

Workshop Summary

Hudson County Discovery Workshop

North Hudson Higher Education Center, Union City NJ

Wednesday, May 1, 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 conference, 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.

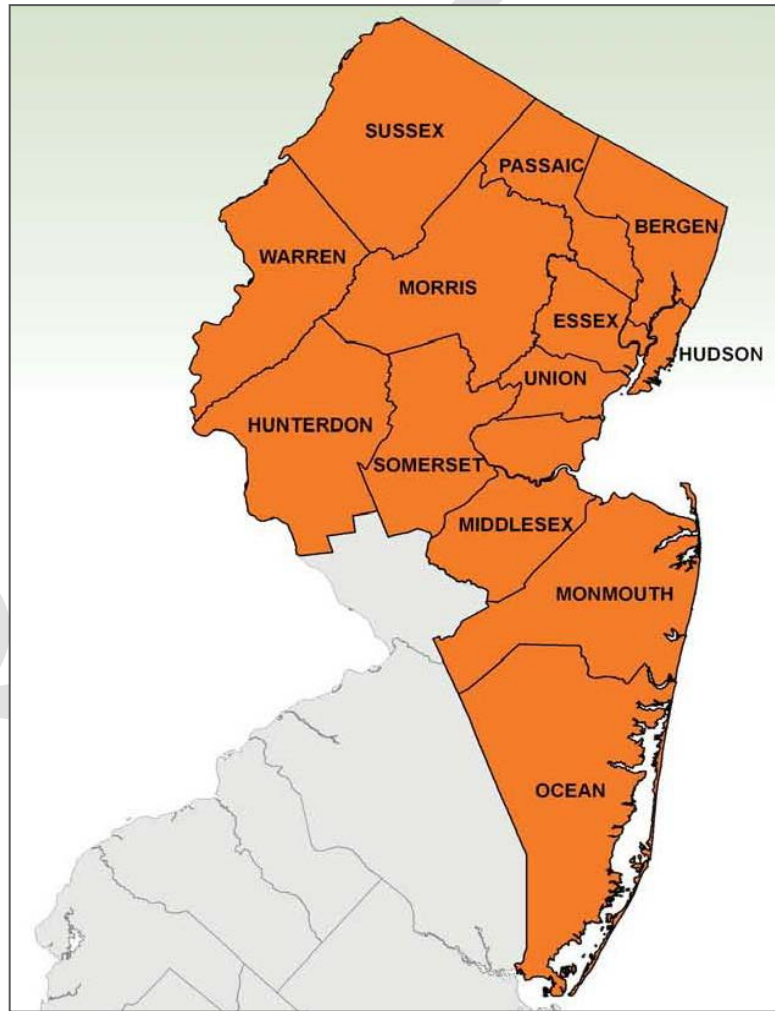


Figure 1: The NJTPA and Together North Jersey Planning Region



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).



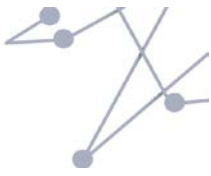
Figure 2: Together North Jersey RPSD Planning Process

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

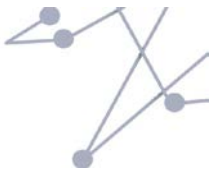
As stated above, the purpose of the Discovery workshops was to gather input from local officials, residents and businesses about what it is like to live, work and get around northern New Jersey and how we can work together to ensure prosperous future for the northern part of the State. The more specific 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 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 half hours began at 6:00 PM with participants arriving to explore the Open House portion of the workshop. A total of 37 participants attended the meeting, which included a program of the following:

1. Welcoming remarks given by Hudson County Executive Thomas DeGise;
2. Overviews of the Together North Jersey (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.

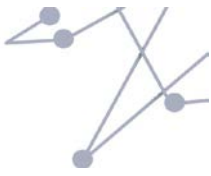
Map Exercise: "Where are you from?"

After receiving their program folders, attendees were asked to place dots on a map indicating where they lived and where they worked in Hudson County. To view the map, see **Appendix A**.

WORKSHOP INTRODUCTION

Welcoming Remarks

An elected official or director of planning 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. In this workshop, County Executive Tom DeGise said the county, in partnership with the NJTPA, Jersey City and Bayonne, is exploring the potential for Bus Rapid Transit between Bayonne and Journal Square with an eye toward better transit connections and services for thousands of county residents, workers and visitors. DeGise also noted that, with funding from Together North Jersey, a Wave Action Mitigation Study will identify vulnerable properties and critical infrastructure that are subject to tidal waters from Mill Creek. This study also will evaluate potential impacts and property damage, DeGise noted. Also funded by Together North



Jersey, DeGise said efforts are underway to create a foundation for an affordable, integrated bike share system throughout the county. He noted that Together North Jersey is also developing a regional Comprehensive Economic Development Strategy.

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 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 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

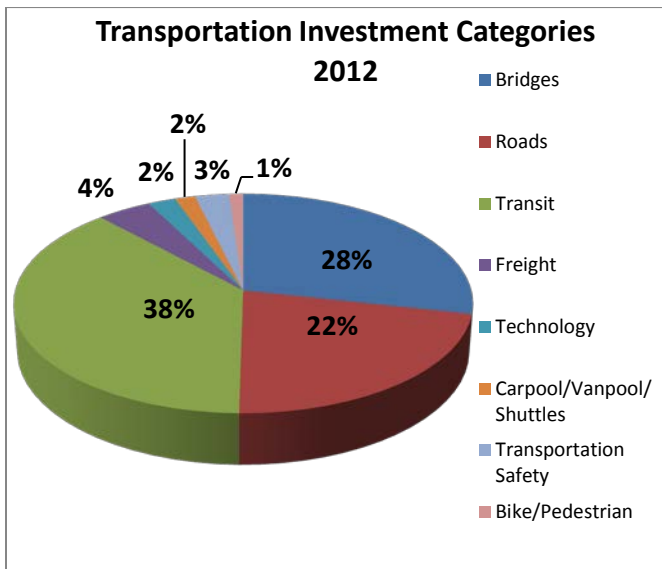
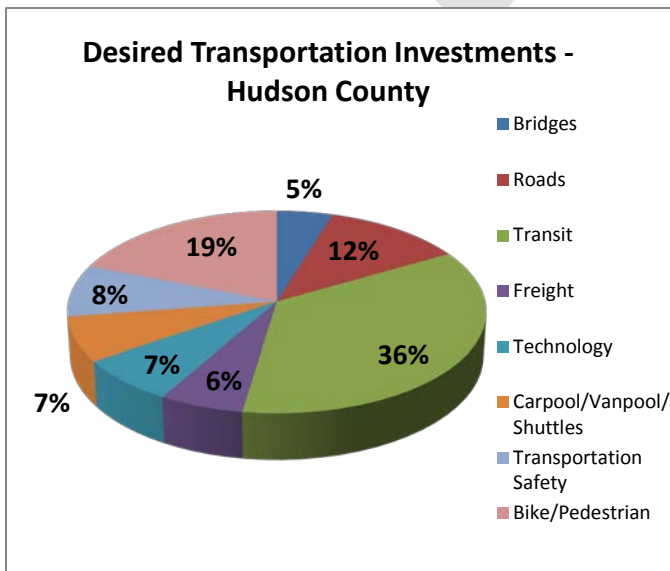


Figure 3-B: Desired Transportation Investments





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 noted that they enjoy the proximity to NYC, while also appreciating the accessibility of the area, the access to transit, and the walkability and diversity of their communities. Common “Like” statements included:

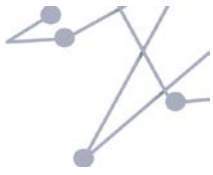
- Open space and parks; views and beauty of the area
- Walkability
- Ethnicity of the region
- Suburban, low crime, nice environment

In the **WORK** Station, participants appreciated that the transportation options create job opportunities. Whether walking to work or working from home, using public transit, having access to freeways, or being close to NYC, these options open opportunities for work, and create a variety of available jobs. Common “Like” statements included:

- Access to public transportation
- Opportunities to help young people
- Access to numerous job opportunities in Hudson County and NYC Metro area
- Abundance of workforce training

In the **GETTING AROUND** Station, participants liked transportation options, especially the use of transit, as well as the proximity to NYC and other points of interest in the county. Common “Like” statements included:

- Ease of using mass transit
- Walkability
- Many options to get around
- Proximity to NYC



In the **LIVE** Station, many participants wanted better connections within their community, including more transit options, access to points of interest, and more public access to the waterfront. They also expressed a need for more diverse employment opportunities and more variety in businesses and services in their communities. Common “Change” statements included:

- More transit and improve road infrastructure
- Better access to other destinations in the area: Journal Square, Hoboken
- More affordable housing
- Public safety

In the **WORK** Station, participants wanted more job opportunities that are stable, provide a living wage or well-paying salaries, offer training in order to grow/earn more, an environment that attracts new businesses and encourages entrepreneurship. Common “Change” statements included:

- Commuting time and hassle
- Businesses are drawn away due to high taxes
- Need affordable housing to live near work
- Not enough stable jobs; too many people not enough jobs

