		Where does the National Park's short and long term plan fit in?
		Land use planning needs to take advantage of existing infrastructure. Route 340 is a strong transportation element. Planning needs to accommodate commercial uses on the Route 340 Corridor.
		UGBs NOT engraved in stone. Cloverdale requested to be EXCLUDED from UGB!! When will this happen?
		Route 340 is the best commercial corridor in the County. Employers keep employees in the County.
		Major Asset to Jefferson County and West Virginia. Preserve this corridor - River to Sheetz.
		National parks, viewsheds, river - All beautiful. Need better protection and connection of these lands with County lands.
		Greenspace and viewsheds are a tourism attraction.
		Inadequate ecological protection along Shenandoah River. Revisit concept of establishing ecological corridor from Harpers Ferry to Millville and ultimately to west along Shenandoah River to adjacent riparian and upland areas.
		Lack of Corridor landscape continuity, intrusive development. Need to consider green beautification corridor with native species for all seasons - intent is to provide context for hike/bike trail.
		No "green" natural community within the County. Explore ways to facilitate a high quality green development for seniors with easy access to Harpers Ferry and Corridor.

## TRANSPORTATION

Dots		Strengths	Dots		Weaknesses
Red	Blue		Red	Blue	
		Scenic River Crossings			Aesthetics of Route 340 Corridor - need for beautification corridor from river to Route 9
		Existing 4 Lane			Western bypass around Charles Town and Ranson
		Connection of Route 340 and Route 9			Directional signage
		Road Quality - well maintained			No over highway walk way for people to cross Route 340 - located near school
		Possibility of other access roads			Very dangerous pulling onto Rute 340 South from Bolivar (to go over river) with trucks, almost get hit.
	1	Possibility of underpass at lights (Bakerton)			Park entrance very weak, only 3 cars will fit in turn lane.
		Picturesque			Commuter parking lot
		Route 340 is a great asset for economic development. We should focus on bringing traffic to Jefferson County to work.			Lack of alternative transportation for commuters and locals.
			1		Increase bus services and connection with trains.
					Bottleneck at river
					Traffic from Track
					Marlow & Route 340 Intersection
					Traffic light at Bakerton Road - Steep grade, light dangerous
					Reduce speed limit - traffic can't stop at lights
				2	Union Street and Route 340 intersection - suggest oneway
					Chestnut Hill Road & Route 340 Intersection
					New Route 9 bridge over Shenandoah River
			2		Truck traffic - Change weight limit to reduce truck traffic
					Timing on lights - sync during peak hours (Sundays seem extra bad)
			1		Infrastructure not keeping pace with roadways
			4		Safety/Death rate
			2		Bridges upgraded
					Extend turning lanes to intersecting roads
			2		Budgeted Law Enforcement on Route 340 - Drivers running red lights & speeding
			2		Bakerton/Millville intersections
					Lack of coordination at State levels & Departments

Dots		COMMENTS
Red	Blue	
4	2	Bottleneck at river a strength and a weakness; excess traffic jams are not pleasant but a multi lane highway through this scenic stretch is inappropriate.
2		Bakerton underpass
	3	Speed law enforcement
		Budget/EMS
4		Traffic Engineering
8		Bike, Walk & Hike Intercounty Trails
1		Alternate road to alleviate Route 340 traffic with bridge across the Potomac between Shepherdstown and Harpers Ferry.
		Generate a "parkway" aesthetic gateway with landscaping
2		Improvements: Rumble strips near lights (especially Harpers Ferry light), better warning system for approaching lights, Rippon bypass Route 340 to Route 7 divert trucks south
1	2	Install red light cameras, especially at the Harpers Ferry light.
	2	Close Route 230 signal - move light to Customs and Border Patrol front gate. Consider future roundabout.
		Don't block historic viewsheds of battlefields with cloverleaves.
	5	Toll road
		Bypass for trucks
		Mandatory truck stops at top of hill (Bolivar)
		Promote improvements and connections on other roads to divert traffic
		Light rail system along Corridor
	1	Better snow removal
1		Local roads alongside Route 340
		Provide more jobs = less commuting
		On and Off ramp at lights, grade separation protect from development
		Deceleration lane coming in from Virginia
		Route 27 Hazards: Unacceptable; Route 27 & Route 340 is dangerous, several fatalities; needs a redesign study to eliminate safety issues and minimize impacts on cultural and natural resources; underpass below CSX is increasingly hazardous; a redesign study to consider traffic signals, widen turning lane but avoid construction of bridge over CSX.

