

Workshop Summary

City of Newark & Essex County Discovery Workshop

NJIT, Campus Center Atrium, Newark NJ
Thursday, May 9, 2013

BACKGROUND

During the months of February through May 2013, **Together North Jersey** (TNJ) and the **North Jersey Transportation Planning Authority** (NJTPA) jointly convened a series of 14 public outreach workshops. The purpose of the workshops was to gather input from local officials, residents and businesses about what it is like to live, work, and get around northern New Jersey and how we can work together to ensure a prosperous future for the northern part of the state. The workshops were convened in support of two concurrent planning processes that are described in more detail below.

About Together North Jersey

Together North Jersey is a voluntary partnership of jurisdictions, organizations, businesses, educational institutions, and agencies in the 13-county NJTPA planning region (See Figure 1) that have agreed to work together to develop a long-range action plan to address the challenges facing the region. In November 2011, the U.S. Department of Housing and Urban Development awarded **Together North**

Jersey a \$5 million Sustainable Communities Regional Planning Grant. The grant is matched with an additional \$5 million in leveraged funds from project partners. Grant funds will be used to: 1) develop a Regional Plan for Sustainable Development (RPSD) for the 13-county planning region; 2) implement up to 18 local demonstration projects; and 3) provide technical assistance and offer capacity-building opportunities that include: a program of educational conferences, workshops and webinars, as well as to two capacity-building grant programs – one for counties and cities participating on the steering committee and a second for non-governmental organizations (NGOs) to become involved in the regional planning process.

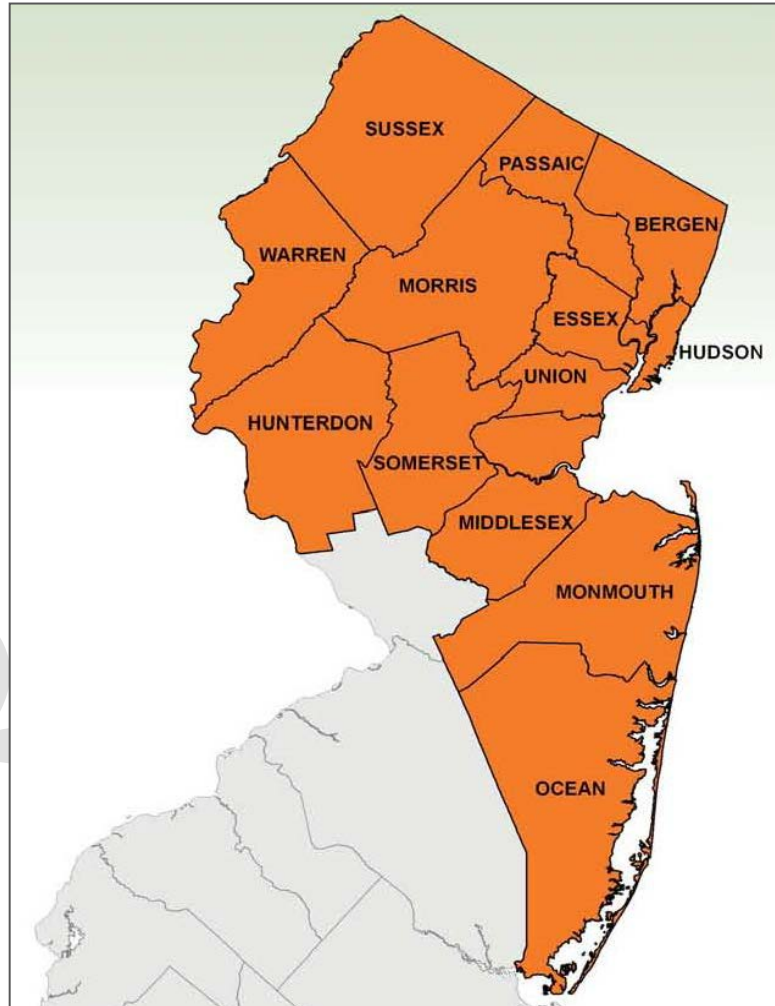
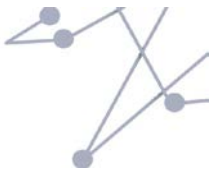


Figure 1: The NJTPA and Together North Jersey Planning Region



The Together North Jersey RPSD Planning Process

The **Together North Jersey** RPSD planning process will engage officials at multiple levels of government, businesses, non-governmental organizations, other stakeholders and the general public in a strategic planning process designed to address the challenges facing the region. The planning process is divided into three phases designed to explore existing conditions and trends, consider different scenarios for future growth and development, and develop a detailed action plan for achieving the region’s vision and goals (See Figure 2).



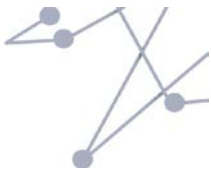
Figure 2: Together North Jersey RPSD Planning Process

About the NJTPA

The NJTPA is the federally authorized Metropolitan Planning Organization (MPO) for 6.6 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees more than \$2 billion in transportation improvement projects and provides a forum for interagency cooperation and public input into funding decisions. It also sponsors and conducts studies, assists county planning agencies, and monitors compliance with national air quality goals.

NJTPA’s Regional Transportation Plan

NJTPA’s current Regional Transportation Plan (RTP), **Plan 2035**, was adopted in 2009. Under federal law, MPOs like the NJTPA are required to update their long range plans every four years as a condition for the receipt of federal transportation funding. NJTPA is currently in the process of updating **Plan 2035**. The updated plan (**Plan 2040**) is scheduled for adoption by fall 2013. It will lay out the vision for development of the transportation system through 2040 and serve as a transportation investment guide for the region. Preparation of **Plan 2040** is being closely coordinated with the Together North Jersey RPSD planning process.



“DISCOVERY” WORKSHOP PURPOSE, OBJECTIVES AND AGENDA

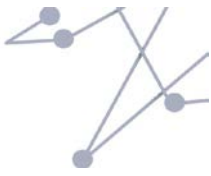
As stated above, the purpose of the Discovery workshops was to gather input from local officials, residents and businesses about what it is like to live, work and get around northern New Jersey and how we can work together to ensure prosperous future for the northern part of the state. The more specific objectives of the workshops were to:

1. Introduce Together North Jersey to local government (county and municipal) officials, stakeholders and the general public throughout the region.
2. Provide meeting participants with information about the RPSD and RTP planning processes.
3. Provide meeting participants with information about current conditions and trends related to the topic areas to be addressed in the planning process.
4. Solicit and obtain input related to the following:
 - What do people like most about their communities/region?
 - What might people like to change if they could?
 - What aspects of personal growth and well-being, family, community, nature, education, safety and security are most important to people in the region?
 - Which community planning goals and objectives are most important?
 - What are the region’s biggest strengths?
 - What are the biggest challenges facing the region?
 - What transportation challenges and priorities are most important?
 - How should we prioritize transportation investments?

The following brief agenda outlines how the workshops were organized and conducted:

- I. Self-Discovery Open House**
 - a. Sign-in and Refreshments
 - b. Where are you from? Where do you work? Map
 - c. Engage North Jersey website demonstrations
- II. Welcoming Remarks**
 - a. Local elected or public official
- III. Agenda Overview and Ground Rules**
- IV. Introducing Together North Jersey Presentation**
- V. “Listen & Learn” Activity Stations**
 - a. Together North Jersey Q&A (optional)
 - b. NJTPA Regional Transportation Plan
 - c. Live
 - d. Work
 - e. Getting Around
- VI. What’s Important to You Polling Exercise**
- VII. Wrap Up, Report Back and Closing Remarks**

The sections that follow summarize the input received at the workshop.



OVERVIEW

The meeting hosted jointly by Together North Jersey (TNJ) and the North Jersey Transportation Planning Authority (NJTPA) scheduled for approximately two-and-a-half hours began at 6:00 PM with participants arriving to explore the Open House portion of the workshop. A total of 51 participants attended the meeting, which included a program of the following:

1. Welcoming remarks given by Stephanie Greenwood, the City of Newark's Director of the Office of Sustainability
2. Overviews of the TNJ effort and the NJTPA's Regional Transportation Plan update were presented by Jon Carnegie, Project Director of TNJ and Executive Director of the Alan M. Voorhees Transportation Center at the Bloustein School of Planning and Public Policy, Rutgers University, in plenary;
3. Break-out sessions, rotating through five stations (LIVE, WORK, GETTING AROUND, Together North Jersey and NJTPA/RTP) led by two facilitators from the TNJ project team per station, at the stations participants prioritized goals/objectives and provided input on investment;
4. A regrouped plenary with an interactive polling exercise focusing on important challenges and opportunities facing the region,
5. A wrap-up/report out, given by Jon Carnegie and the station facilitators.

OPEN HOUSE

Self-Discovery

As attendees arrived at the workshop, they were asked to sign-in to receive notification of follow-up events. Attendees were also given a program folder, which contained a workshop agenda, copies of all of the presentations, TNJ and NJTPA publications, a passbook to record stamps denoting visits to each of the stations in order to encourage participation, and a comment form. Until approximately 6:30 PM, at their leisure, participants had the option of enjoying a light meal provided by TNJ, visiting the various stations, and/or becoming acquainted with the "EngageNorthJersey.com" site that replicated most of the in-person activities online.

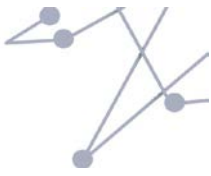
Map Exercise: "Where are you from?"

After receiving their program folders, attendees were asked to place dots on a map indicating where they lived and where they worked in the City of Newark and/or Essex County. To view the maps, see **Appendix A**.

WORKSHOP INTRODUCTION

Welcoming Remarks

An elected or public official of the host jurisdiction of the workshop is invited to provide welcoming remarks. The remarks usually include connection between the Together North Jersey effort and/or the NJTPA work and initiatives of the host jurisdiction. Stephanie Greenwood, the City of Newark's Director of the Office of Sustainability explained that this workshop is being conducted in partnership with the County of Essex. Greenwood highlighted the "Inner M&E Strategic Corridor Plan" for the cities of East Orange, Orange, and West Orange. She explained the pilot project shows how these cities – and their assets – can be linked together strategically to help encourage partnership, connectivity, and also identify potential redevelopment activities for the future. Greenwood also pointed to the Newark



Neighborhood Job Access Study, which focuses on six target neighborhoods in each of the city's Wards, looking at regional opportunities and strategies for increasing walk-to-work jobs within the neighborhoods. The goal is building on existing assets and identifying and advancing the kinds of projects to revitalize underserved communities and helping them become stable, thriving, mixed-income communities. The study also will focus on the barriers that most directly impact the economic sustainability of local communities: facilitation of access to living wage jobs.

Introducing Together North Jersey Presentation

Together North Jersey Project Director, Jon Carnegie, provided an overview presentation on Together North Jersey that included the following information:

- ***What is Together North Jersey?*** – Together North Jersey is a voluntary partnership of cities, towns, counties, agencies, non-profit organizations and others in northern New Jersey that have agreed to work together with the public to plan for the region's future. Together North Jersey is funded by a Sustainable Communities Regional Planning Grant from the United States Department of Housing and Urban Development (HUD).
- ***Why Together North Jersey?*** – Together North Jersey was created to provide a way for local officials, businesses, state and regional agencies, non-profit organizations, other stakeholders, and the public to work together to develop a regional action plan to address the many challenges facing the region. These challenges include:
 - Declining prosperity
 - Stagnant/uneven job growth
 - High unemployment
 - Increasing debt delinquencies
 - Declining home values & ownership rates
 - High cost of living
 - Housing affordability
 - Transportation costs
 - Fiscal uncertainty
 - High property taxes
 - Government debt burden
 - Looming service cuts
 - Unfunded maintenance
 - Underperforming Cities
 - Concentration of poverty
 - Public safety issues
 - School quality
 - Long commutes & traffic congestion
 - Environmental & public health concerns
 - Increase in chronic disease
 - Air & water pollution
 - Recovering from recent disasters
 - Changing demographics
 - Shifting real estate market demand



- **What will Together North Jersey do?** – Together North Jersey will: 1) undertake an extensive outreach process to figure out what we can do together to address regional challenges; 2) implement up to 40 local planning projects to address local priorities and inform the regional plan; and 3) provide technical assistance and training
- **Public and Stakeholder Engagement** – The purpose of Together North Jersey’s public and stakeholder engagement activities is to listen and learn from local officials, residents, business owners and other stakeholders from around the region. Activities will include: interviews and small group meetings; three Together North Jersey Standing Committees that will meet 3-6 times per year; up to 50 public workshops and meetings over 18 months, and the Engage North Jersey website which will collect input from people on-line. The planning process will include three phases that seek to answer the following three questions: Where are we now and where are we heading? Where do we want to go? and, How do we get there?