In the **GETTING AROUND** Station, responses related to transit service dominated the changes from participants. While people enjoy the transit options, they wanted to see more stops, more frequency and consistency, additional routes to areas that are currently hard to reach, and better connectivity between systems such as NJ Transit, PATH, and light rail. In addition, participants want to improve access for bicycling with more bike lanes and better sidewalks for pedestrians. Common “Change” statements included:

- More municipal parking
- Congestion
- More dedicated bike lanes
- Improve connectivity East/West

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 – Hudson County*

Goals and Objectives	LIVE Points	WORK Points	GETTING AROUND Points	Overall Points
Goal 1 - Strengthen the region's economy	6	3	7	16
Keep & create well-paying jobs	18	22	8	48
Ensure infrastructure (transportation, utilities & communications) is in good repair & can support economic development	7	5	16	28
Increase the economy's ability to adapt to change	0	1	2	3
Increase regional self-sufficiency	3	2	0	5
Goal 2 - Ensure communities are safe, healthy & great places to live	4	1	5	10
Create safe, stable neighborhoods with high-quality housing	23	7	4	34
Improve public health	2	2	0	4
Improve access to local parks & recreation	0	2	1	3
Improve access to community resources such as libraries, senior centers, youth activities	1	0	0	1
Preserve & enhance the character of existing downtowns & neighborhoods	12	4	2	18
Improve access to arts & cultural resources	0	0	1	1
Goal 3 - Improve everyone's access to opportunity	1	2	6	9
Connect where people live with where they need to go	5	21	27	53
Maintain & improve the quality of schools	14	15	0	29
Create inclusive, mixed-income neighborhoods	3	8	6	17
Reduce combined transportation & housing costs	3	3	17	23
Goal 4 - Enhance efficiency & conserve land	1	0	2	3
Increase investment near existing housing, jobs & transportation	9	19	15	43
Maintain & expand vibrant downtowns & "main streets"	6	12	11	29
Encourage development of compact neighborhoods with a mix of housing, shopping & services	10	15	3	28
Goal 5 - Protect & enhance environment	0	0	3	3
Preserve open space & natural areas	16	1	5	22
Improve air quality	1	0	3	4
Reduce potential impacts of climate change	9	4	5	18
Increase ability to respond to and recover from extreme weather events	4	5	0	9
Ensure adequate water supply	3	0	0	3
Improve water quality	0	2	0	2
Direct development away from environmentally sensitive areas	3	5	1	9
Preserve wildlife habitat	1	1	0	2

#'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 a top priority (receiving 23 points). The second objective ranked was “Keep and create well-paying jobs” (with 18 points). The third objective was: “Preserve open space and natural areas” (receiving 16 points).

At the **WORK** Station, the objective, “Keep and create well-paying jobs” was a top priority (receiving 22 points). The second objective ranked was “Connect where people live with where they need to go” (with 21 points). The third objective was: “Increase investment near existing housing, jobs & transportation” (receiving 19 points).

At the **GETTING AROUND** Station, the top priority was “Connect where people live with where they need to go” (receiving 27 points), followed by “Reduce combined transportation and housing costs” (receiving 17 points). The third priority was “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” (with 16 points).

TNJ Station: Regional Coordination

At the Together North Jersey Station, 29 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 participants 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**.

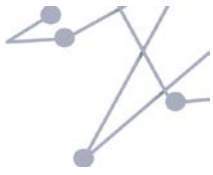


Table-2: Interactive Polling Top Answers

Question	Top Answer	Percent
What aspect of Personal Growth and Well-being is most important to you?	Being healthy and taking care of yourself	80%
What aspect of Family is most important to you?	Making time for recreational and cultural activities together	48%
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 opportunities to keep learning all through life	60%
What aspect of Nature is most important to you?	Taking good care of our air, water, and natural lands	60%
What aspect of Safety and Security is most important to you?	Peace of mind about the future	50%
How should the region spend transportation dollars? (Participants were asked to select 3)	Making it easier to walk and bike where we need to go	19%
	Making existing highways work better	14%
	Tie: Fixing unsafe bridges; Making existing transit work better	11%
What sources of funds should be used to support transportation?	Gas taxes	25%

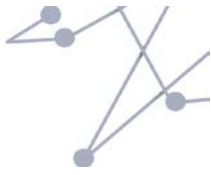
WRAP UP, REPORT BACK & CLOSING REMARKS

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

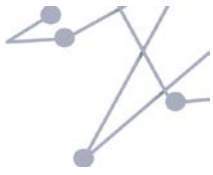




Appendix B: Summary of Public Input – LIVE*

What I like about my community from the LIVE perspective...		What I would change about my community from the LIVE perspective...	
1	Proximity to Manhattan. Urban living.	1	The variety of businesses so that there are more employment
2	Easy/accessible transportation around town and to NYC. Diversity.	2	More transit up and down the waterfront. Better Journal Square access.
3	Proximity to Manhattan.	3	Better connection to Journal Square.
4	Like to walk in town. Like the accessibility, how easy it is to get to the city from Weehawken.	4	Improve the transportation. Get easy to get in and out of Union City. Traffic.
5	River access for small non-motorized vehicles. Relatively easy access to NYC.	5	Improve transit. Improve road infrastructure.
6	Family house in densely populated area. Access to Lincoln Park.	6	Expand mixed use development esp. along commercial corridors. Migration of bike lanes into North Hudson.
7	Diverse community. Transportation easy to get around.	7	Congestion.
8	Near NYC Path.	8	Better access to Hoboken.
9	Commercial - like.	9	More open space. Less condos. Less waterfront development.
10	Public transportation accessibility. Growth opportunities in redeveloping areas.	10	Conserve open space; tear down vacant buildings instead of reducing open areas that can be used for parks.
11	Isolation of cemetery prevents loitering.	11	No change.
12	Nice access to open space - nice parks.	12	Infrastructure. Roads/improve. No jug handles. Basic transportation networks.
13	Walk places. Living by the River. Like neighbors.	13	Only one area of Jersey City is developing a lot. Other neighborhoods have a lot to offer and should also develop.
14	Like open space - esp. the park. Accessibility to public transportation and to NYC.	14	Crime. Political decision-making.
15	Woods. Open space. Preserve.	15	Where does all the funding go?
16	Walkable. Diversity.	16	High rent.
17	Using public transportation.	17	Not a lot of housing options in Jersey City - not diverse enough - mostly expensive. Not a variety of businesses and services.
18	Views - beauty - space. Streamlining connectivity to from Jersey City to Edgewater.	18	Hoboken - more affordable housing. Crime, ok. Main St, ok. Access to open space, ok.
19	Confidence in community investment in neighborhood to make improvements. Driven Expertly by Brian Stack.	19	Separate land use/topography from cliffs/riverfront. Would like more of a connection.
20	Option for one-family house in a dense, urban area. Limited crime.	20	More affordable housing. Community is more dangerous now then in the past. Transportation is good. Main Street appeal is declining.
21	Ethnicity of region. Space of location in relation to NYC.	21	More slips to water access. Preserve open space and wetlands. (Should use existing entities.)
22	Walkability. Access to NYC.	22	Sleepy town. Not much to do, not much cultural activity.
23	Suburban. Low crime. Nice environment.	23	Would like to change the way one gets to the waterfront.
		24	Need to address crime, particularly drug abuse within our community.
		25	Laws to prevent loitering and noise from disturbing other people.
		26	Gated parks, not easy access. Not a big variety of businesses and services. Visionless administration in Weehawken.
		27	Disconnect to Jersey City to WNY.

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	Job opportunities.
2	Lots of clients nearby.
3	Attracting new business in clustered groups.
4	Access to a variety of employment opportunities. Access to public transportation for commuters.
5	Access to happy hours. Access to numerous job opportunities in Hudson County & NY metro. Access to turnpike - opens up job opportunities.
6	Good area to work from home.
7	Access to public transportation.
8	Salary. Benefits. Environment and condition of job.
9	Commuting to/from Morris. Qualified workforce and professional/business services opportunities.
10	Accessibility to transit.
11	Easy access to employment. Can obtain work in informal way.
12	There are opportunities for helping young people.
13	Convenient to public transportation.
14	Close to work. Water front. Safe.
15	Transportation to NYC. Mixed-use community.
16	More opportunities for business. Diversity of jobs.
17	The advantages of this area is the abundance of opportunities of work force training.
18	Transportation to and from work.
19	Job opportunities in the area to expand work skills.
20	It's so convenient. Transportation is fantastic. Bergenline is like an airport. Chain stores ethnic/Latino products available. Don't need a car - even to get to work in Newark.
21	Living close to NY. How fast you get there. Now is much slower because of the traffic - not much variety.
22	Short commute to work in Manhattan. Generally easy access to transportation in all areas of north Jersey.
23	Future opportunities in community. Lots of possibilities.
24	Like the neighborhood she works in.
25	Likes to walk to work.