## TRANSPORTATION

	Route 27 Interchange: re-establish Route 27 under steep grade via a tunnel; eliminate this crossover interchange; prohibit traffic light at this location.
	Smart traffic engineering with commercial development to prevent strp mall corridor grid lock; parallel service roads; over passes rather than lights.
	Eliminate no turn on red sign at Marlow Road and other locations.
	Eliminate Route 340 cross over interchanges.
	Minimize proliferation of traffic lights.
	Replace Bolivar light with roundabout.
	Close Route 340 Shipley School crossover intersection.
	No or limited access off Chestnut Hill Road on to Route 340.
	Marlow Road and Cattail Run Road will be heavily used as a "short cut" once new Route 9 opens, an at grade intersection needs review.
	Overpass or tunnel for Cattail Run Road at new Route 9. Stream bridge is small, not ready to move traffic and farm machinery that is used all along Cattail Run Road.
	Blind 4 way intersection at Cattail Run Road and Keyes Ferry.
	Promote communication with Virginia and Maryland to help resolve traffic issues.
	Attention to pedestrian crossings at Shepherd University
	Install speed bumps to slow traffic by schools. Create sidewalks for people to walk, run and bike safely.
	Make it illegal for tractor trailers to "jake brake" downhill on Route 340 before bridge.
	Route 340/West Washington Roundabout - Traffic Circle
	Incorporate pedestrian/bike friendly corridor with economic development expansion.
	Need a bike trail from the C&O Canal path to Bakerton Road to connect the Route 9 bike path.
	Need a bike path around Jefferson County to Washington homes.
	GPS for bike and walking routes; bike and hiking directions like car directions similar to Google.
	Public use vehicles need to be "green"
	Chestnut Hill Road and New Route 9 - How will it be impacted?
	If the Halltown Road light moves to the Customs and Border Patrol entrance then there is no room for traffic to wait on north side, all traffic would be diverted to a bottleneck.
	Increasing traffic pressure/wrecks at Route 340 and Patrick Henry Way (Wal-mart)
	Work with Track to reopen Winchester Rail Road line to Charles Town
	Remove all extraneous signs along Route 340
	Lack of parking in lower Harpers Ferry by train station; bottleneck in historic area
	Local traffic (citizens) not going to stores on Sunday, local merchants are losing money.
	Access and egress is the answer
	Name Route 340 Shenandoah Bridge for Frank Buckles

ECONOMIC DEVELOPMENT

Dots		Strengths	Dots		Weaknesses
Red	Blue		Red	Blue	
2		Access to Maryland and Virginia (convenience/metro)	1		Traffic congestion
		Scenic beauty, history and farming			No bike/recreation trails
		Open feeling for "city" visitors			Not well maintained - litter, signage
		Lack of development			Not visually pleasing closer to Charles Town, as compared to Leesburg or Frederick
		Stable neighborhoods (Buyers vs. Renters)	1		More diversity in commercial development
		High traffic for business exposure	1	1	Too many housing developments
		Complete corridor to Route 7		1	More law enforcement/patrolling
		Public access to rivers			Lack of natural buffers
		Entertainment/historic sites exist			Development impact on Chesapeake Bay standards
		Size - only 4 lane into Jefferson County		1	Welcome Center directional sign
		Presence of Federal government (coordination of celebration for national historic events)	1		Need full service "green" retirement community
		Harpers Ferry craft fairs			No welcome sign when coming over Shenandoah River
		Presence o retirees (high talent)			Lack of commuter links/lots
		Not too many lights	1		Locals stuck in tourism traffic on weekends
		Speed limit			Price of gas in West Virginia
		Thousands of tourists on the Appalachian Trail and C&O Canal Trail		3	Impact fees discourage growth
					Permitting site plan times
					Secondary access arteries
					Need high tech capabilities to lure certain employers
					Lack of solar lighting along the Corridor
					Need local energy plan/plant
					Work with Universities to retain talent
					Need community gathering area
					Monitor the expansion of business/impact on traffic
					Satellite parking for weekend visitors to use shuttles to come into Harpers Ferry - reduce traffic on Route 340