LISTEN & LEARN ACTIVITY

During the Listen & Learn Activity there were five stations (NJTPA/RTP, LIVE, WORK, GETTING AROUND and TNJ) to rotate through.

- At the **NJTPA/RTP Station**, participants were asked “How do you want to INVEST?” in terms of transportation funding. This was done by dropping investment beads into jars correlated with particular capital investment categories (i.e. transit expansion, bike/ped, etc.)
- While rotating through the three **Topical Stations (LIVE, WORK, GETTING AROUND)**, participants shared ideas about “What you LIKE or would CHANGE about your community?” Then prioritized goals and objectives through a “Dotmocracy” exercise.
- At the **TNJ Station**, regional coordination goals were discussed and prioritized.



NJTPA/Regional Transportation Plan (RTP) Station: Transportation Investment

At this station, participants heard from NJTPA staff about the current Regional Transportation Plan update, as well as a presentation of the demographic trends by Zenobia Fields of NJTPA.

Current Federal transportation investments are represented by percent in pie chart Figure 3-A. Participants at the Hunterdon workshop were asked to select three top priorities within the current investment categories. A total of 28 people participated in the RTP exercise. Their desired investments are displayed in the pie chart Figure 3-B.

Figure 3-A: Current Federal Transportation Investments

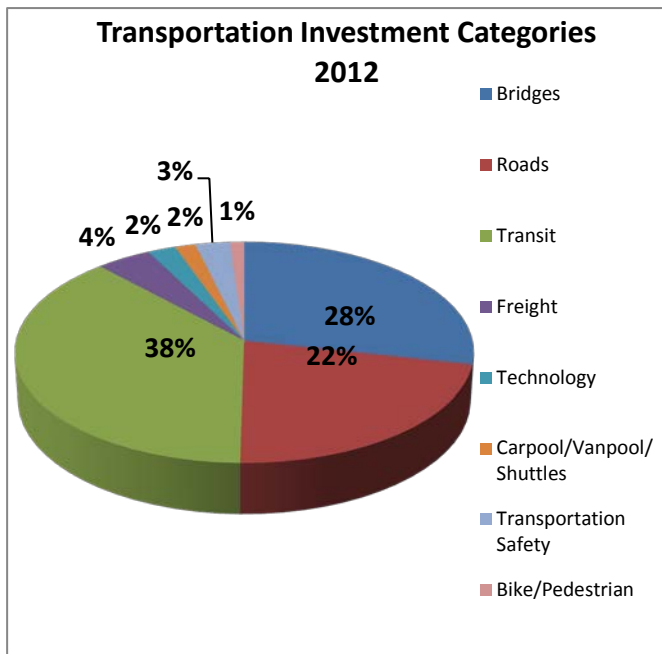
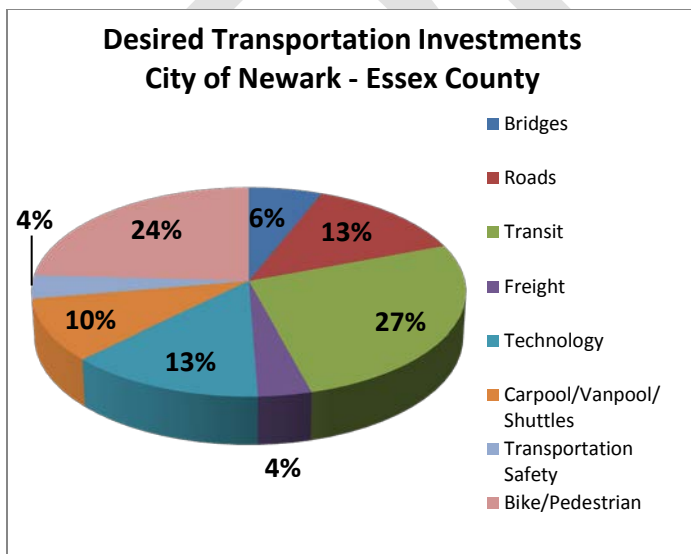


Figure 3-B: Desired Transportation Investments





Topical Station: Summary of Public Input

At the LIVE, WORK and GETTING AROUND station rotations, participants were asked two questions: “What do you like about where you live/work/or about how you get around your community?” And, “What would you like to change about where you live/work/or about how you get around your community?” Participants were asked to share the answers to these questions with someone sitting next to them. Answers were recorded on post-it notes.

At the three stations, after participants shared their “like” and “change,” several attendees reported aloud the responses they heard and discussed. The post-it notes were collected and each response was recorded. Below is a summary of the top ideas that emerged. (See **Appendix B** for a complete list of participants’ answers.)

In the **LIVE** Station, participants expressed their appreciation for public transit options, the walkability of their communities, and the diversity of housing in their neighborhoods. Common “Like” statements included:

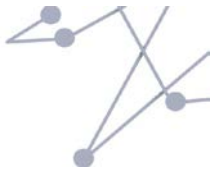
- Walkable communities with sidewalks and access to restaurants and stores
- Variety of housing, diversity of people
- Transportation choices
- Convenient access to transportation, services, community

In the **WORK** Station, attendees stated that there are good jobs in their communities, which are either close to home or easily accessible by transit. Common “Like” statements included:

- Walk to work
- Attracting new businesses
- Access to transit and NYC
- Great potential

In the **GETTING AROUND** Station, participants overwhelmingly stated that they like the availability of public transit and their options for transportation, as well as appreciating the diversity of places they travel being easily reached due to the proximity of good road and transit networks. Common “Like” statements included:

- Access to transit
- Roadway network
- Variety of transportation modes– train, bus, light rail, walking
- Not having to drive due to proximity of public transportation, work, food shopping



In the **LIVE** Station, participants shared concerns about wanting lower crime and to feel safe in their communities, while also wanting to see healthy food choices, affordable housing, and lower taxes.

Common “Change” statements included:

- Reduce crime
- Make it more affordable; reduce taxes
- Improve schools
- Have more community services – hospital, groceries, movie theatre

In the **WORK** Station, participants saw a need for more entrepreneurship and for the region to attract more businesses; they also want higher pay, and less traffic congestion. Common “Change” statements included:

- Increase workforce training
- Improve personal safety
- Need manufacturing in town and more well-paying jobs
- Improve public transportation to get to and from work

In the **GETTING AROUND** Station, while participants like the public transit options, several raised the need to change cost, frequency, safety, and general service of public transit. Others mentioned the need to reduce congestion and provide better bicycle access around their communities. Common “Change” statements included:

- Better bike lanes
- Extend light rail south and west and in Newark
- Reduce roadway and transit (Penn Station) congestion
- Region isn’t well connected; you can get around here but not to places of work

Priority Objectives

At the LIVE, WORK and GETTING AROUND stations, participants were asked to review the draft Goals and Objectives for the Regional Plan for Sustainable Development. After reviewing these, participants were asked to identify any missing objectives by writing them on a post-it and adding them to the listed objectives. A list of the missing objectives that participants identified is cataloged in **Appendix C**.

Next, participants were asked to rank the objectives within the goals, including any added objectives from the attendees. Each participant was able to vote for a total of three objectives, prioritizing them as “Most Important,” “Very Important,” and “Important.” The votes were weighted according to priority, and a point system tracked the prioritized objectives accordingly. **Table - 1** displays the Goals and Objectives with the station totals and overall totals. For a complete list of the responses, see **Appendix D**.

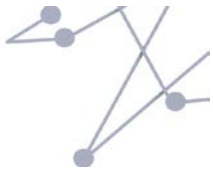


Table-1: Priority Goals and Objectives Summary –City of Newark/Essex County*

Goals and Objectives	LIVE Points	WORK Points	GETTING AROUND Points	Overall Points
Goal 1 - Strengthen the region's economy	0	0	0	0
Keep & create well-paying jobs	2	26	17	45
Ensure infrastructure (transportation, utilities & communications) is in good repair & can support economic development	8	11	19	38
Increase the economy's ability to adapt to change	9	4	5	18
Increase regional self-sufficiency	2	8	0	10
Goal 2 - Ensure communities are safe, healthy & great places to live	0	0	0	0
Create safe, stable neighborhoods with high-quality housing	47	10	30	87
Improve public health	5	8	3	16
Improve access to local parks & recreation	2	5	5	12
Improve access to community resources such as libraries, senior centers, youth activities	5	5	10	20
Preserve & enhance the character of existing downtowns & neighborhoods	5	5	2	12
Improve access to arts & cultural resources	1	0	2	3
Goal 3 - Improve everyone's access to opportunity	0	0	0	0
Connect where people live with where they need to go	18	18	27	63
Maintain & improve the quality of schools	13	15	4	32
Create inclusive, mixed-income neighborhoods	15	30	16	61
Reduce combined transportation & housing costs	0	11	14	25
Goal 4 - Enhance efficiency & conserve land	0	0	0	0
Increase investment near existing housing, jobs & transportation	6	11	6	23
Maintain & expand vibrant downtowns & "main streets"	22	6	9	37
Encourage development of compact neighborhoods with a mix of housing, shopping & services	13	18	7	38
Goal 5 - Protect & enhance environment	0	0	0	0
Preserve open space & natural areas	4	1	8	13
Improve air quality	4	2	4	10
Reduce potential impacts of climate change	6	4	0	10
Increase ability to respond to and recover from extreme weather events	7	3	4	14
Ensure adequate water supply	1	0	0	1
Improve water quality	3	3	0	6
Direct development away from environmentally sensitive areas	0	0	2	2
Preserve wildlife habitat	0	0	0	0

#'s = Indicates top five Objectives selected by participants.

*See Appendix D for missing Objectives that received points.



At the **LIVE** Station, the objective “Create safe, stable neighborhoods with high-quality housing” was the top objective (receiving 47 points). The second objective ranked was “Maintain & expand vibrant downtowns and ‘main streets’” (with 22 points). The third objective ranked was “Connect where people live with where they need to go” (receiving 18 points).

At the **WORK** Station, the top objective was: “Create inclusive, mixed-income neighborhoods” (receiving 30 points). The second objective ranked was “Keep and create well-paying jobs” (receiving 26 points). The third objective was a tie between objectives: “Connect where people live with where they need to go” and “Encourage development of compact neighborhoods with a mix of housing, shopping and services” (both receiving 18 points).

At the **GETTING AROUND** Station, the top priority was “Create inclusive, mixed-income neighborhoods” (receiving 30 points), followed by “Connect where people live with where they need to go” (with 27 points). The third objective was “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” (with a total of 19 points).

TNJ Station: Regional Coordination

At the Together North Jersey Station, 28 attendees participated in a “Dotmocracy” exercise to identify a top regional objective. The Objective with the majority of votes was, “Ensure a broad cross-section of residents, businesses, and government are engaged in planning efforts, including those traditionally under-represented in regional planning processes”. For a list of all the regional objectives and results, see **Appendix E**. Participants were also asked if they had any questions or comments about Together North Jersey, which were recorded at the station. A list of the questions and comments suggested by the public can be found in **Appendix F**.

INTERACTIVE POLLING EXERCISE

“Tell us what is important to you.”

Jon Carnegie led the participants in an interactive polling exercise. Each participant held a remote voting pad and was able to register their votes anonymously. A variety of multiple choice polling questions asked participant to consider what aspects of living in their community and the region they found most important. The top answers can be found in Table 2. For a complete listing of the results, as well as additional questions relating to participant demographics, see **Appendix G**.