What I would <u>change</u> about my community from the WORK perspective...	
1	Congestion - traffic.
2	Not enough stable jobs because it's easy to obtain work. Too many people not enough jobs.
3	More opportunities for growth.
4	Improve transit access (last mile) and routes.
5	The way that I was trained because I was trained as I go. I would change and increase age range. Provide service for older age range. I would change my pay, too.
6	West New York businesses went down. Area has declined. Doesn't feel confident in area.
7	More opportunities for jobs.
8	Pay fee for outsourcing work. For job to no longer outsource work.
9	Increase employment opps near place of residence.
10	More upscale clients nearby.
11	More parking. Better business on Central Ave.
12	Pockets of opportunities - Cluster of jobs. Live/work-more affordable housing near jobs.
13	Decrease traffic/commute time to work. Expansion of light rail <u>NORTH</u> .
14	Workforce training issues.
15	Need low-skilled job with living wage. Increase minimum wage.
16	Lower taxes to incentivize businesses. Create higher paying jobs.
17	Integration of Hispanic communities.
18	Commuting time and hassle.
19	Wants the area to attract new businesses. Wants more prosperity.
20	Businesses being drawn away (high taxes). We don't have the entrepreneurship.
21	Affordable housing.
22	Better access to Path station. Current 15 walk.
23	Rent too expensive and too populated. Need more police.
24	Red tape to start a business. Too much bureaucracy.
25	Would like to change the Journal Square area and make it more accessible to other neighborhoods.
26	Wish that the town administrators were more visionary. Wish they were sustainable and encouraging entrepreneurship.
27	Workforce training issues. People who work here not from here.
28	Like to change how fellow employees get to work.

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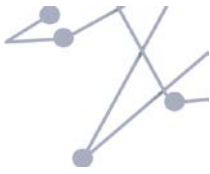


Appendix B: Summary of Public Input – GETTING AROUND*

What I like about my community from the perspective of GETTING AROUND....	
1	The proximity to Journal Square and NYC.
2	Relative ease to mass transit.
3	Self-employed, don't drive, public transportation. Sometimes drives, takes the bus or train, live in West New York.
4	The closeness to NY. How easy to get to NY. Access to public transportation.
5	Easy access to mass transit. Buses allow bicycles.
6	Bicycle, rail and bus.
7	Use of the Hudson River and river banks.
8	Able to walk around area.
9	Transportation is fantastic. Easy to get all over, even to work in Newark.
10	There are many transportation options.
11	Travel options.
12	Options - supplementing bus, light rail, jitney.
13	A lot of charter buses.
14	Many forms of public transportation. Light rail available.
15	Connections are fantastic for personal travel.
16	Public transportation is good in many parts of county.
17	Ease to getting into NYC.
18	Different options for getting around.
19	Can walk wherever I need to go.
20	Walk to PATH. Travel to NYC and other parts of Jersey City.
21	Different alternatives.
22	The 87 Bus and PATH.
23	Fast/easy connection to NYC.
24	The 87 Bus and PATH.

What I would change about my community from the perspective of GETTING AROUND...	
1	More municipal parking. More mass transit.
2	Better east/west connectivity. Tunnel breaks up neighborhood for walkability.
3	Make mass transit more affordable. More cost effective to drive to New Brunswick. Secaucus County offices - Better connection to Secaucus Junction.
4	Pockets of county need transit. Can be expensive. Make system work better with interchangeable ticket.
5	Takes a long time to get around congestion. Make different transit systems "communicate." (PATH, light rail, NJ Transit, etc.)
6	School buses for public schools. Improve Journal Square hub. More mass transit.
7	Frequency of service. Filling in for buses.
8	Jitney service to improve safety, insurance.
9	Parking or Park 'n Rides.
10	NJ Transit doesn't have reliable schedules for their buses.
11	When I wait for the larger NJ Transit buses, they are very slow, don't come around that much, and don't go to Park Avenue.
12	Driving in/out of Hudson County is horrible.
13	Stagger commuter times.
14	More dedicated bike lanes.
15	To avoid having a lot of big trucks traveling through the cities, I recommend having big trucks go to a location outside the cities and have smaller trucks get merchandise from the big trucks to transport through the cities.
16	We need to increase decreasing accessibility to the Hudson River, Hudson River banks, and Hudson River walkways.
17	Better cross-town access.
18	Would like more bicycle lanes.
19	Create easier access to Hoboken and other towns.
20	High toll rates. No meter parking meters for scooter and motorcycles.
21	Not enough light rail stops. Want more light rail stops.
22	Would like to increase accessibility to the neighborhood to make it more desirable. More walkways/sidewalks.
23	Bike lanes available.
24	Not enough alternative transportation, especially bicycles. There is not enough encouragement to get out of your car. Tolls too high.

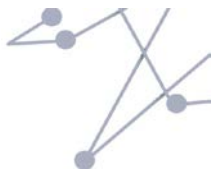
An effort was made to record participants responses verbatim. Some notes were unreadable, and a scanned copy can be found in **Appendix H.*



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	With NYC or without NYC?	1	More jobs with a living wage.	1	Rail Freight - get trucks off the road
2	Renewable Energy - Take advantage of wind energy on the East cliff and solar energy potential on Hudson County's West side (Large facility/R-O-W solar).	2	Affordable housing.	2	More connections to NYC - economy.
3	Promote the expansion of sustainable trans. Alternatives.	3	Job training.	3	Expand access to/prevalence of sustainable transportation alternatives.
4	High-quality <u>affordable</u> housing.	4	Improve Intermodality. Bus/Circulator and rail connections/service need to be expanded and improved and more parking near trains must be built.	4	Bikes lanes and storage. More light rail stations.
5	Rivertown access to water and parking. Kayaking: Edgewater & Weehawken, NJ Hudson River free access (and public dock) as NYC is doing.	5	Access to water. Kayaking: Edgewater.	5	Optimize roadway signals and traffic flow to improve routes in and out of Hudson County.
6	Elected officials or their representatives in this room.	6	Small businesses that are not liquor stores or pharmacies.	6	Increase night/weekend routes of buses and light rail to/from Hudson County.
		7	Utilize existing land with derelict buildings. Tear down condemnation. <u>DO NOT</u> encroach wetlands anymore.		
		8	Attracting new businesses similar in groups business communities.		
		9	Rising Tide Capital entrepreneur community.		
		10	Educate people about fire prevention. Educate people about recycling. Educate people about street garbage.		
		11	Innovation and creative ideas to make area unique like "The High Line."		

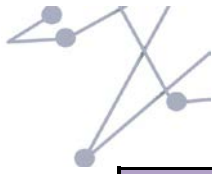


Appendix D: Priority Objectives

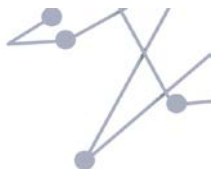
At each station, participants were asked to rank the Objectives within the Goals, including any added Objectives from the attendees. Each participant was able to vote for a total of three objectives, prioritizing them as “Most Important” (represented with a green dot), “Very Important” (blue dot), and “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	6	0	0	6
Keep and create well-paying jobs	12	6	0	18
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	3	0	4	7
Increase the economy's ability to adapt to change	0	0	0	0
Increase regional self-sufficiency	3	0	0	3
Goal 2 - Ensure communities are safe, healthy & great places to live	0	4	0	4
Create safe, stable neighborhoods with high-quality housing	18	4	1	23
Improve public health	0	2	0	2
Improve access to local parks and recreation	0	0	0	0
Improve access to community resources such as libraries, senior centers, youth activities	0	0	1	1
Preserve and enhance the character of existing downtowns and neighborhoods	6	6	0	12
Improve access to arts and cultural resources	0	0	0	0
Goal 3 - Improve everyone's access to opportunity	0	0	1	1
Connect where people live with where they need to go	0	4	1	5
Maintain and improve the quality of schools	9	4	1	14
Create inclusive, mixed-income neighborhoods	0	2	1	3
Reduce combined transportation and housing costs	0	2	1	3

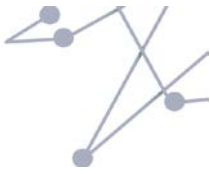


LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 4 - Enhance efficiency & conserve land	0	0	1	1
Increase investment near existing housing, jobs & transportation	3	6	0	9
Maintain & expand vibrant downtowns and "main streets"	0	4	2	6
Encourage development of compact neighborhoods with a mix of housing, shopping and services	6	2	2	10
Goal 5 - Protect & enhance environment	0	0	0	0
Preserve open space and natural areas	12	0	4	16
Improve air quality	0	0	1	1
Reduce potential impacts of climate change	3	4	2	9
Increase ability to respond to and recover from extreme weather events	0	2	2	4
Ensure adequate water supply	3	0	0	3
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	2	1	3
Preserve wildlife habitat	0	0	1	1