Dots		EMPLOYMENT OPPORTUNITIES
Red	Blue	
2		Need more employment opportunities
	3	Re-open Storer College
		"Green" jobs
1		Weekend train to Harpers Ferry from DC and from Harpers Ferry to Charles Town
		Tourism/Entertainment
		Education
		High tech/Data centers
	3	Light manufacturing
2		White collar (professional, IT, clerical)
2		Small business
		Mixed use developments, so that people can live near work and walk. Reduce the need to drive, reduce traffic.
		Telecommuting jobs
1		Maintain horse farms - continue year round horse racing
	6	Bungee jumping from new bridge (like New River Bridge Day)
		Antique shops/specialty stores
		Health and nutrition
	3	Helicopter/aerial view tours
1		Retain existing businesses
2		Increase competition for service providers (phone, cable, etc. - like Verizon)
		Clerical
		Businesses that support bike path users
		Utilize recreation
		Real industry instead of tourism
		Retain existing industry
		A balance of retail, federal, industrial and historical/tourism job opportunities.
<b>COMMENTS</b>		
		Smart growth, strengthen, wise Planning and Zoning Ordinances for an attractive area. An attractive area will attract high quality residential and commercial business growth.
		Concentrate commercial development between Marlow Road and Charles Town within the Urban Growth Boundary.
		Restore local control of Old Standard Quarry, eliminate State control.
		Development in the area along Route 340 should coordinate with the historic theme of Harpers Ferry. A shopping area that is architecturally constructed to appear old/historic much like the shops in Williamsburg, VA.
		Route 340 is the "silk road" of West Virginia bringing people, ideas and money in and taking them out - lets keep it safe and beautiful.
		Preserve the battlefield (siege of Harpers Ferry) that straddles Route 340 and stretches from the far west side of School House Ridge to Harpers Ferry. It should be preserved for historical interpretation by tour guides as part of the Harpers Ferry heritage tourism experience.



## COMMUNITY SERVICES

Dots		Strengths	Dots		Weaknesses
Red	Blue		Red	Blue	
1	1	Good municipal police			Expand Health Department services to isolated areas
		Excellent schools	1	3	Lack of comprehensive wireless - all utilities
		Volunteer services - very good	3		Wells and septic safeguarded
		Many seniors - opportunity to volunteer in the community	6	1	Costly public water and sewer
		Friendship Fire Department has served the area since the 1970s from the same location. Their location has been adequate for the past 50 years	1	2	Lack of public transportation
		U.S. Cellular cell phone service	1	1	Quantity and lack of police on duty
		Harpers Ferry Water Company			More teen/senior activities
		Library services	3		Lack of comprehensive water management
		Fire and EMS service			Support for schools
		Jefferson County Health Department			Water pollution
		WVU Health & Wellness Association with Jefferson Hospital			Private ownership of water and sewer
		Multiple water and sewer service providers within 1 mile study area.			Water quality - better treatment
		Page Jackson - Community garden & trail with wetland.		1	All year round swimming facilities
		Large investment in new school facilities financed by Impact Fees and School Building Authority.			More teen activities - parks, events & places

Dots		COMMENTS
Red	Blue	
		Poor cell service between bridges - St. Peters steeple is great for Route 340 cell service between the bridges. Terrible cell service in town of Harpers Ferry.
		Find more local money for schools
		Improve library access/technical access for the unconnected
		Open additional markets for competing cell providers
		Relocate Friendship Fire Company to US Customs entrance
		Sheridan development lot sizes need to be larger; water and sewer issues; water run off issues; no common ground; accessibility of roads; maintenance (or not) of the property for several years.
		Concern that this area uses volunteer only fire fighters. We need permanent, full time fire services.
		Install dry hydrants at ponds and streams for Fire Departments to use in areas that have no hydrants.
		All fire hydrants should have adequate water pressure.
		Better standards and testing of fire hydrants.
		Investigate why the County spent \$90,000 on Bolivar Heights hydrants that don't work.
		What is Charles Town Water Department doing about the high level of chemicals in the water? In the last two years, mailings have indicated a higher than normal level of chemicals in the water.
		Protect private well and septic systems
		Better ways for children to walk and bike safely to school.
		Critical need to improve broadband capacity.
		Consider "Eastern Gateway" full service website.
		Encourage programs in schools that promote environmental awareness, school gardens and beautification projects.
		Public relations campaign needed to promote the quality of health and dental care. Questionable is the local doctors and their care for citizens.
		Poor AT&T and Verizon cell service in the Halltown area.
		More money for schools. Can't recruit great teachers to compete with Loudon salary.
		Better school organization, communication and size planning.
		Police priorities - too much time spent catching speeding vehicles, not enough time spent on catching vehicles running lights.
		Make sure water is plentiful and sewage facilities can handle new development before it is approved.
		Expand water and sewer in the Route 340 Corridor.
		Harpers Ferry police should receive funding from County as first responders to accidents between the bridges.
		More mental health services.
		Comprehensive clean water plan.
		Need upgraded, improved water system in Harpers Ferry, but no money to do it.
1		Show the Elks Run Watershed
		What is the projected 10 year, 20 year, 30 year funding for Fire & EMS services?
		Expand WVU Health & Wellness Association with Jefferson Hospital toward Route 340.
		Page Jackson - Community garden & trail with wetland is a model for all schools to offer this to community on weekends and before/after school.
		Promote libraries as community centers.