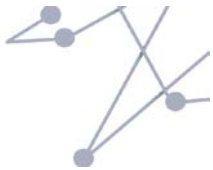


Table-2: Interactive Polling Top Answers

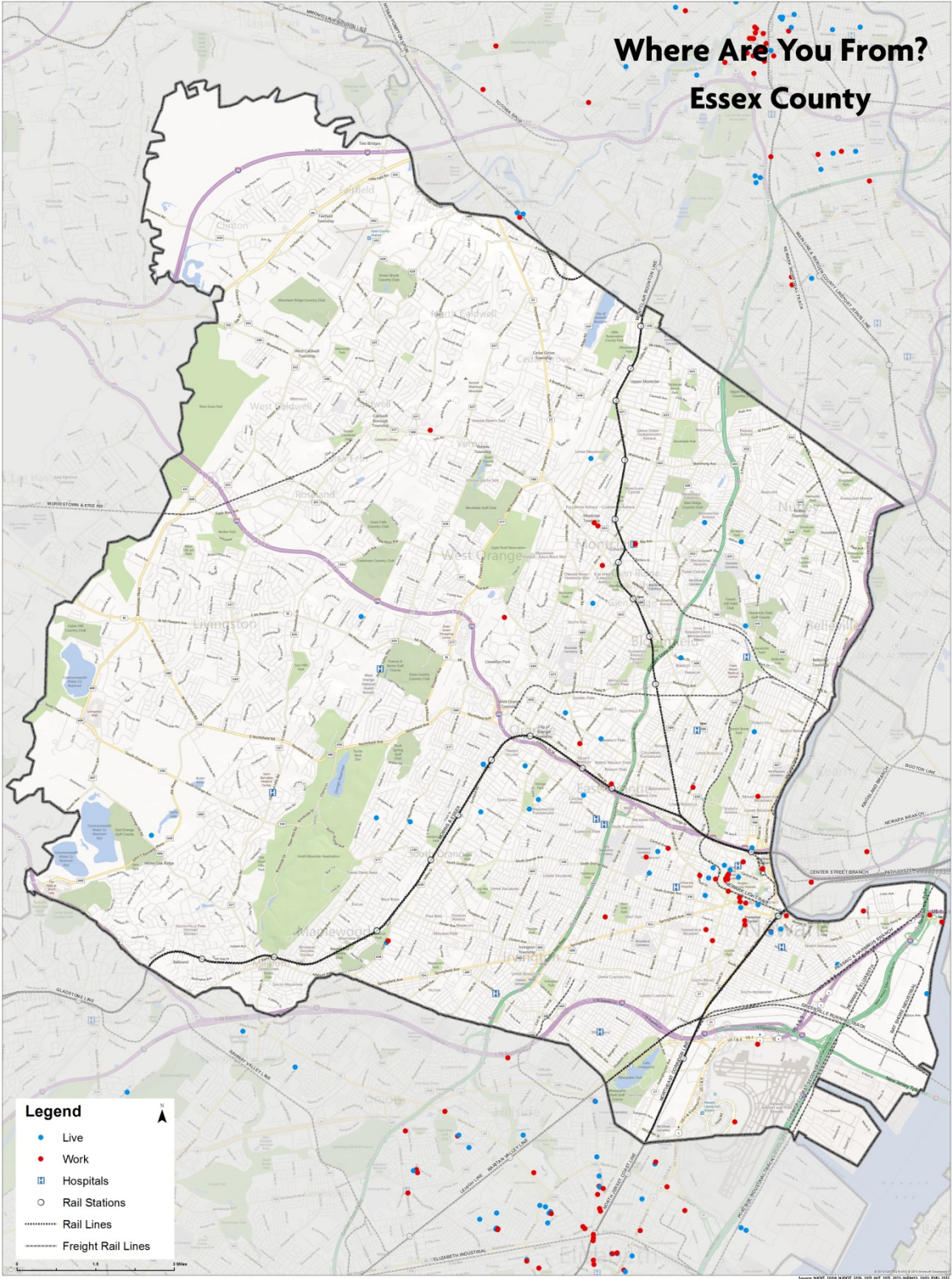
Question	Top Answer	Percent
What aspect of Personal Growth and Well-being is most important to you?	Being healthy and taking care of yourself	40%
What aspect of Family is most important to you?	Having time to spend together	63%
What aspect of Community is most important to you?	Having good neighbors and being a good neighbor	36%
What aspect of Education is most important to you?	Having quality neighborhood schools	50%
What aspect of Nature is most important to you?	Taking good care of our air, water and natural lands	59%
What aspect of Safety and Security is most important to you?	Having safe neighborhoods	35%
How should the region spend transportation dollars? (Participants were asked to select 3)	Expanding transit service	17%
	Making existing transit work better	19%
	Making it easier to walk and bike where we need to go	21%
What sources of funds should be used to support transportation?	Gas taxes	29%

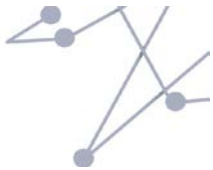
WRAP UP, REPORT BACK & CLOSING REMARKS

The meeting concluded with a wrap-up given by Jon Carnegie and a report back from each of the station facilitators. Participants were encouraged to continue contributing to the regional discussion by visiting the “EngageNorthJersey.com” website.

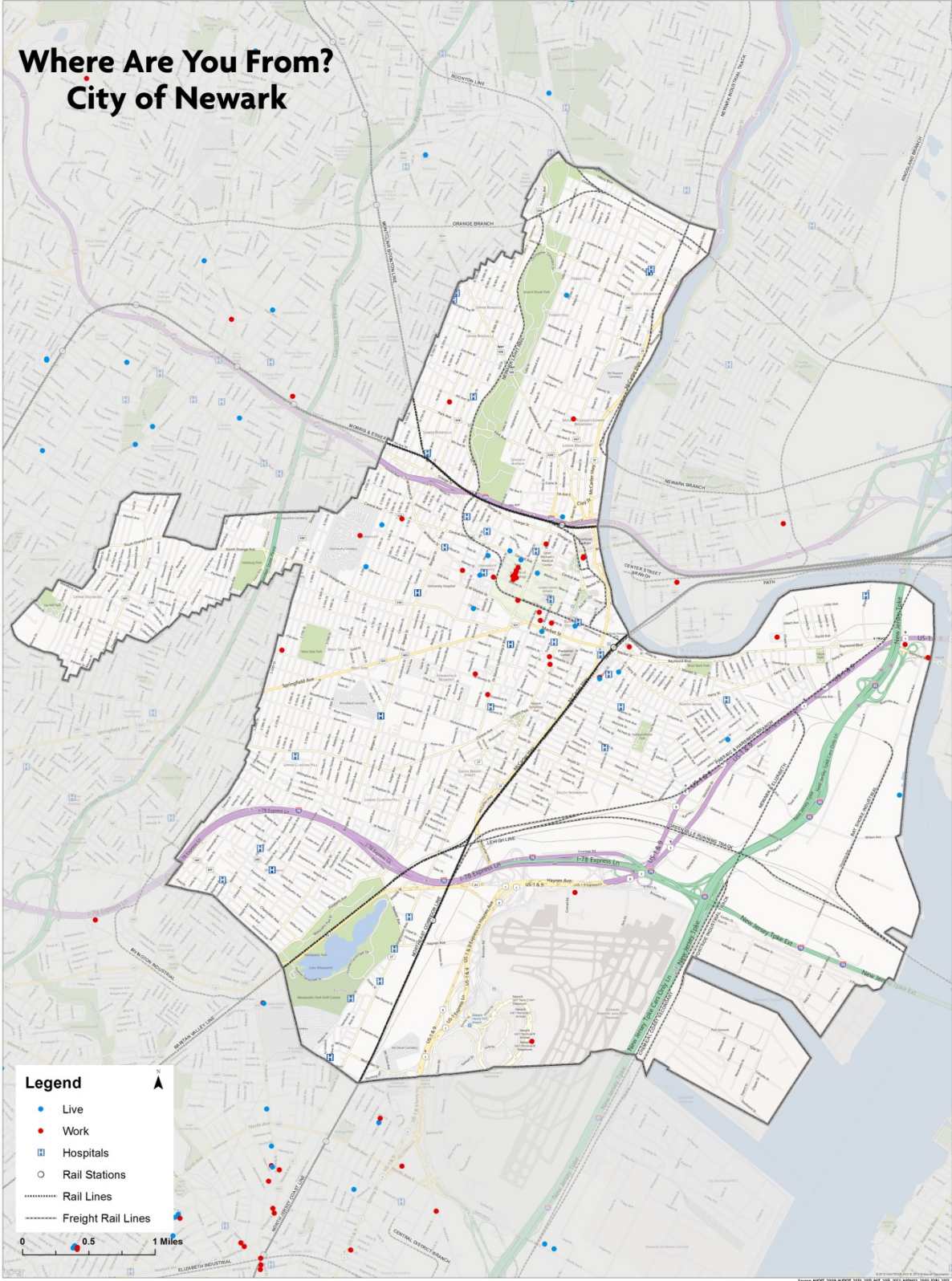


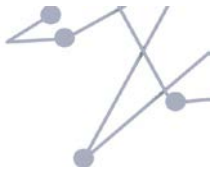
Appendix A: Map – Essex County





Appendix A: Map – City of Newark





Appendix B: Summary of Public Input – LIVE

What I like about my community from the LIVE perspective...		What I would <u>change</u> about my community from the LIVE perspective...	
1	Nice scenery, but convenient with shops. Parks available and low crime. Convenient to reach to NYC.	1	Reduce crime. Graffiti. Provide more green space.
2	Apartment living. Diverse culturally. Serene, quiet, safe.	2	Affordable housing. Traffic reduction.
3	Close to public transportation.	3	Want to <u>see</u> them.
4	East Orange COOP PARK! Close to train line. Groceries. Walking is safe in the immediate area. Nearby arts and cultural.	4	Can't walk to station that's closest because it's not safe. Instead must walk further to a safer station.
5	Close to transportation - little need to drive. Many cultural activities in neighborhood. Art galleries, sports, great cafes.	5	More restaurants.
6	Different modes of transit: rail/bus/foot. Safe. Attractive. Parks nearby. Schools. Convenient to NYC.	6	Perception. Local politics that impact city's development.
7	Accessibility - near the city but not in the city, access to major highways, public transit. Convenient live-work commute.	7	Property taxes. Lack of access to healthy food.
8	Near the city. Public transportation. Convenient commute to work.	8	Transportation to Newark.
9	Diversity. Apartment living. Views. Convenience to train station. Shopping.	9	Healthy food stores.
10	Quiet. Walk around Good location. Transportation.	10	Zero
11	People are filthy rich.	11	Make it more affordable.
12	Diversity of the people, goods and services available. The ability to walk to destinations.	12	Crime and violence in the area, unsafe to walk around at night. Uneven distribution of wealth within the city (how this reflects in maintenance of bldgs., etc.)
13	Can walk everywhere.	13	Unsafe to walk around at night. Uneven distribution of wealth.
14	Quiet, safe. Can walk around anytime. Can walk to stores, restaurants.	14	Taxes need to change. Wish it were more bike friendly.
15	Sidewalks. It's a neighborhood - not a gated community. Mixed income housing.	15	Movie theater. Bring down crime. More youth activities. Improve schools.
16	Variety of housing, diversity of people, transportation choices.	16	Bring down crime. Improve schools. Clean-up train station. In station, use empty station space - café.
17	Friendliness. Access to park is great. Music and community activity.	17	Lack of bicycle lanes. Taxes. Lack of taxi monitor at Penn Station at night. Lack of police at Penn Station at night.
18	Access to transportation. Security.	18	Add: dog parks, outdoor exercise equipment for adults, and community gardens.
19	Ability to walk everywhere.	19	More jobs to help reduce crime, esp. in the neighborhood. Trade school - help people who want work or to grow business.
20	A lot to do. Places to eat, exercise, hang out in common spaces.	20	Dangerous neighborhood/shooting. Increase police presence. No large supermarket.
21	Neighborhood watch.	21	Storm impact infrastructure. Parking. Housing options.
22	Fast food.	22	Housing. Broadway. Abandoned housing. Lack of merchants. Safety.
23	Network routes and bus to get throughout Newark and to NYC.	23	More police presence.
24	People have a lot of heart if they can have hope.	24	Fairmount Heights - lacking in all categories.
25	Awesome (Broadway). Low income assistance water and electricity.	25	Shopping options.
26	Community. Access transportation.	26	Bring down crime. Improve schools, open movie theater.
27	Convenient - access to highways/transportation. Safety - shopping convenient.	27	Build more hospitals.
		28	The air and noise.
		29	Safety.
		30	No general hospital to provide more jobs. Change hospital with fully equipped departments and staff.
		31	Safety.