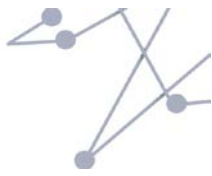


Appendix D: Priority Objectives – WORK

WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 1 - Strengthen the region's economy	3	0	0	3
Keep and create well-paying jobs	15	6	1	22
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	0	4	1	5
Increase the economy's ability to adapt to change	0	0	1	1
Increase regional self-sufficiency	0	2	0	2
Goal 2 - Ensure communities are safe, healthy & great places to live	0	0	1	1
Create safe, stable neighborhoods with high-quality housing	0	6	1	7
Improve public health	0	2	0	2
Improve access to local parks and recreation	0	0	2	2
Improve access to community resources such as libraries, senior centers, youth activities	0	0	0	0
Preserve and enhance the character of existing downtowns and neighborhoods	0	2	2	4
Improve access to arts and cultural resources	0	0	0	0
Goal 3 - Improve everyone's access to opportunity	0	2	0	2
Connect where people live with where they need to go	21	0	0	21
Maintain and improve the quality of schools	6	8	1	15
Create inclusive, mixed-income neighborhoods	6	2	0	8
Reduce combined transportation and housing costs	0	0	3	3



WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 4 - Enhance efficiency & conserve land	0	0	0	0
Increase investment near existing housing, jobs & transportation	4	3	1	19
Maintain & expand vibrant downtowns and "main streets"	1	3	3	12
Encourage development of compact neighborhoods with a mix of housing, shopping and services	3	1	4	15
Goal 5 - Protect & enhance environment	0	0	0	0
Preserve open space and natural areas	0	0	1	1
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	1	0	1	4
Increase ability to respond to and recover from extreme weather events	0	2	1	5
Ensure adequate water supply	0	0	0	0
Improve water quality	0	1	0	2
Direct development away from environmentally sensitive areas	0	1	3	5
Preserve wildlife habitat	0	0	1	1
OTHER				
More jobs with a living wage	1	1	0	5



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	3	4	0	7
Keep and create well-paying jobs	3	4	1	8
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	9	4	3	16
Increase the economy's ability to adapt to change	0	0	2	2
Increase regional self-sufficiency	0	0	0	0
Goal 2 - Ensure communities are safe, healthy & great places to live	3	2	0	5
Create safe, stable neighborhoods with high-quality housing	3	0	1	4
Improve public health	0	0	0	0
Improve access to local parks and recreation	0	0	1	1
Improve access to community resources such as libraries, senior centers, youth activities	0	0	0	0
Preserve and enhance the character of existing downtowns and neighborhoods	0	2	0	2
Improve access to arts and cultural resources	0	0	1	1
Goal 3 - Improve everyone's access to opportunity	6	0	0	6
Connect where people live with where they need to go	18	8	1	27
Maintain and improve the quality of schools	0	0	0	0
Create inclusive, mixed-income neighborhoods	3	2	1	6
Reduce combined transportation and housing costs	0	12	5	17



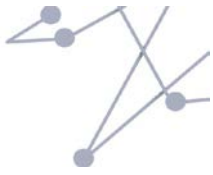
GETTING AROUND				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 4 - Enhance efficiency & conserve land	0	2	0	2
Increase investment near existing housing, jobs & transportation	12	2	1	15
Maintain & expand vibrant downtowns and "main streets"	6	4	1	11
Encourage development of compact neighborhoods with a mix of housing, shopping and services	0	0	3	3
Goal 5 - Protect & enhance environment	0	0	3	3
Preserve open space and natural areas	3	2	0	5
Improve air quality	0	2	1	3
Reduce potential impacts of climate change	3	2	0	5
Increase ability to respond to and recover from extreme weather events	0	0	0	0
Ensure adequate water supply	0	0	0	0
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	0	1	1
Preserve wildlife habitat	0	0	0	0
OTHER				
Rail Freight - get trucks off the road	3	0	0	3



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	2
Foster collaboration between federal, state, county and local governments to address regional growth issues	9
Maintain up-to-date, coordinated local, regional and State functional plans that reflect these goals	2
Provide a regional framework for making decisions about capital investments, programs, regulations and major development applications	4
Ensure a broad cross-section of residents, businesses and government are engaged in planning efforts, including those traditionally under-represented in regional planning processes	12
Respect property rights during planning and implementation	0
Total:	29

DRAFT



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

What's Missing?
Issues and Challenges:
Opportunities and Suggestions:
1. Need athletic fields open to the public in West NY
Questions*:

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

DRAFT



Appendix G: Interactive Polling

Session Name: HUDSON Session 5-1-2013 8:26 PM

Date Created: 5/1/2013 4:03:32 PM

Active Participants: 25 of 25

Average Score: 0.00%

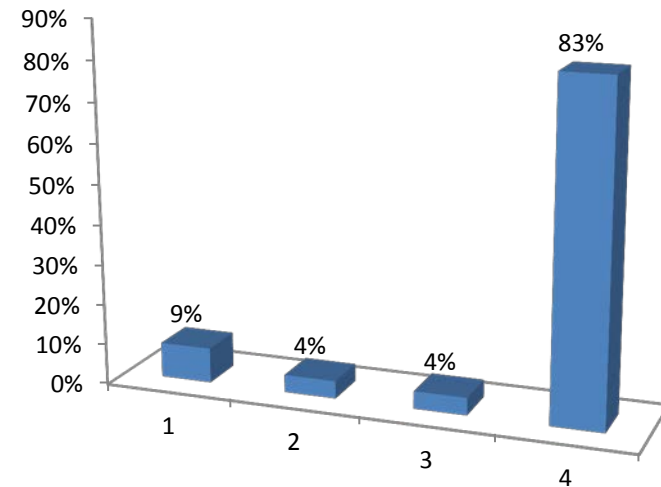
Questions: 22

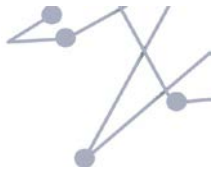
Results By Question

PRACTICE QUESTION

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

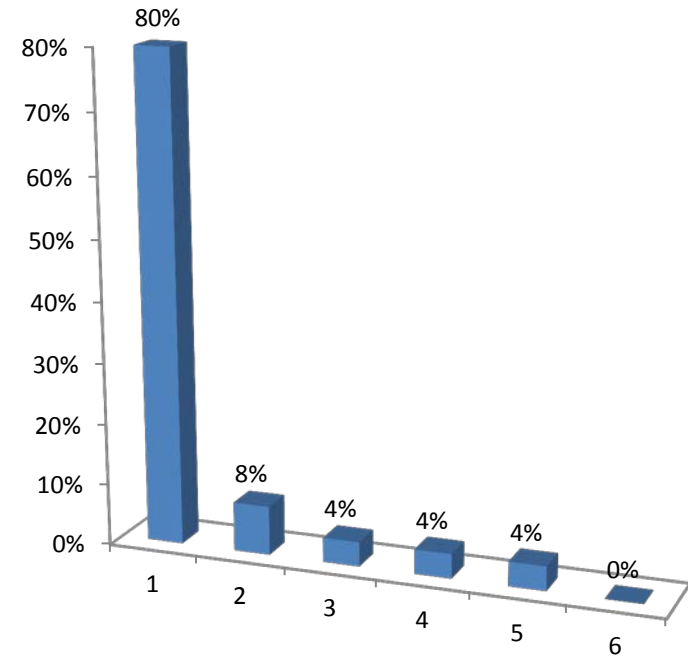
	Responses	
	Percent	Count
Strongly Agree	9%	2
Somewhat Agree	4%	1
Somewhat Disagree	4%	1
Strongly Disagree	83%	19
Totals	100%	23





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

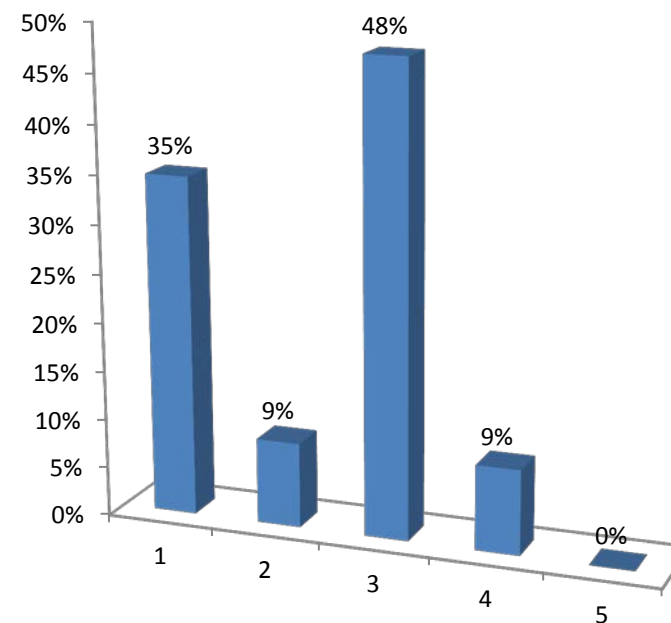
	Responses	
	Percent	Count
Being healthy and taking care of yourself	80%	20
Being close to nature	8%	2
Volunteering and giving back to your community	4%	1
Spirituality and religion	4%	1
None of the above	4%	1
Prefer not to answer	0%	0
Totals	100%	25

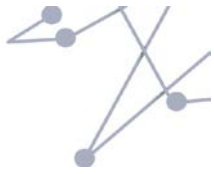




3.) What aspect of Family is most important to you? (Multiple Choice)

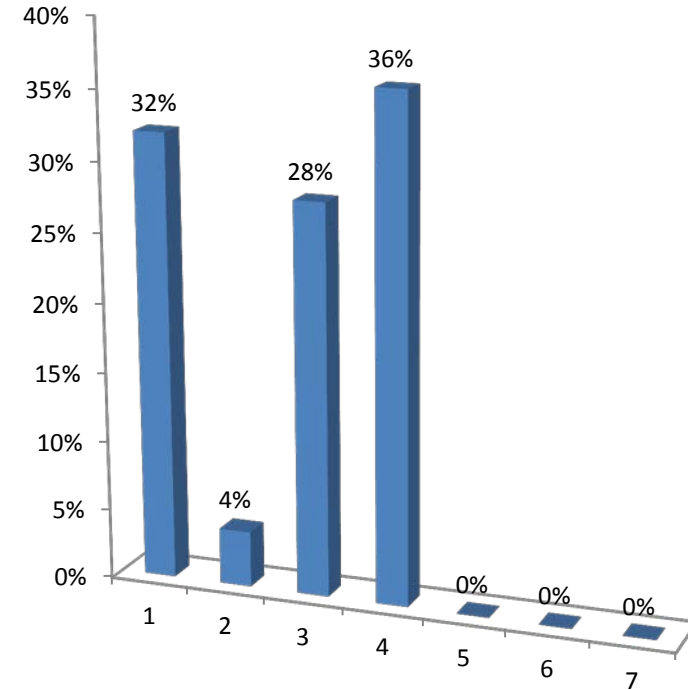
	Responses	
	Percent	Count
Having time to spend together	35%	8
Having extended family nearby	9%	2
Making time for recreational and cultural activities together	48%	11
None of the above	9%	2
Prefer not to answer	0%	0
Totals	100%	23

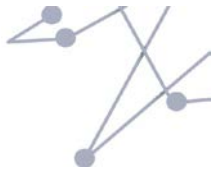




4.) What aspect of Community is most important to you? (Multiple Choice)

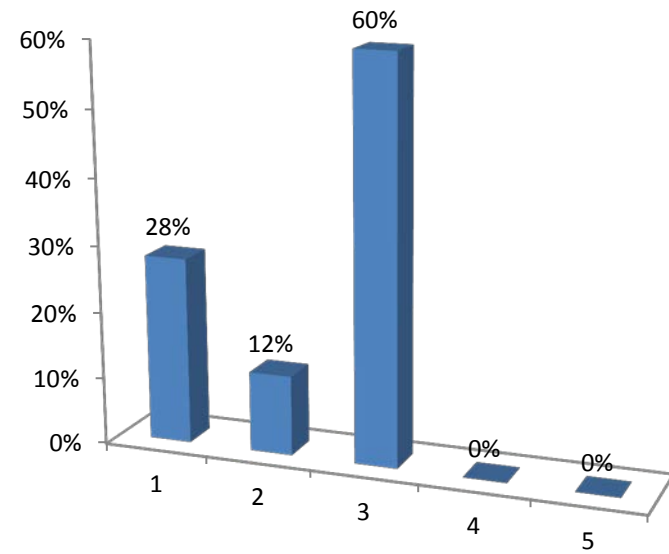
	Responses	
	Percent	Count
Feeling a sense of community	32%	8
Having community-sponsored activities to go to	4%	1
Living in a diverse community	28%	7
Having good neighbors and being a good neighbor	36%	9
Being self-reliant and left alone	0%	0
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	25

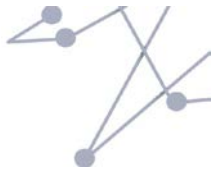




5.) What aspect of Education is most important to you? (Multiple Choice)

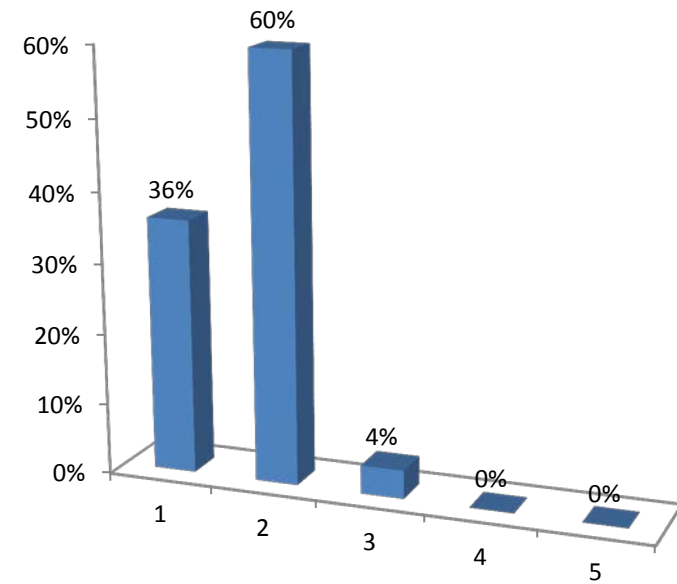
	Responses	
	Percent	Count
Having quality neighborhood schools	28%	7
Being able to go to college or a trade school	12%	3
Having opportunities to keep learning all through life	60%	15
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	25

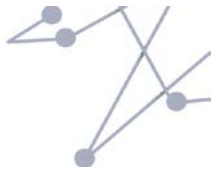




6.) What aspect of Nature is most important to you? (Multiple Choice)

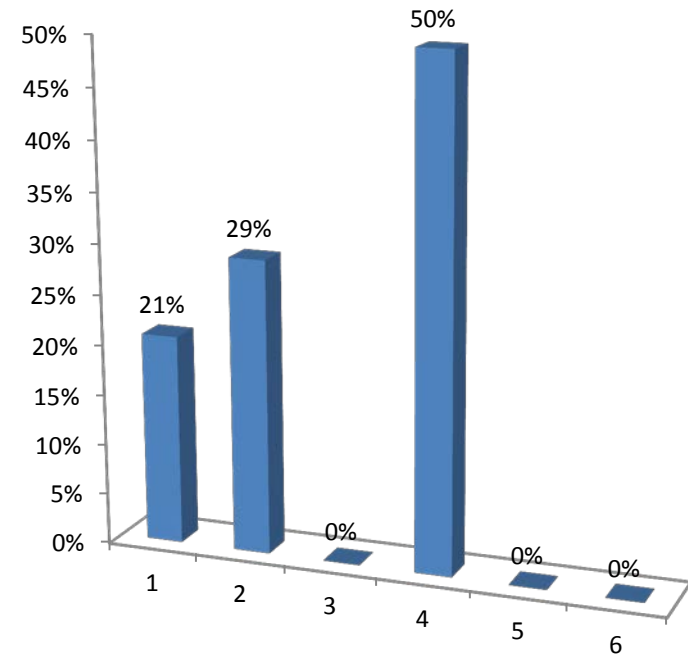
	Responses	
	Percent	Count
Having green space nearby	36%	9
Taking good care of our air, water and natural lands	60%	15
Protecting wildlife habitat	4%	1
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	25





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

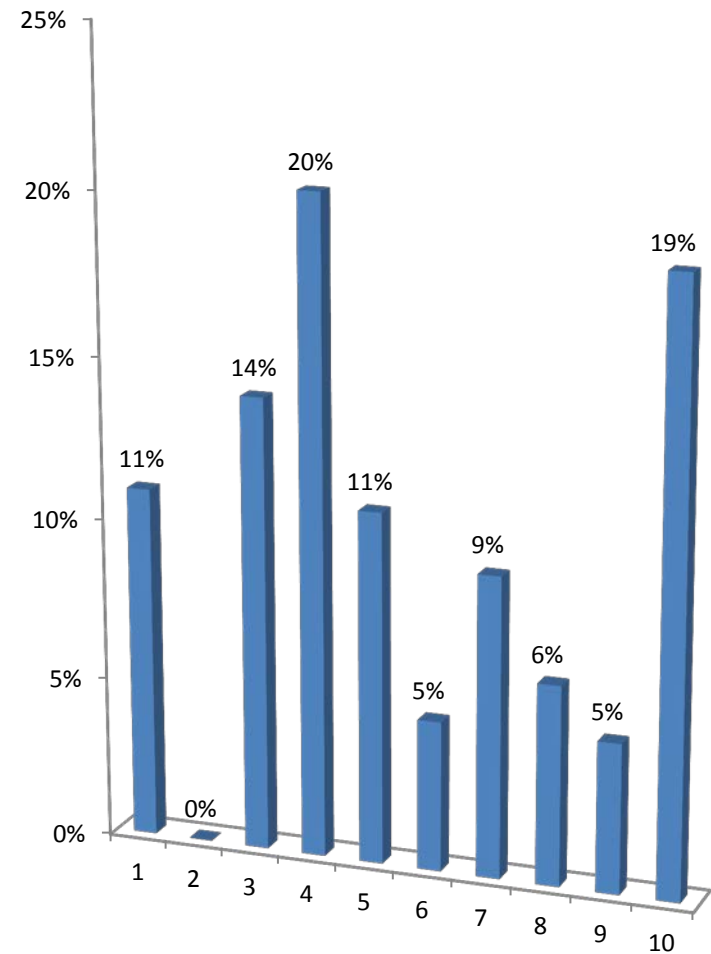
	Responses	
	Percent	Count
Having a good paying job	21%	5
Having Safe neighborhoods	29%	7
Fewer traffic-related accidents	0%	0
Peace of mind about the future	50%	12
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	24