An effort was made to record participants responses verbatim. Some notes were unreadable, and a scanned copy can be found in **Appendix H.*

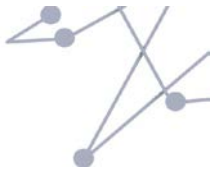


Appendix B: Summary of Public Input – WORK*

What I <u>like</u> about my community from the WORK perspective...	
1	Great potential.
2	Working in the same community as living. Walk to work.
3	Access to transit and NYC.
4	Great option.
5	Transport.
6	Yes, there are access to high-paying jobs.
7	New is attracting new business when increases city revenue.
8	Workforce training. Entrepreneurship.
9	Love the job. Students are hungry to work. Very close to home. Like the people I got to meet. Diversity within workforce.
10	Corporate presence. Close proximity to home.
11	Well paying jobs. Workforce training. Attracting new businesses.
12	Traditional downtown setting. Close to home.
13	Walkability.
14	Constant change.
15	Transportation.
16	Able to make own decision.
17	The people work with. The job itself is good.
18	Amenities near work. Walkability.
19	Developing arts scene. Jobs in culture can't be off-shored.
20	Get to work in chosen field.
21	Low-rise building. Green space. Open space. Proximity to NYC.

What I would <u>change</u> about my community from the WORK perspective...	
1	The high-paying jobs are not geared to the people in the area. The workforce training not detailed enough or do not teach applicable skills.
2	Job market not deep enough. Pay scale.
3	Would like to have restaurant (Life) after work hours.
4	Less politics.
5	Restore service cuts on NJ Transit.
6	Traffic.
7	Scary physical safety. More pay.
8	Flex-time policies will reduce congestion and improve quality of life.
9	Traffic. Improve public transportation.
10	Political structure.
11	Traffic and congestion.
12	Job market not deep enough. Pay scale.
13	Area not attracting new businesses (large and small). Small business attrition (Bloomfield, NJ). Increase main street vibrancy. Access to healthy food. Lack of quality paid jobs.
14	More well-paying jobs. More new businesses.
15	More entrepreneurs.
16	More trees. Solar power facility. Eating and shopping facilities that serve healthy food.
17	More green infrastructure.
18	More training for jobs coming into area.
19	Need to keep on attracting new business.
20	Medical jobs. Small business. Clean air.
21	Need manufacturing in town.
22	More jobs to help reduce crime, esp. in the neighborhood. Trade school would help people, more would work or open a business.
23	More jobs. More development. More opportunity.

An effort was made to record participants responses verbatim. Some notes were unreadable, and a scanned copy can be found in **Appendix H.*



Appendix B: Summary of Public Input – GETTING AROUND*

What I like about my community from the perspective of GETTING AROUND....		What I would change about my community from the perspective of GETTING AROUND...	
1	Access to public transit is very good.	1	Better bike access! Congestion of major arteries!
2	Close to public transport.	2	Extend light rail - south and west and in Newark. Integrated bike path system in Newark/Essex County
3	Access to transit.	3	Reduce congestion.
4	Diversity of places and things within reach.	4	More security. Bad roads, too much construction.
5	Love light rail. Need more lines in Newark.	5	Potholes. Speed lines.
6	I have a car.	6	Change the amount of congestion on major roads and quality of local roads.
7	Public transportation. Walking.	7	Reducing traffic congestion at Penn Station and highways. Clean up train stations on N/E line in Newark and Oranges.
8	Access to public transit (train and bus). Get around the state without a car.	8	NJ Transit is too expensive. Tolls are too expensive. Traffic congestion is bad in region. The turning restrictions in Newark are unnecessary and draw potential businesses away.
9	Roadway network.	9	Traffic closures for Prudential Arena are a nightmare for local residents and region. Makes downtown living horrible. Lack of bicycle accommodations.
10	There is accessible public transportation. Reliable train.	10	Don't like lack of public transportation.
11	So many options - buses and train.	11	Nothing.
12	Multiple transportation modes.	12	Service needs to be improved.
13	Reverse commute.	13	Reliability of the bus (timing and connections). It's too infrequent to move throughout the region.
14	Network available to get around.	14	Traffic congestion.
15	Fact that rail system exists.	15	Weekend and off-hour schedule needs to be expanded.
16	Walk. Drive.	16	Transportation isn't equitable. Region isn't well connected. You can get around here but not to places of work.
17	Multiple transportation modes.	17	Increase transportation out of the city for seniors.
18	Access to public transport or can drive.	18	Traffic congestion.
19	Multi-modal transportation.	19	Improved local mobility.
20	Vailsburg/Fairmount - Frequent bus service.	20	Pathetic public transportation suburban communities.
21	Short cuts. Options.	21	Poor lighting. Bus timing and spacing.
22	Not having to drive due to proximity of transportation, work, bakery, food shopping.	22	Prices for the bus. Amount of stops needs to be reduced. Gas prices. Apartments rental too high.
23	I like I can get anywhere I have to go.	23	Vailsburg/Fairmount. Streets poorly maintained. Need bus shelters.
24	Like proximity to public trans. Light rail.	24	Don't like the bus.
25	Easy access. New buses. Walking.	25	Bus overcrowded.
26	Like walking, taking train, taking bus.	26	Would like more parks in walking distance. Air pollution a deterrent to walking.
27	Like the variety of public transit options. Like the ability to access major highways.	27	Broad Street Newark Train Station. Recent service cuts in rush hour. Streets unsafe for walking. Lighting inadequate.
28	Access to major transit and highways.	28	Local accessibility within municipality.
		29	Incident delays.
		30	Too much congestion, traffic, lack of walking areas. Jitney service.
		31	West Orange is impeding on Orange in regards to buses.

An effort was made to record participants responses verbatim. Some notes were unreadable, and a scanned copy can be found in **Appendix H.*

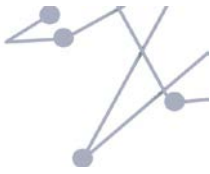


Appendix C: Priority Objectives – Missing

The following table is a list of ideas that participants felt were missing from the Goals and Objectives presented at the workshop.

LIVE		WORK		GETTING AROUND	
1	Preserve historic fabric. Preserve traditional neighborhoods.	1	Access to health care and supportive health services.	1	More public art at transit centers.
2	Bicycle lanes.	2	More value-add manufacturing work.	2	Infrastructure for plug in vehicles and alternative fueling is critical.
3	Youth programs.	3	Better safer bike to work.	3	Access to HEALTHY FOOD! Real supermarkets, not bodegas.
4	Senior housing and programs.	4	Reduce noise pollution.	4	More, better bike trails and access.
				5	Need to have better connectivity between regions and infrastructure i.e. NJ Transit, NYC Transit, Metro North. Be able to cross honor passes and buy fix.
				6	Improve public transportation choices to improve mobility within municipalities.
				7	NJ Transit and tolls too expensive because undermines viability of linkage to NYC region for work.

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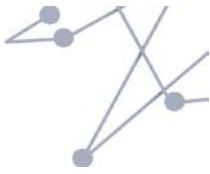


Appendix D: Priority Objectives

At each station, participants were asked to rank the Objectives within the Goals, including any added Objectives from the attendees. Each participant was able to vote for a total of three objectives, prioritizing them as “Most Important” (represented with a green dot), “Very Important” (blue dot), and “Important” (yellow dot). The votes were weighted according to the following system: Most Important received 3 points, Very Important 2 points, Important 1 point. Then, each Objective received a total score. Total = (Most Important x3) + (Very Important x 2) + (Important)

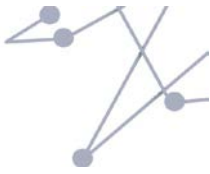
Appendix D: Priority Objectives – LIVE

LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 1 - Strengthen the region's economy				
Keep and create well-paying jobs	0	2	0	2
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	3	2	3	8
Increase the economy's ability to adapt to change	0	8	1	9
Increase regional self-sufficiency	0	0	2	2
Goal 2 - Ensure communities are safe, healthy & great places to live				
Create safe, stable neighborhoods with high-quality housing	39	6	2	47
Improve public health	0	4	1	5
Improve access to local parks and recreation	0	0	2	2
Improve access to community resources such as libraries, senior centers, youth activities	0	2	3	5
Preserve and enhance the character of existing downtowns and neighborhoods	3	0	2	5
Improve access to arts and cultural resources	0	0	1	1
Goal 3 - Improve everyone's access to opportunity				
Connect where people live with where they need to go	6	12	0	18
Maintain and improve the quality of schools	6	4	3	13
Create inclusive, mixed-income neighborhoods	9	4	2	15
Reduce combined transportation and housing costs	0	0	0	0



LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 4 - Enhance efficiency & conserve land				
Increase investment near existing housing, jobs & transportation	3	0	3	6
Maintain & expand vibrant downtowns and "main streets"	12	10	0	22
Encourage development of compact neighborhoods with a mix of housing, shopping and services	6	6	1	13
Goal 5 - Protect & enhance environment				
Preserve open space and natural areas	3	0	1	4
Improve air quality	3	0	1	4
Reduce potential impacts of climate change	3	2	1	6
Increase ability to respond to and recover from extreme weather events	3	2	2	7
Ensure adequate water supply	0	0	1	1
Improve water quality	0	2	1	3
Direct development away from environmentally sensitive areas	0	0	0	0
Preserve wildlife habitat	0	0	0	0

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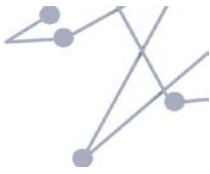
Appendix D: Priority Objectives – WORK

WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 1 - Strengthen the region's economy				
Keep and create well-paying jobs	18	8	0	26
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	0	10	1	11
Increase the economy's ability to adapt to change	0	4	0	4
Increase regional self-sufficiency	6	2	0	8
Goal 2 - Ensure communities are safe, healthy & great places to live				
Create safe, stable neighborhoods with high-quality housing	6	2	2	10
Improve public health	6	0	2	8
Improve access to local parks and recreation	0	4	1	5
Improve access to community resources such as libraries, senior centers, youth activities	3	2	0	5
Preserve and enhance the character of existing downtowns and neighborhoods	0	0	5	5
Improve access to arts and cultural resources	0	0	0	0
				0
Goal 3 - Improve everyone's access to opportunity				
Connect where people live with where they need to go	12	2	4	18
Maintain and improve the quality of schools	0	14	1	15
Create inclusive, mixed-income neighborhoods	24	4	2	30
Reduce combined transportation and housing costs	3	6	2	11
Goal 4 - Enhance efficiency & conserve land				
Increase investment near existing housing, jobs & transportation	6	4	1	11
Maintain & expand vibrant downtowns and "main streets"	3	0	3	6
Encourage development of compact neighborhoods with a mix of housing, shopping and services	9	6	3	18



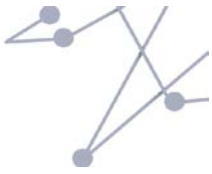
WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 5 - Protect & enhance environment				
Preserve open space and natural areas	0	0	1	1
Improve air quality	0	0	2	2
Reduce potential impacts of climate change	0	0	4	4
Increase ability to respond to and recover from extreme weather events	3	0	0	3
Ensure adequate water supply	0	0	0	0
Improve water quality	3	0	0	3
Direct development away from environmentally sensitive areas	0	0	0	0
Preserve wildlife habitat	0	0	0	0

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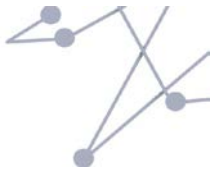
Appendix D: Priority Objectives – GETTING AROUND