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

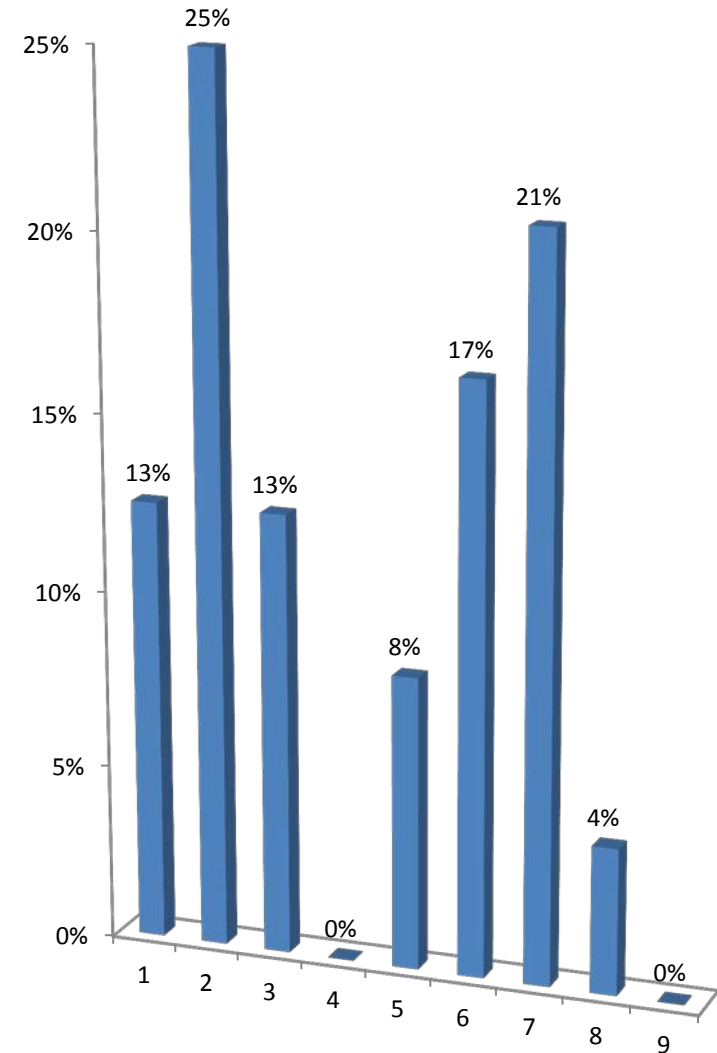
	Responses	
	Percent	Count
Fixing unsafe bridges	11%	7
Building more highways	0%	0
Making existing highways work better	14%	9
Expanding transit service	20%	13
Making existing transit work better	11%	7
Making it easier to transport goods and materials around the region	5%	3
Using technology to improve transportation	9%	6
Supporting more carpooling and shuttles	6%	4
Making our roads safer	5%	3
Making it easier to walk and bike where we need to go	19%	12
Totals	100%	64

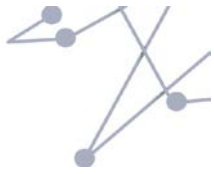




9.) What sources of funds should be used to support transportation? (Multiple Choice)

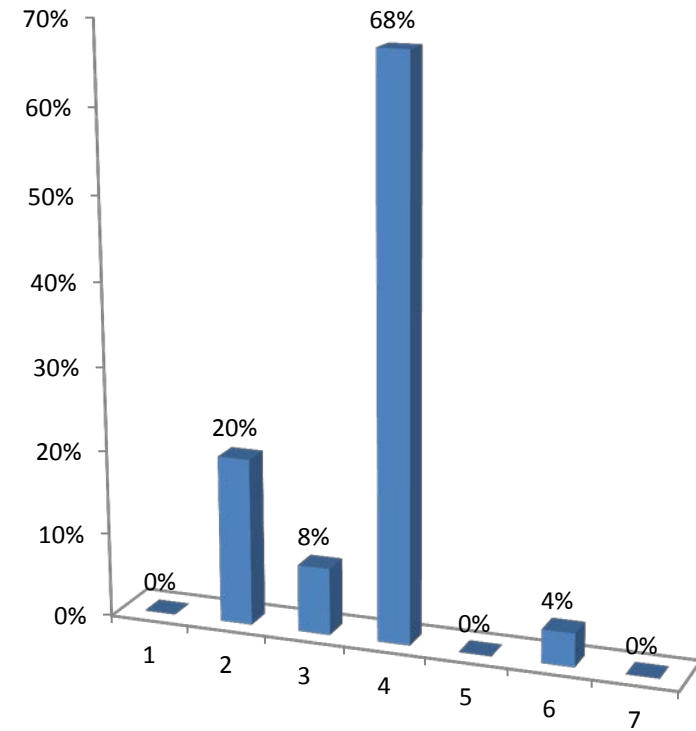
	Responses	
	Percent	Count
Transit fares and tolls	13%	3
Gas taxes	25%	6
General taxes like income tax or sales tax	13%	3
Borrowing more money and paying it off over time	0%	0
Selling "naming" rights to bridges, highways and train stations like we do with stadiums and arenas	8%	2
Working with banks and businesses to share costs and revenue from tolls and fares	17%	4
All of the above	21%	5
None of the above	4%	1
Prefer not to answer	0%	0
Totals	100%	24

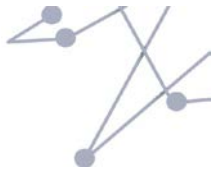




10.) Which group best describes your age? (Multiple Choice)

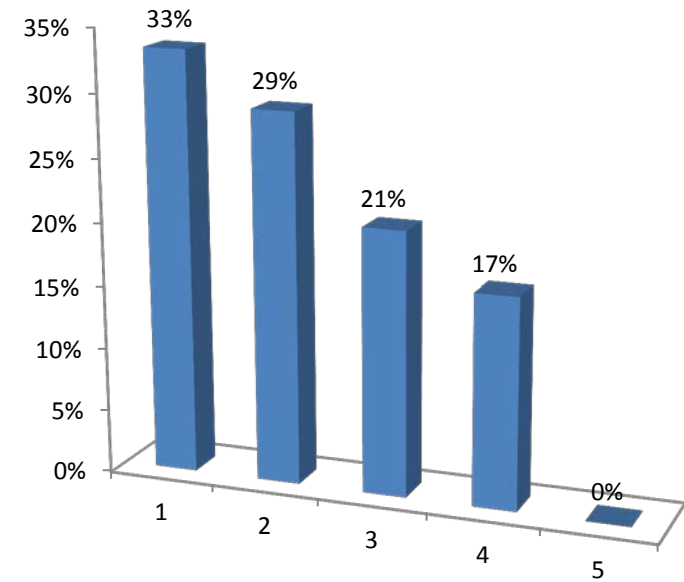
	Responses	
	Percent	Count
Under 25	0%	0
25-34	20%	5
35-44	8%	2
45-64	68%	17
65-74	0%	0
75 years and older	4%	1
Prefer not to answer	0%	0
Totals	100%	25

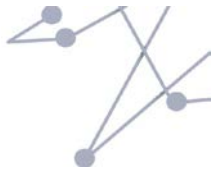




11.) What is your household size? (include yourself) (Multiple Choice)

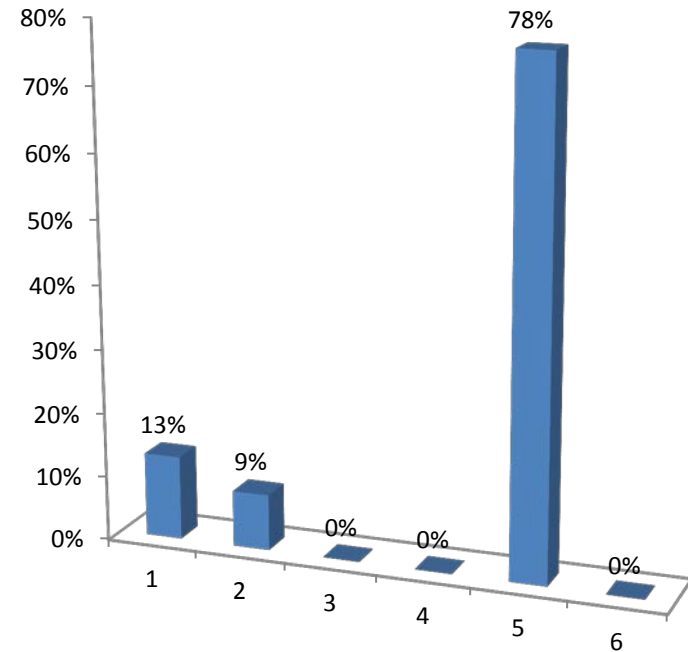
	Responses	
	Percent	Count
1 person household	33%	8
2 person household	29%	7
3 person household	21%	5
4 or more person households	17%	4
Prefer not to answer	0%	0
Totals	100%	24