GETTING AROUND				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 1 - Strengthen the region's economy				
Keep and create well-paying jobs	6	10	1	17
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	12	6	1	19
Increase the economy's ability to adapt to change		4	1	5
Increase regional self-sufficiency	6	10	1	17
Goal 2 - Ensure communities are safe, healthy & great places to live				
Create safe, stable neighborhoods with high-quality housing	24	4	2	30
Improve public health	0	2	1	3
Improve access to local parks and recreation	0	2	3	5
Improve access to community resources such as libraries, senior centers, youth activities	6	2	2	10
Preserve and enhance the character of existing downtowns and neighborhoods	0	0	2	2
Improve access to arts and cultural resources	0	0	2	2
Goal 3 - Improve everyone's access to opportunity				
Connect where people live with where they need to go	15	10	2	27
Maintain and improve the quality of schools	0	2	2	4
Create inclusive, mixed-income neighborhoods	6	8	2	16
Reduce combined transportation and housing costs	9	4	1	14
Goal 4 - Enhance efficiency & conserve land				
Increase investment near existing housing, jobs & transportation	0	4	2	6
Maintain & expand vibrant downtowns and "main streets"	9	0	0	9
Encourage development of compact neighborhoods with a mix of housing, shopping and services	0	6	1	7



GETTING AROUND				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 5 - Protect & enhance environment				
Preserve open space and natural areas	6	2	0	8
Improve air quality	0	0	4	4
Reduce potential impacts of climate change	0	0	0	0
Increase ability to respond to and recover from extreme weather events	3	0	1	4
Ensure adequate water supply	0	0	0	0
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	0	2	2
Preserve wildlife habitat	0	0	0	0
				0
OTHER				
Access to HEALTHY FOOD! Real supermarkets, not bodegas.	3	0	0	3
More, better bike trails and access.	0	0	1	1

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Appendix E: Together North Jersey Station

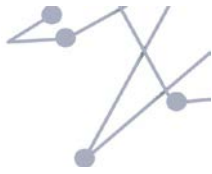
COORDINATE	
Goal 6 - Address regional growth issues	Totals
Align existing plans, programs and regulations at all levels of government	1
Foster collaboration between federal, state, county and local governments to address regional growth issues	3
Maintain up-to-date, coordinated local, regional and State functional plans that reflect these goals	1
Provide a regional framework for making decisions about capital investments, programs, regulations and major development applications	5
Ensure a broad cross-section of residents, businesses and government are engaged in planning efforts, including those traditionally under-represented in regional planning processes	17
Respect property rights during planning and implementation	1
Total:	28



Appendix F: Together North Jersey Station – Suggestions from the Public

What's Missing?
Issues and Challenges:
1. Geographically regional too often Newark is the 600 pound gorilla.
Opportunities and Suggestions:
1. Pass the Glass-Steagall Action to ensure prudent banking.
2. Integrate climate adaptation planning and requirements across all agencies - esp. transportation zoning, building, etc.
3. Maintain equity for low-income populations.
4. Promote strategies to reduce inequality, segregation and racism and promote opportunity.
5. More transparency and accountability in transportation funding and decision-making.
6. Growth through public-private partnerships.
7. Design for the future growth and nature change.
8. Translate planning into action, esp. around business attraction.
Questions*:

* Together North Jersey will post responses to the questions raised on the Together North Jersey website.



Appendix G: Interactive Polling

Session Name: NEWARK_ESSEX Session 5-9-2013 8:22 PM

Date Created: 5/9/2013 5:03:47 PM **Active Participants:** 35 of 35

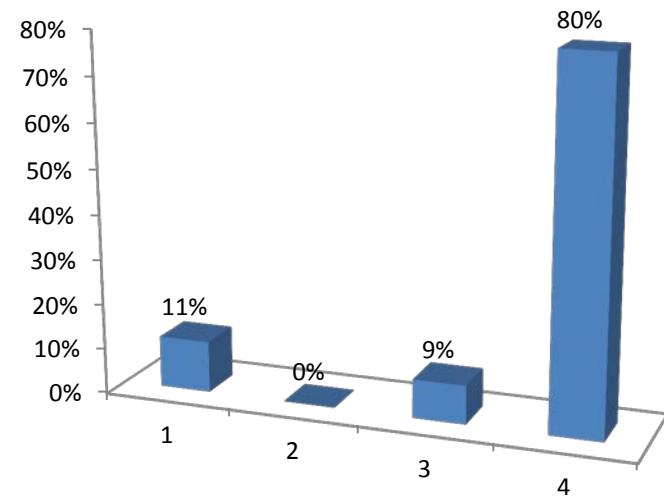
Average Score: 0.00% **Questions:** 23

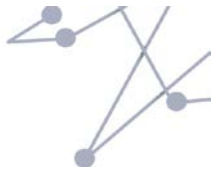
Results By Question

PRACTICE QUESTION

1.) "Jersey Shore" is must-see TV. (Multiple Choice)

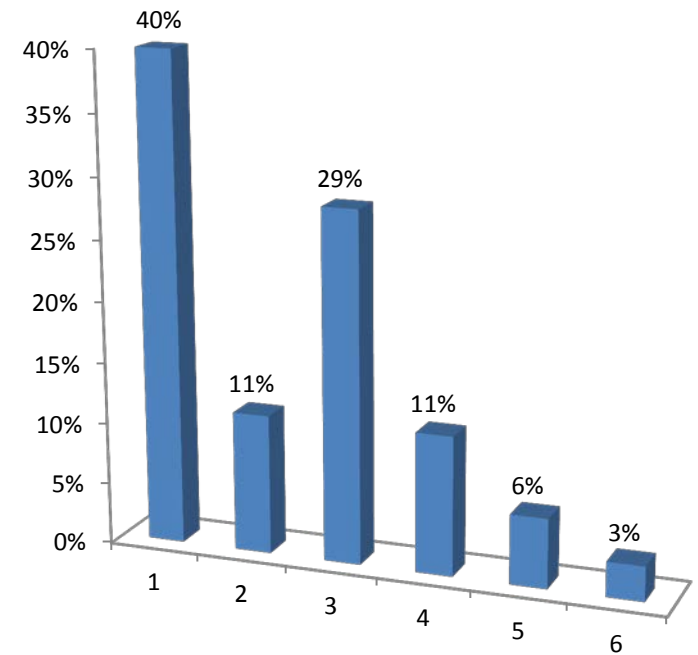
	Responses	
	Percent	Count
Strongly Agree	11%	4
Somewhat Agree	0%	0
Somewhat Disagree	9%	3
Strongly Disagree	80%	28
Totals	100%	35





2.) What aspect of Personal Growth and Well-Being is most important to you? (Multiple Choice)

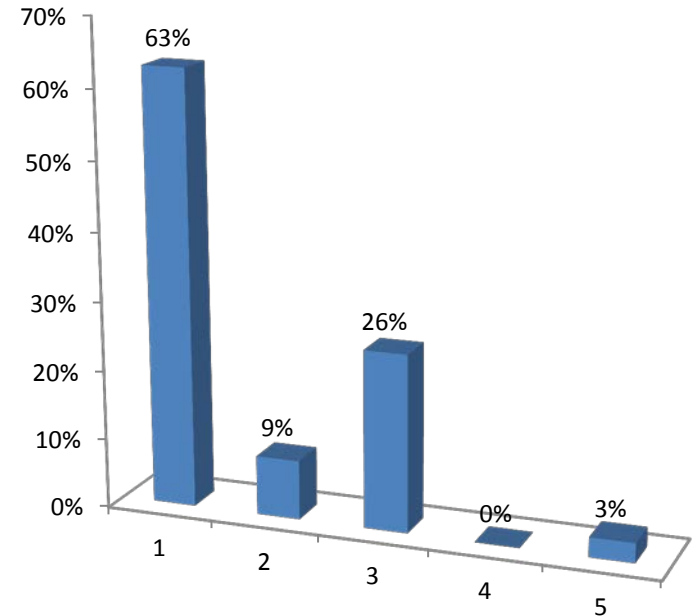
	Responses	
	Percent	Count
Being healthy and taking care of yourself	40%	14
Being close to nature	11%	4
Volunteering and giving back to your community	29%	10
Spirituality and religion	11%	4
None of the above	6%	2
Prefer not to answer	3%	1
Totals	100%	35

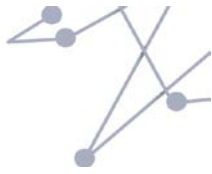




3.) What aspect of Family is most important to you? (Multiple Choice)

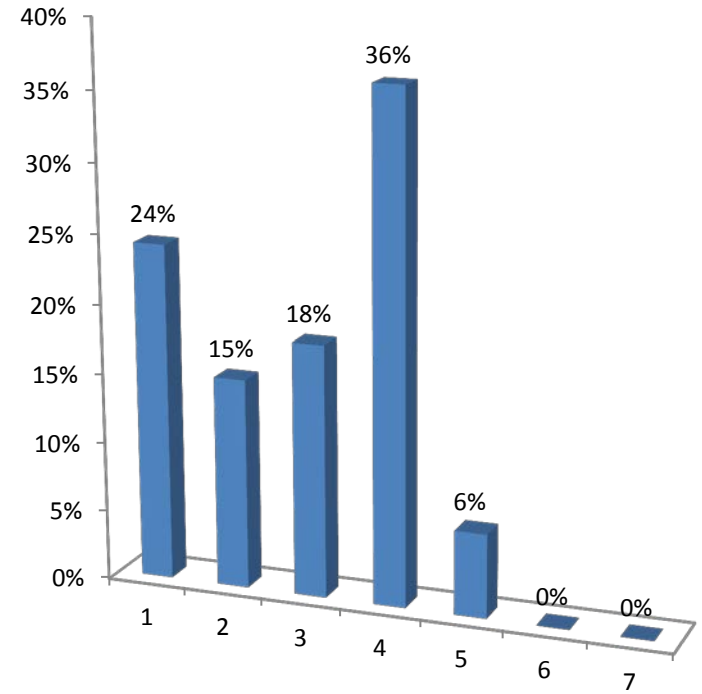
	Responses	
	Percent	Count
Having time to spend together	63%	22
Having extended family nearby	9%	3
Making time for recreational and cultural activities together	26%	9
None of the above	0%	0
Prefer not to answer	3%	1
Totals	100%	35

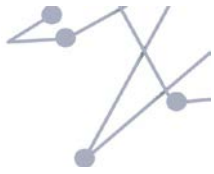




4.) What aspect of Community is most important to you? (Multiple Choice)

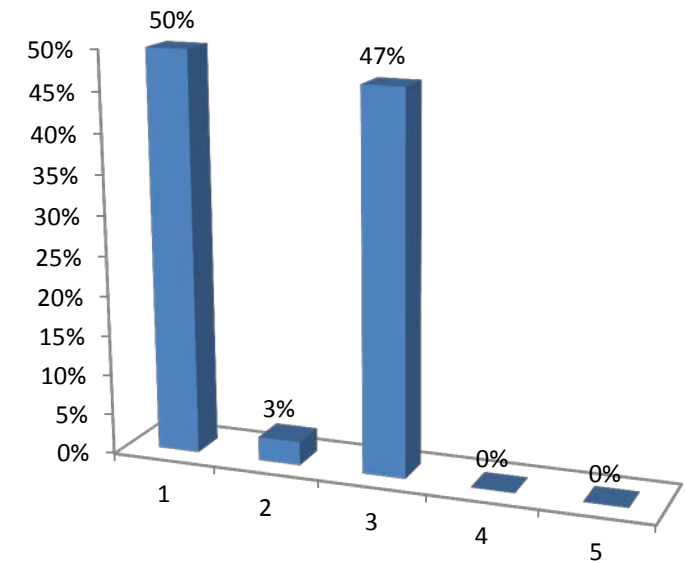
	Responses	
	Percent	Count
Feeling a sense of community	24%	8
Having community-sponsored activities to go to	15%	5
Living in a diverse community	18%	6
Having good neighbors and being a good neighbor	36%	12
Being self-reliant and left alone	6%	2
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	33

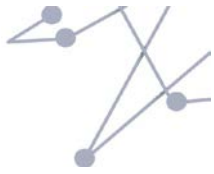




5.) What aspect of Education is most important to you? (Multiple Choice)

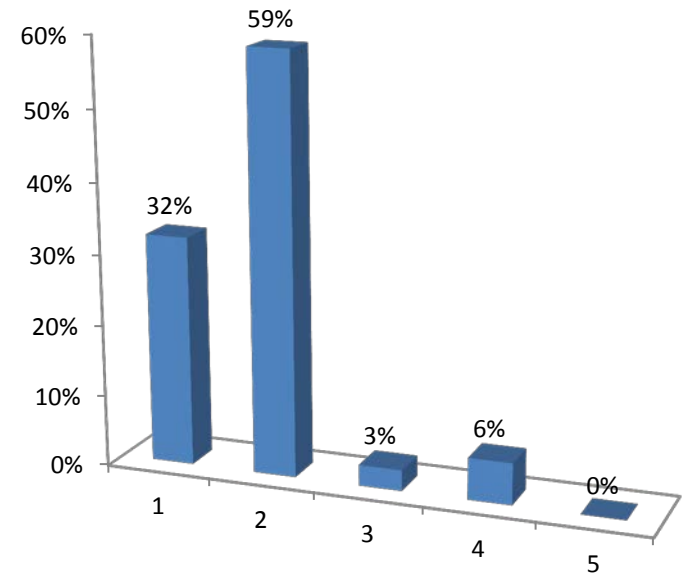
	Responses	
	Percent	Count
Having quality neighborhood schools	50%	17
Being able to go to college or a trade school	3%	1
Having opportunities to keep learning all through life	47%	16
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	34





6.) What aspect of Nature is most important to you? (Multiple Choice)

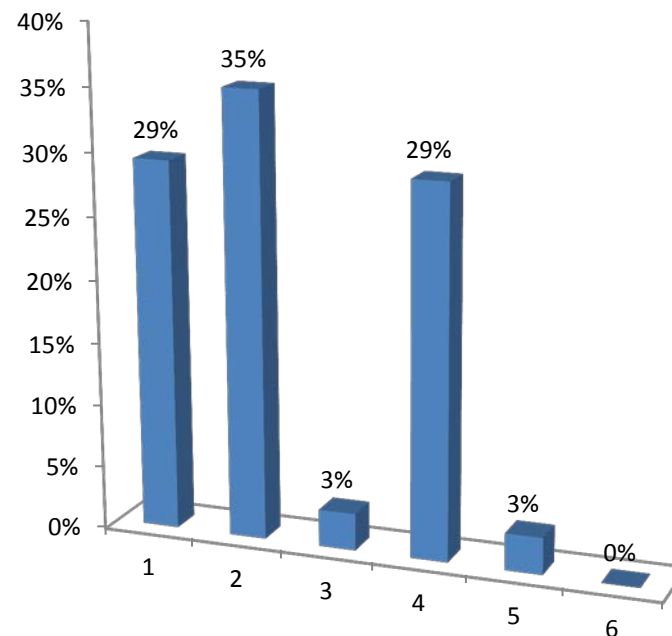
	Responses	
	Percent	Count
Having green space nearby	32%	11
Taking good care of our air, water and natural lands	59%	20
Protecting wildlife habitat	3%	1
None of the above	6%	2
Prefer not to answer	0%	0
Totals	100%	34





7.) What aspect of Safety and Security is most important to you? (Multiple Choice)

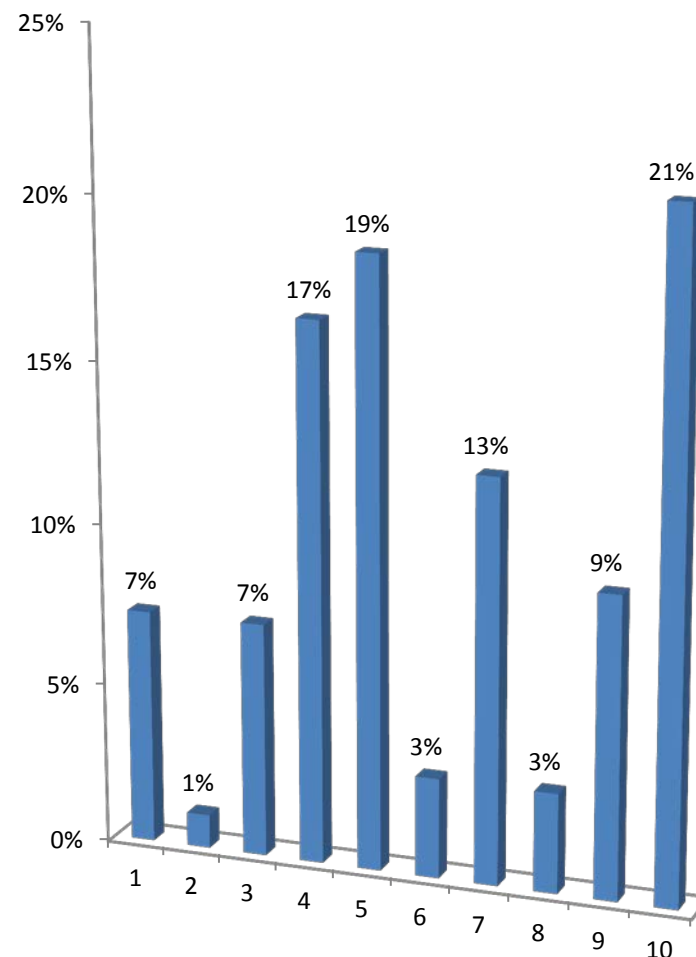
	Responses	
	Percent	Count
Having a good paying job	29%	10
Having Safe neighborhoods	35%	12
Fewer traffic-related accidents	3%	1
Peace of mind about the future	29%	10
None of the above	3%	1
Prefer not to answer	0%	0
Totals	100%	34





8.) How should the region spend transportation dollars? (select three) (Multiple Choice - Multiple Response)

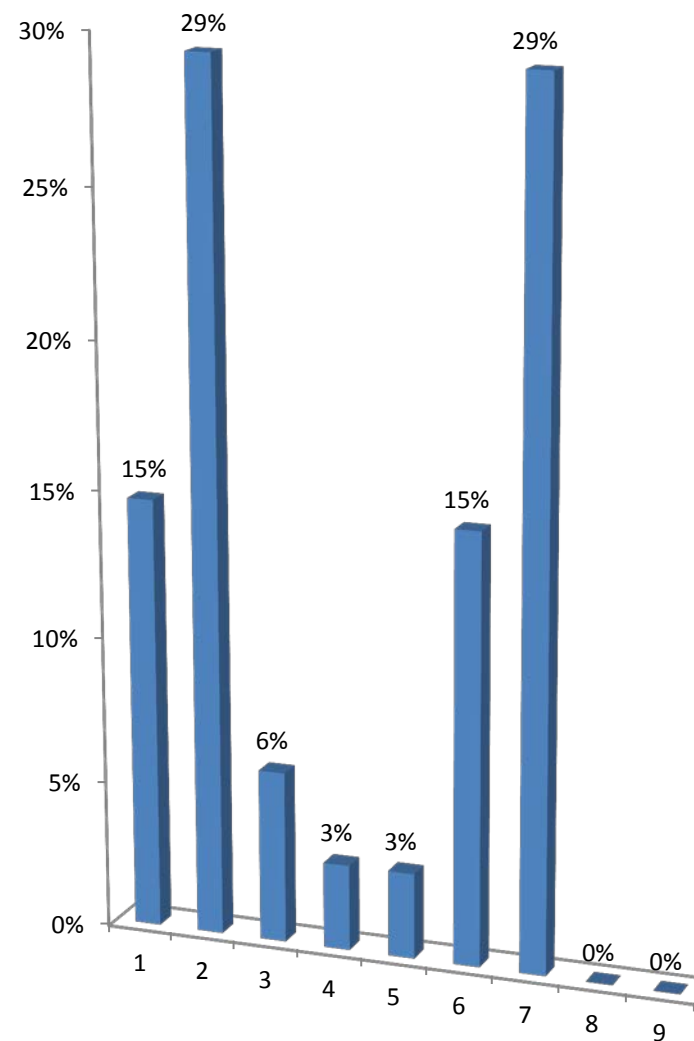
	Responses	
	Percent	Count
Fixing unsafe bridges	7%	7
Building more highways	1%	1
Making existing highways work better	7%	7
Expanding transit service	17%	16
Making existing transit work better	19%	18
Making it easier to transport goods and materials around the region	3%	3
Using technology to improve transportation	13%	12
Supporting more carpooling and shuttles	3%	3
Making our roads safer	9%	9
Making it easier to walk and bike where we need to go	21%	20
Totals	100%	96





9.) What sources of funds should be used to support transportation? (Multiple Choice)

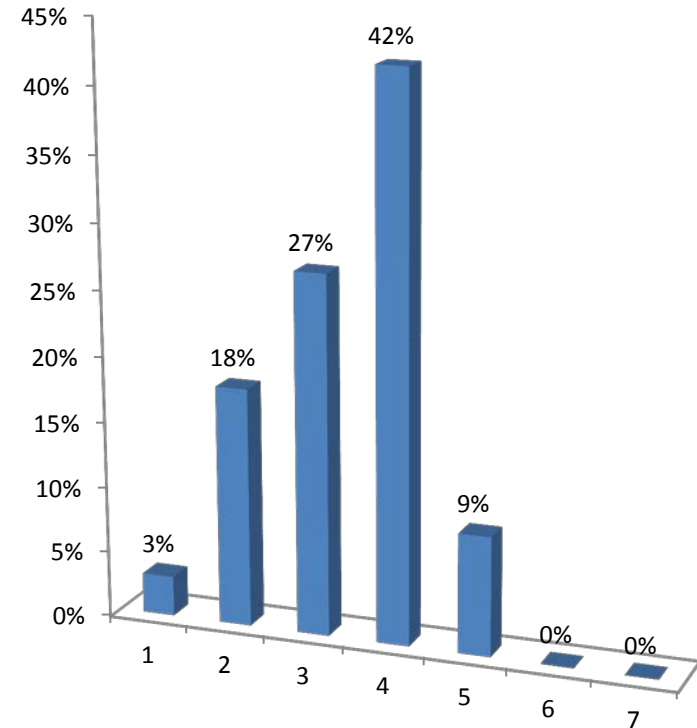
	Responses	
	Percent	Count
Transit fares and tolls	15%	5
Gas taxes	29%	10
General taxes like income tax or sales tax	6%	2
Borrowing more money and paying it off over time	3%	1
Selling "naming" rights to bridges, highways and train stations like we do with stadiums and arenas	3%	1
Working with banks and businesses to share costs and revenue from tolls and fares	15%	5
All of the above	29%	10
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	34

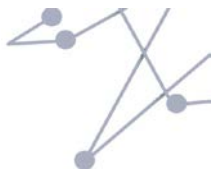




10.) Which group best describes your age? (Multiple Choice)

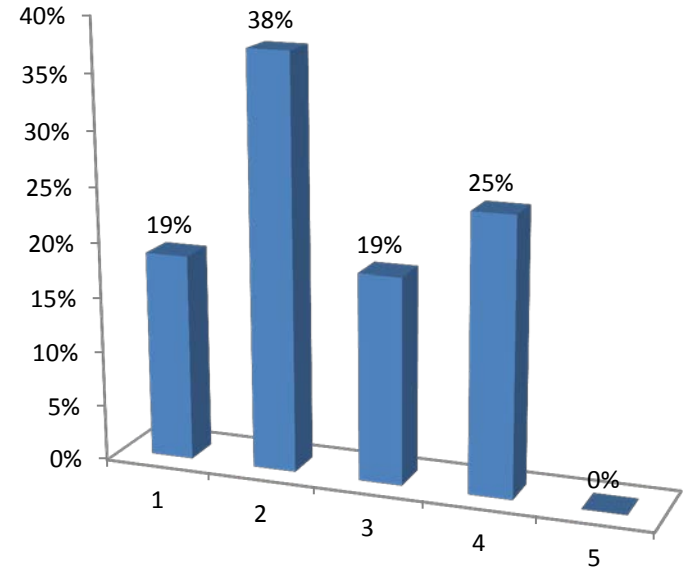
	Responses	
	Percent	Count
Under 25	3%	1
25-34	18%	6
35-44	27%	9
45-64	42%	14
65-74	9%	3
75 years and older	0%	0
Prefer not to answer	0%	0
Totals	100%	33





11.) What is your household size? (include yourself) (Multiple Choice)