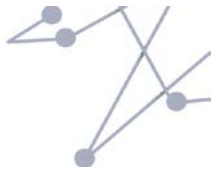




12.) How many persons in your household are under the age of 18? (Multiple Choice)

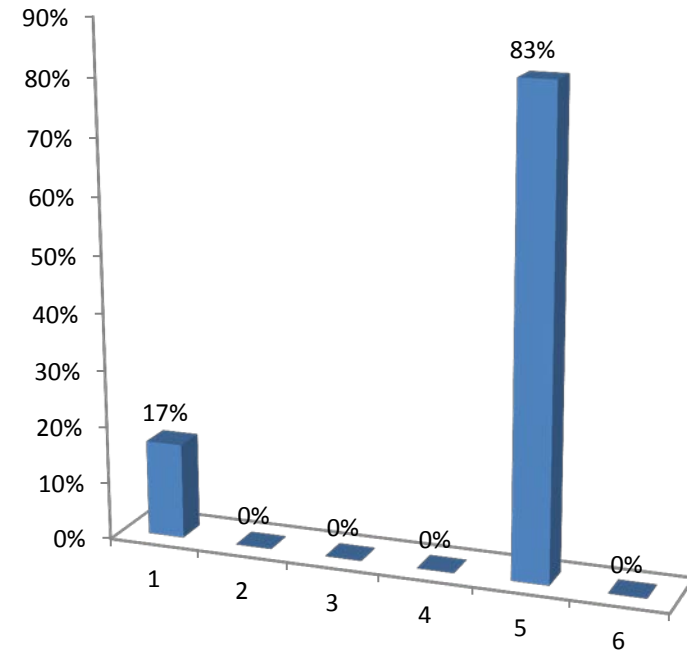
	Responses	
	Percent	Count
One (1)	13%	3
Two (2)	9%	2
Three (3)	0%	0
Four or more (4+)	0%	0
None	78%	18
Prefer not to answer	0%	0
Totals	100%	23

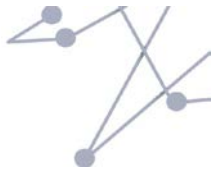




13.) How many persons in your household are over the age of 65? (Multiple Choice)

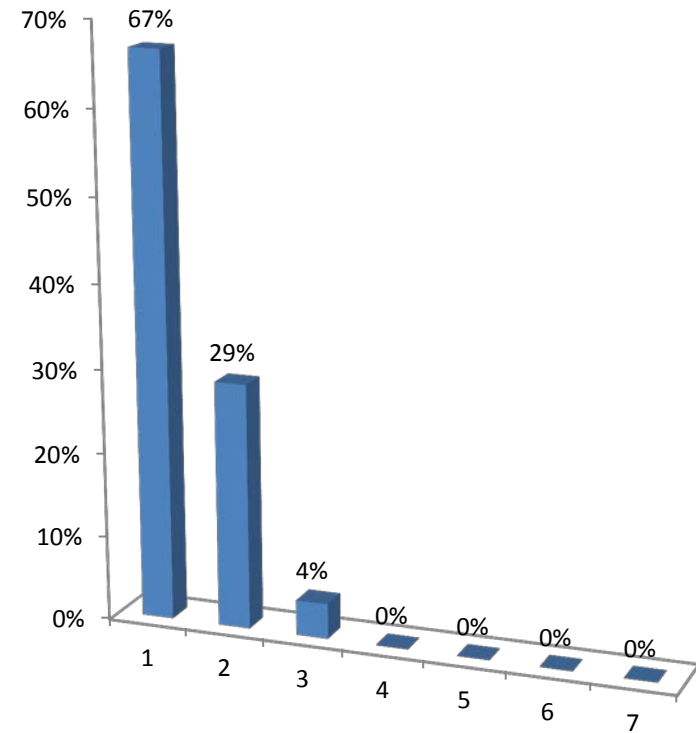
	Responses	
	Percent	Count
One (1)	17%	4
Two (2)	0%	0
Three (3)	0%	0
Four or more (4+)	0%	0
None	83%	20
Prefer not to answer	0%	0
Totals	100%	24





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

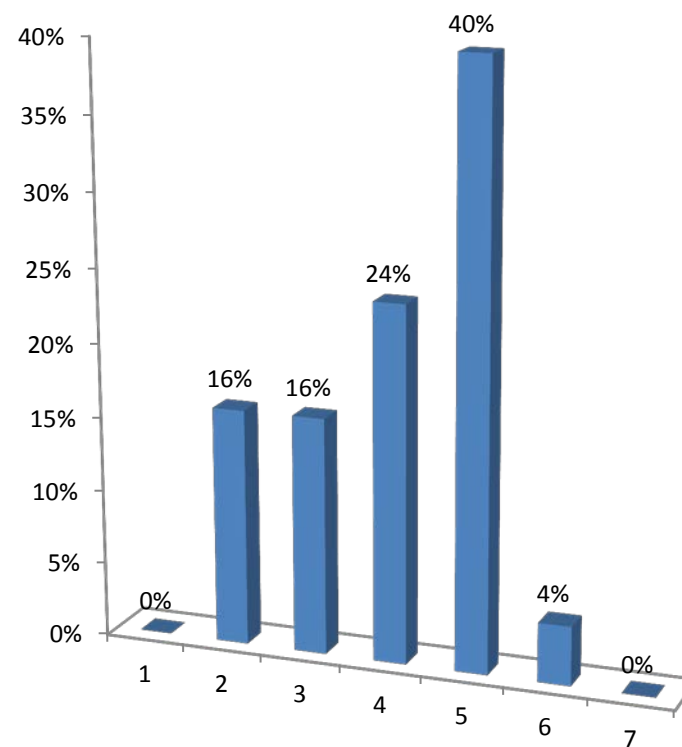
		Responses	
		Percent	Count
	City	67%	16
	Small town	29%	7
	Suburban township	4%	1
	Rural township	0%	0
	Vacation/Resort community	0%	0
	None of the above	0%	0
	Prefer not to answer	0%	0
	Totals	100%	24

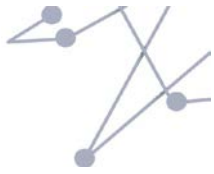




15.) How long have you lived in your current neighborhood? (Multiple Choice)

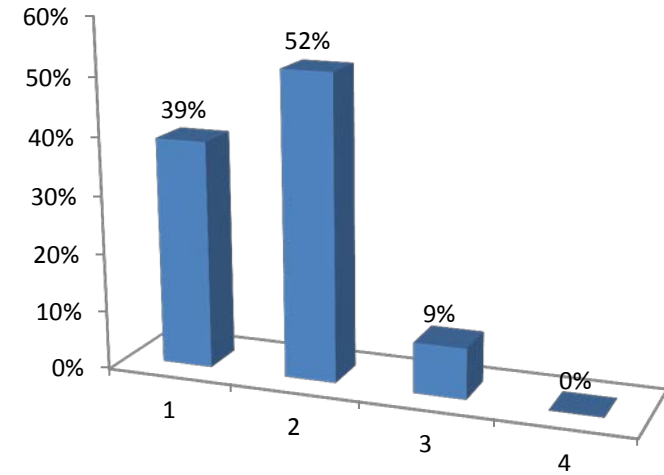
	Responses	
	Percent	Count
Less than a year	0%	0
1-3 years	16%	4
4-10 years	16%	4
11-20 years	24%	6
20+ years	40%	10
I do not live in Northern NJ	4%	1
Prefer not to answer	0%	0
Totals	100%	25



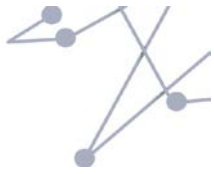


16.) Do you rent or own your home? (Multiple Choice)

	Responses	
	Percent	Count
Rent	39%	9
Own	52%	12
Residence is provided by others	9%	2
Prefer not to answer	0%	0
Totals	100%	23