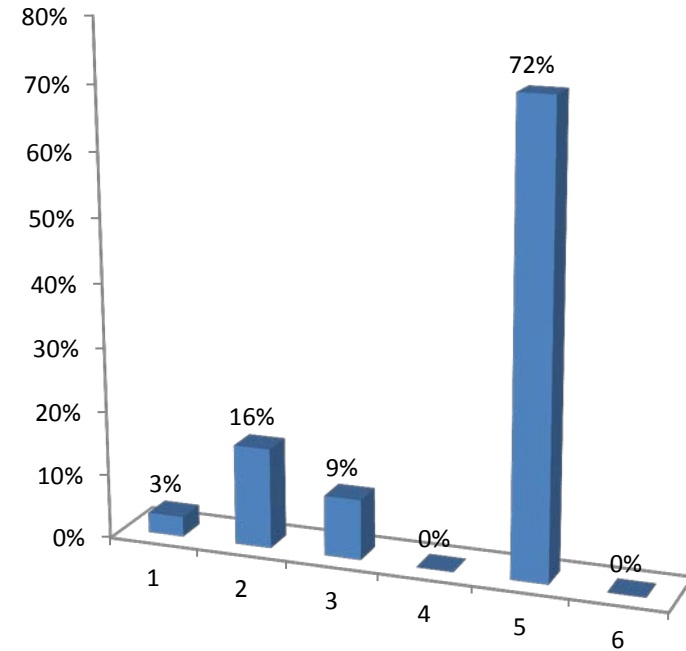
	Responses	
	Percent	Count
1 person household	19%	6
2 person household	38%	12
3 person household	19%	6
4 or more person households	25%	8
Prefer not to answer	0%	0
Totals	100%	32

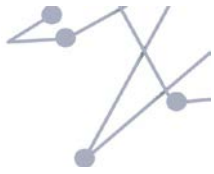




12.) How many persons in your household are under the age of 18? (Multiple Choice)

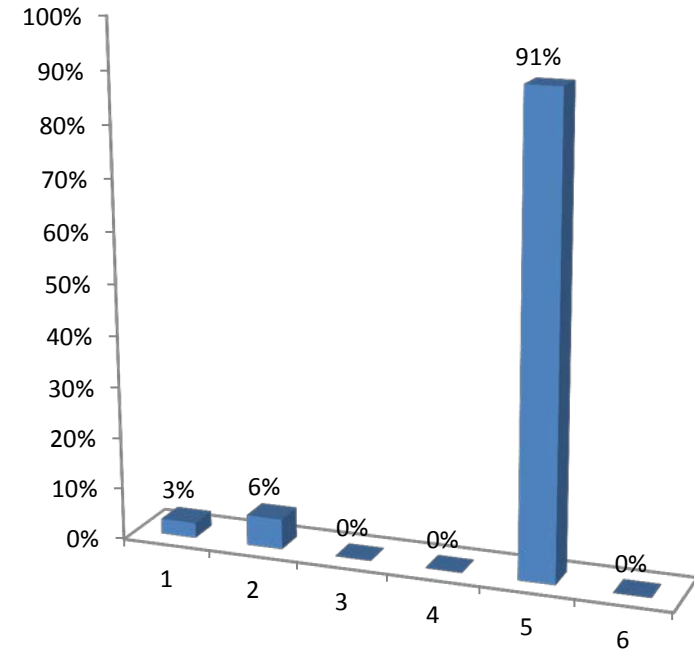
	Responses	
	Percent	Count
One (1)	3%	1
Two (2)	16%	5
Three (3)	9%	3
Four or more (4+)	0%	0
None	72%	23
Prefer not to answer	0%	0
Totals	100%	32

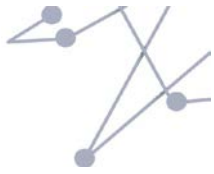




13.) How many persons in your household are over the age of 65? (Multiple Choice)

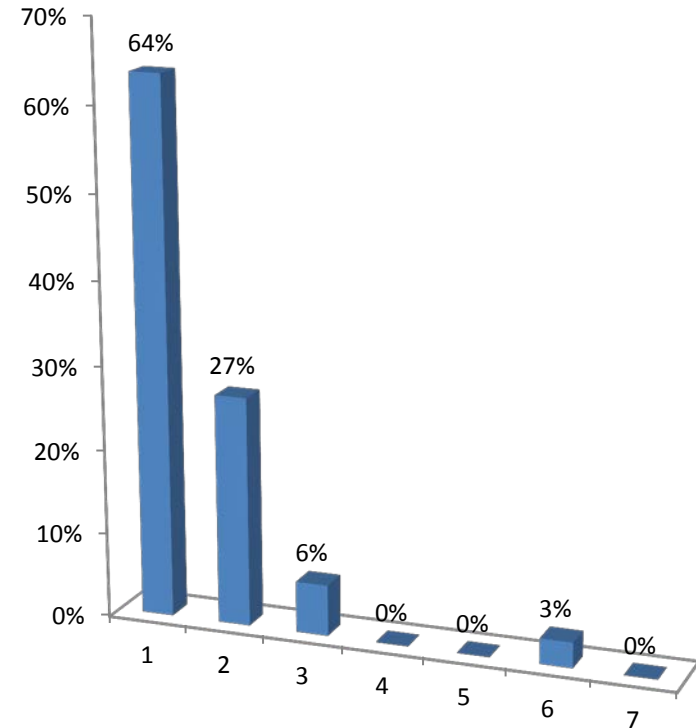
	Responses	
	Percent	Count
One (1)	3%	1
Two (2)	6%	2
Three (3)	0%	0
Four or more (4+)	0%	0
None	91%	31
Prefer not to answer	0%	0
Totals	100%	34





14.) How would you describe the community in which you live? (Multiple Choice)

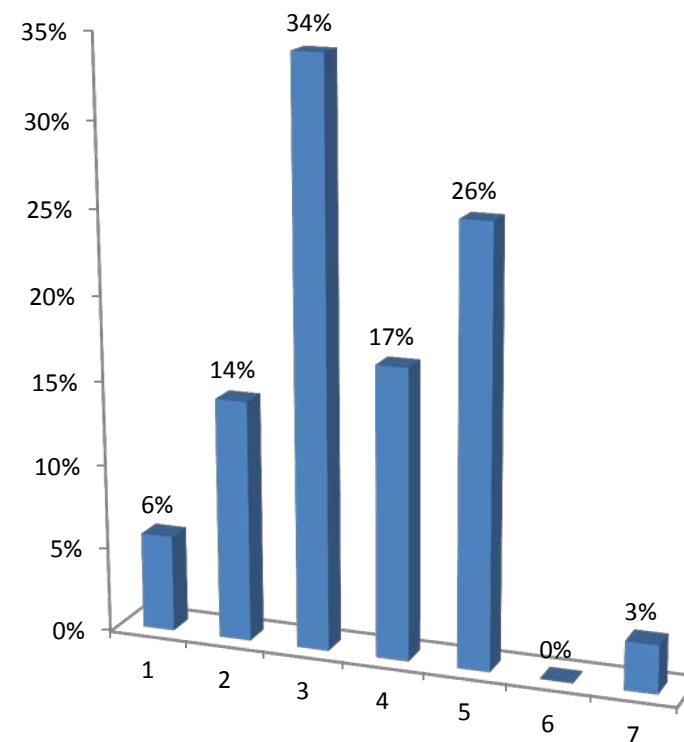
	Responses	
	Percent	Count
City	64%	21
Small town	27%	9
Suburban township	6%	2
Rural township	0%	0
Vacation/Resort community	0%	0
None of the above	3%	1
Prefer not to answer	0%	0
Totals	100%	33

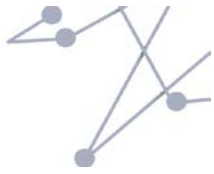




15.) How long have you lived in your current neighborhood? (Multiple Choice)

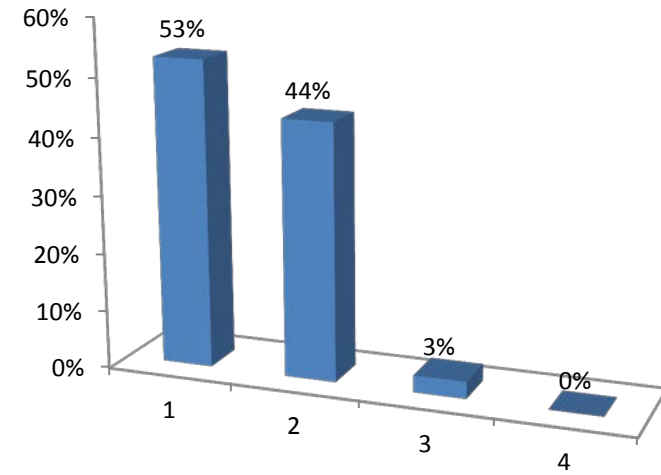
	Responses	
	Percent	Count
Less than a year	6%	2
1-3 years	14%	5
4-10 years	34%	12
11-20 years	17%	6
20+ years	26%	9
I do not live in Northern NJ	0%	0
Prefer not to answer	3%	1
Totals	100%	35





16.) Do you rent or own your home? (Multiple Choice)

	Responses	
	Percent	Count
Rent	53%	18
Own	44%	15
Residence is provided by others	3%	1
Prefer not to answer	0%	0
Totals	100%	34

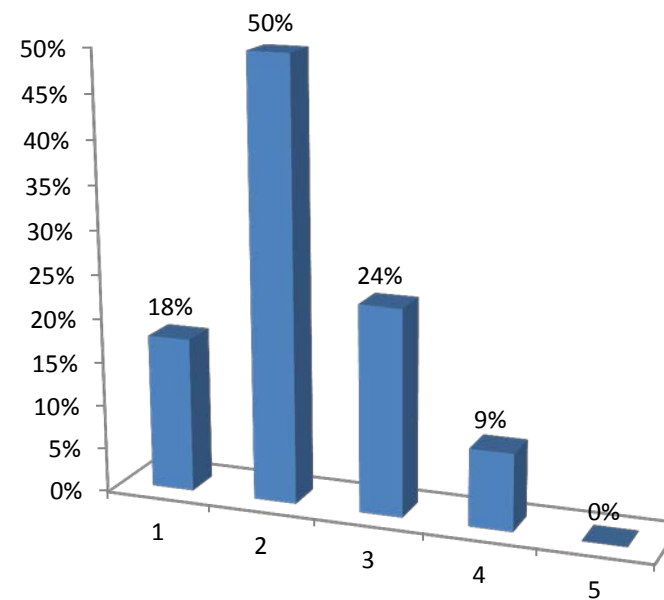


DRY



17.) How many vehicles are kept at your home for your household's use? (Multiple Choice)

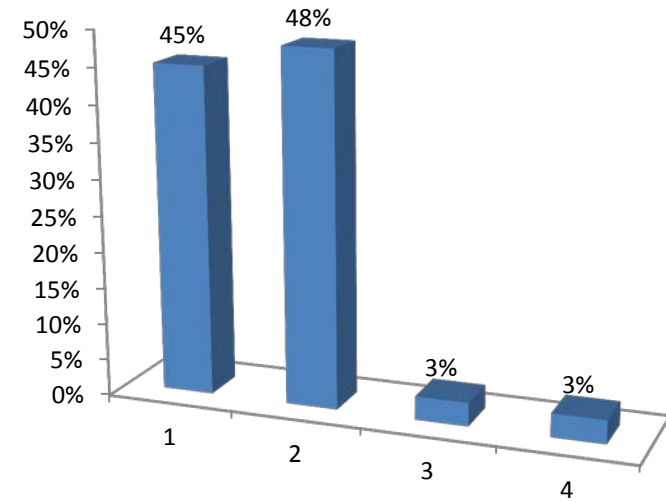
	Responses	
	Percent	Count
No vehicles	18%	6
1 vehicle	50%	17
2 vehicles	24%	8
3+ vehicles	9%	3
Prefer not to answer	0%	0
Totals	100%	34





18.) Are you....? (Multiple Choice)

	Responses	
	Percent	Count
Male	45%	14
Female	48%	15
Other	3%	1
Prefer not to answer	3%	1
Totals	100%	31

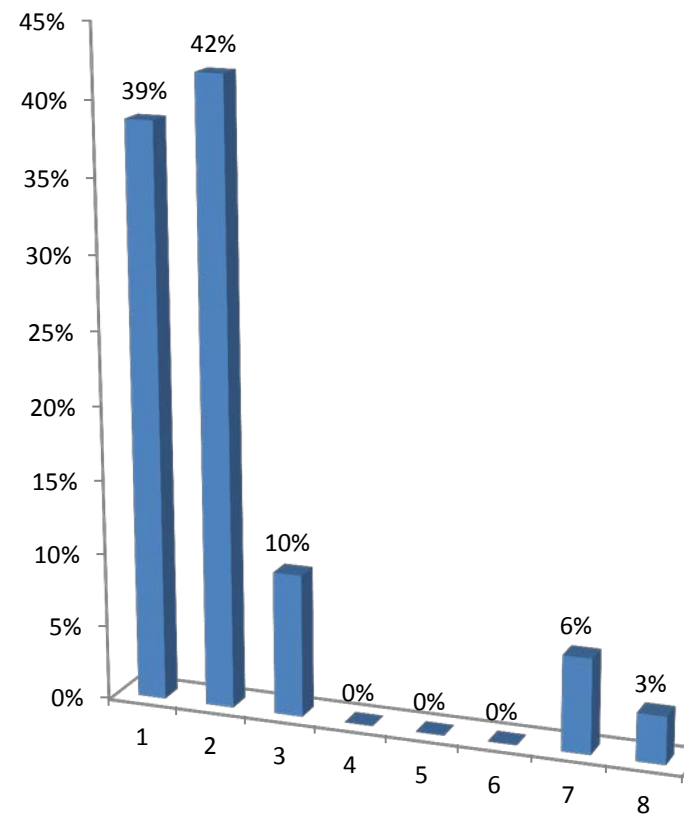


DRY



19.) What race or ethnicity best describes you? (Multiple Choice)

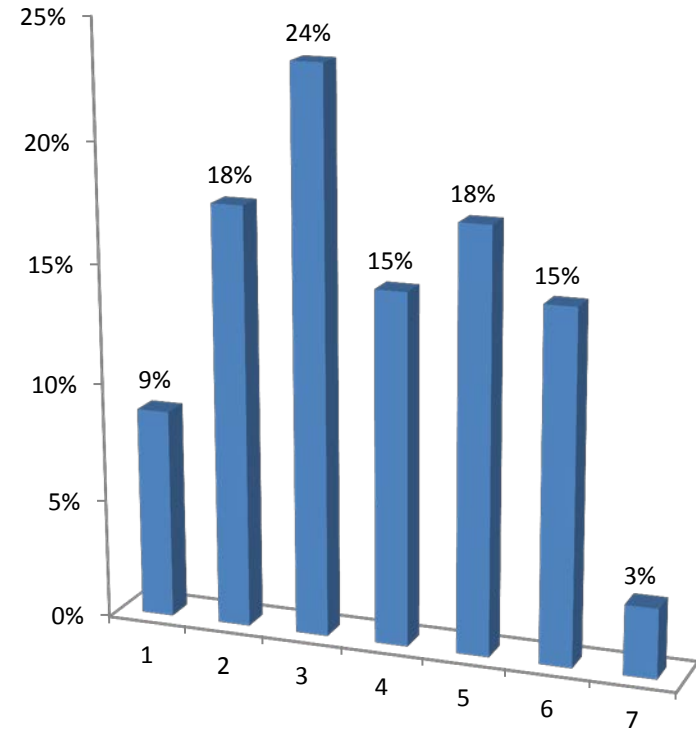
	Responses	
	Percent	Count
White, Not Hispanic	39%	12
Black, Not Hispanic	42%	13
White, Hispanic	10%	3
Black, Hispanic	0%	0
Asian American	0%	0
Native American	0%	0
More than One Race	6%	2
Prefer not to answer	3%	1
Totals	100%	31

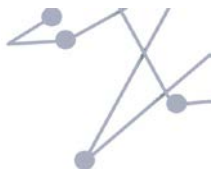




20.) What is your household income? (Multiple Choice)

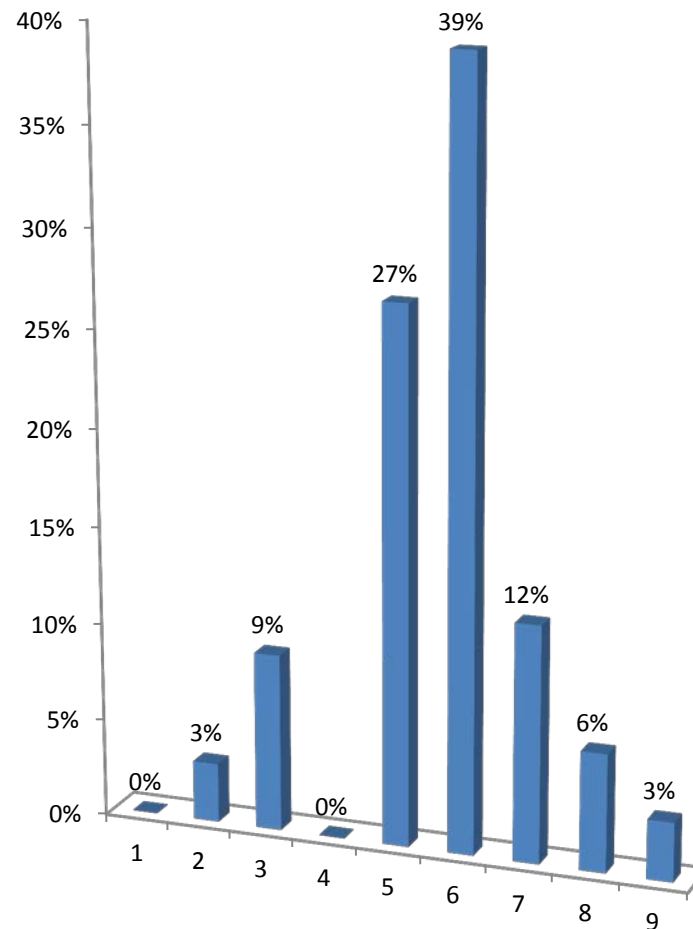
	Responses	
	Percent	Count
\$0 - \$24,999	9%	3
\$25,000 - \$49,999	18%	6
\$50,000 - \$74,999	24%	8
\$75,000 - \$100,000	15%	5
\$101,000 - \$150,000	18%	6
More than \$150,000	15%	5
Prefer not to answer	3%	1
Totals	100%	34

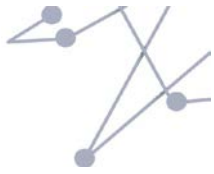




21.) What is the highest degree or level of school completed? (Multiple Choice)

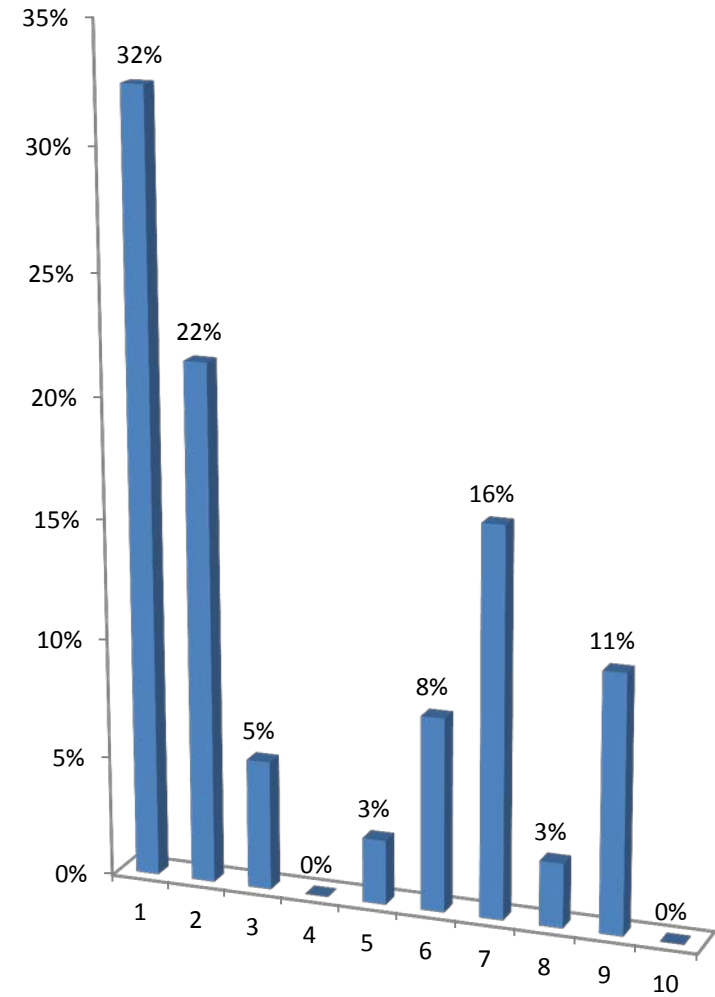
	Responses	
	Percent	Count
Less than High School Diploma or GED	0%	0
High School Graduate	3%	1
Some College	9%	3
Associate's Degree (AA, AS)	0%	0
Bachelor's Degree (BA, BS)	27%	9
Master's Degree	39%	13
Professional Degree beyond Bachelor's Degree (MD, DDS, DVM, LLB, JD)	12%	4
Doctorate Degree (PhD or EdD)	6%	2
Prefer not to answer	3%	1
Totals	100%	33

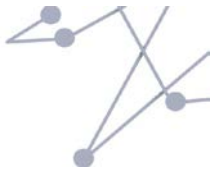




22.) How did you hear about tonight’s meeting? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Together North Jersey email/website	32%	12
NJTPA email/website	22%	8
County/city email/website	5%	2
Print newspaper	0%	0
Online newspaper	3%	1
Community group or organization	8%	3
Family, friend, or associate	16%	6
Flyer posted at library, senior center or government building	3%	1
Other	11%	4
Prefer not to answer	0%	0
Totals	100%	37

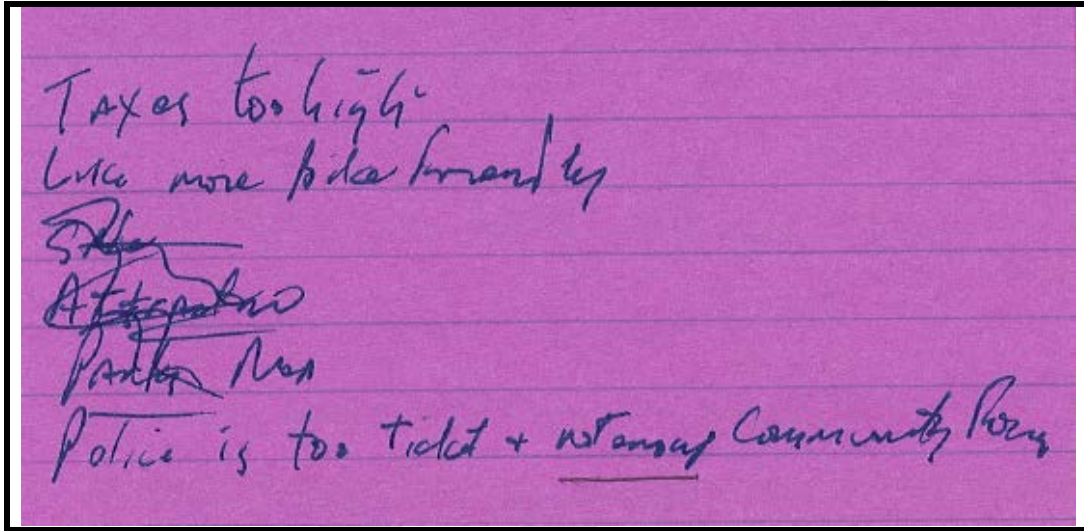




Appendix H: Unreadable Public Input Responses

Session Name: Newark/Essex, 5/9/13

LIVE: Change



DRAFT



Appendix H: Unreadable Public Input Responses

Session Name: Newark/Essex, 5/9/13

WORK: Like

let - people work and
- function
- comments by cars

WORK: Change

No for caption of Newark & ^{Newark} Education
Station Employment