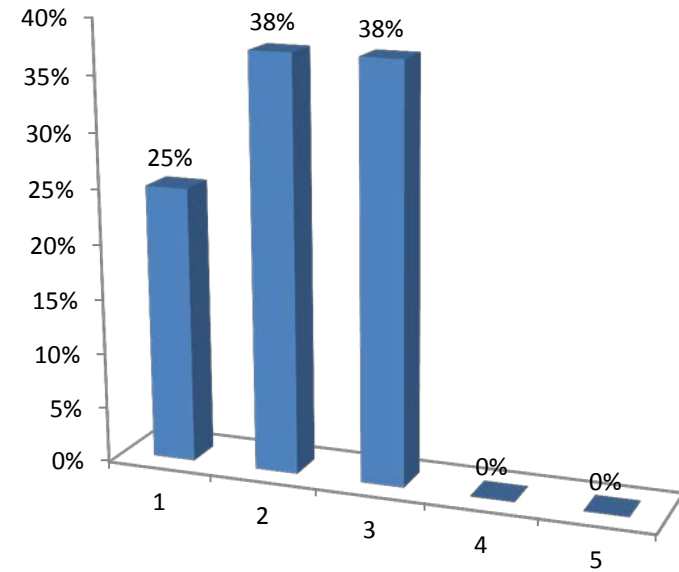


DRY



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

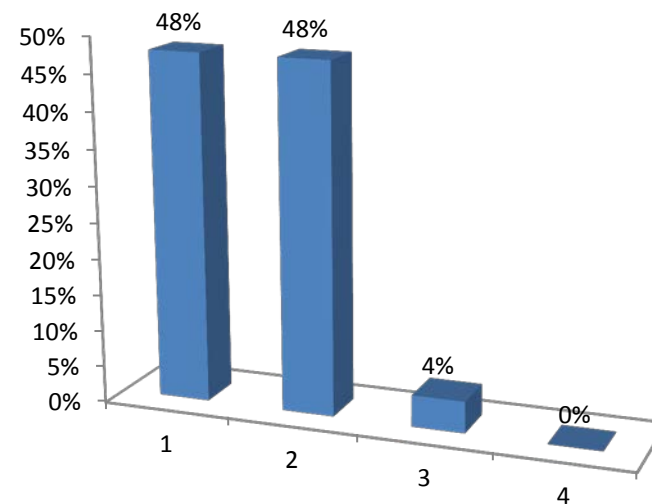
	Responses	
	Percent	Count
No vehicles	25%	6
1 vehicle	38%	9
2 vehicles	38%	9
3+ vehicles	0%	0
Prefer not to answer	0%	0
Totals	100%	24



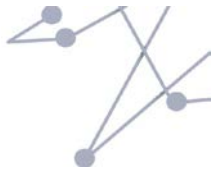


18.) Are you....? (Multiple Choice)

	Responses	
	Percent	Count
Male	48%	11
Female	48%	11
Other	4%	1
Prefer not to answer	0%	0
Totals	100%	23

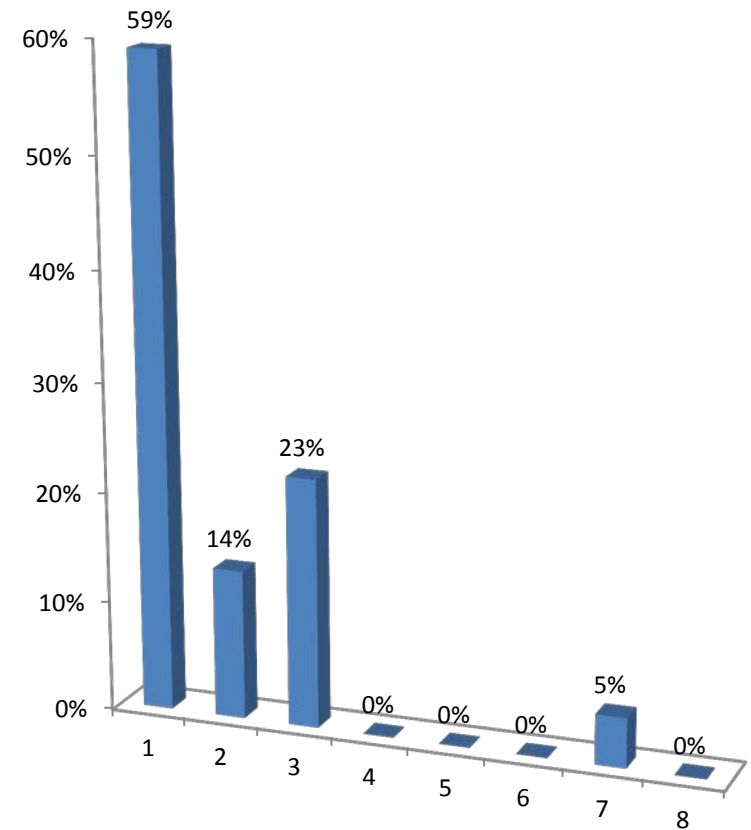


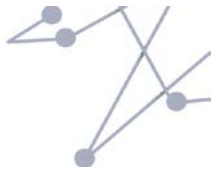
DRY



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

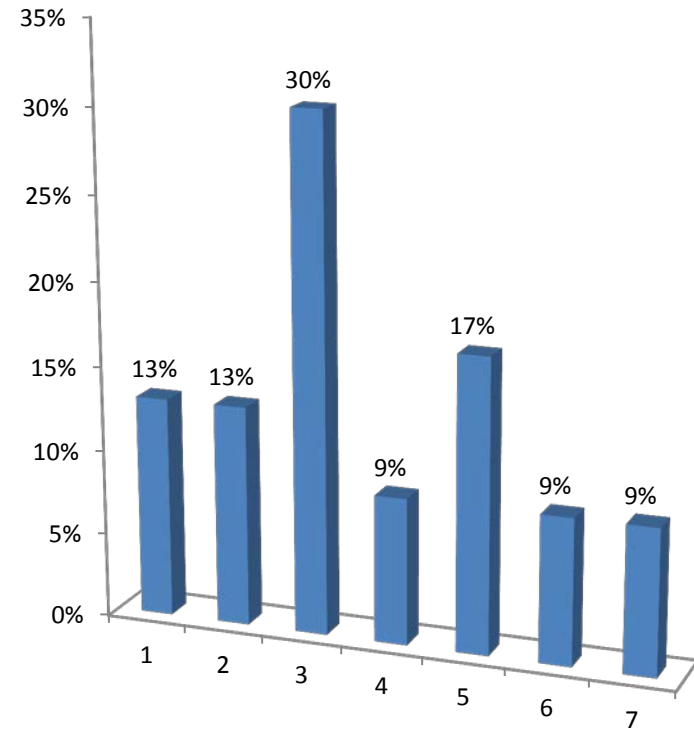
	Responses	
	Percent	Count
White, Not Hispanic	59%	13
Black, Not Hispanic	14%	3
White, Hispanic	23%	5
Black, Hispanic	0%	0
Asian American	0%	0
Native American	0%	0
More than One Race	5%	1
Prefer not to answer	0%	0
Totals	100%	22

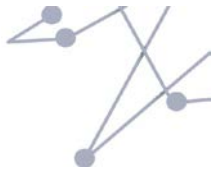




20.) What is your household income? (Multiple Choice)

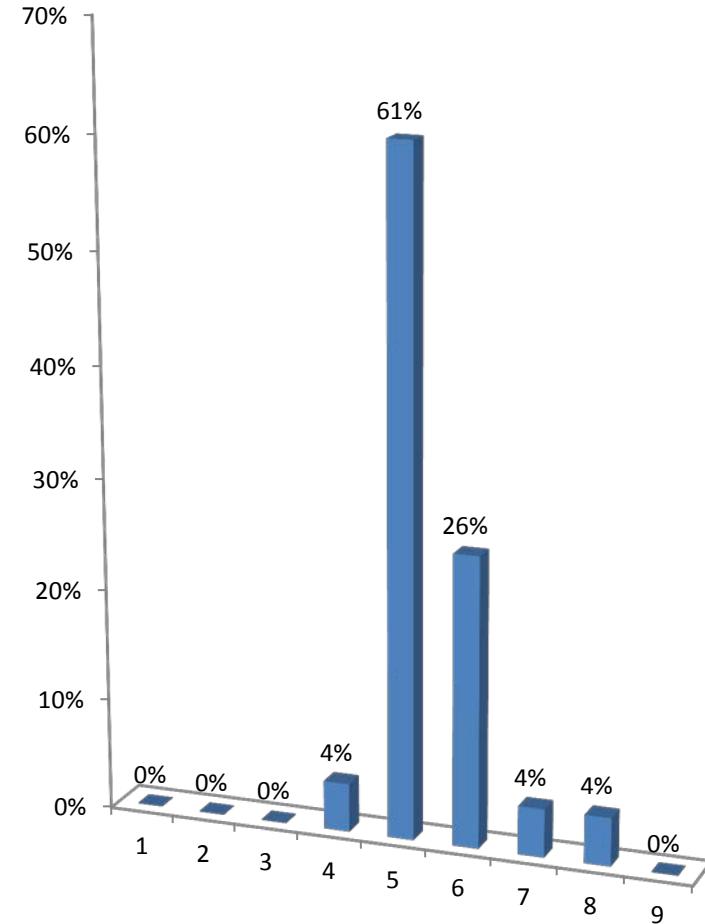
	Responses	
	Percent	Count
\$0 - \$24,999	13%	3
\$25,000 - \$49,999	13%	3
\$50,000 - \$74,999	30%	7
\$75,000 - \$100,000	9%	2
\$101,000 - \$150,000	17%	4
More than \$150,000	9%	2
Prefer not to answer	9%	2
Totals	100%	23

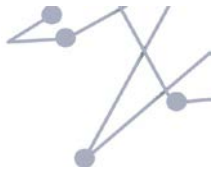




21.) What is the highest degree or level of school completed? (Multiple Choice)

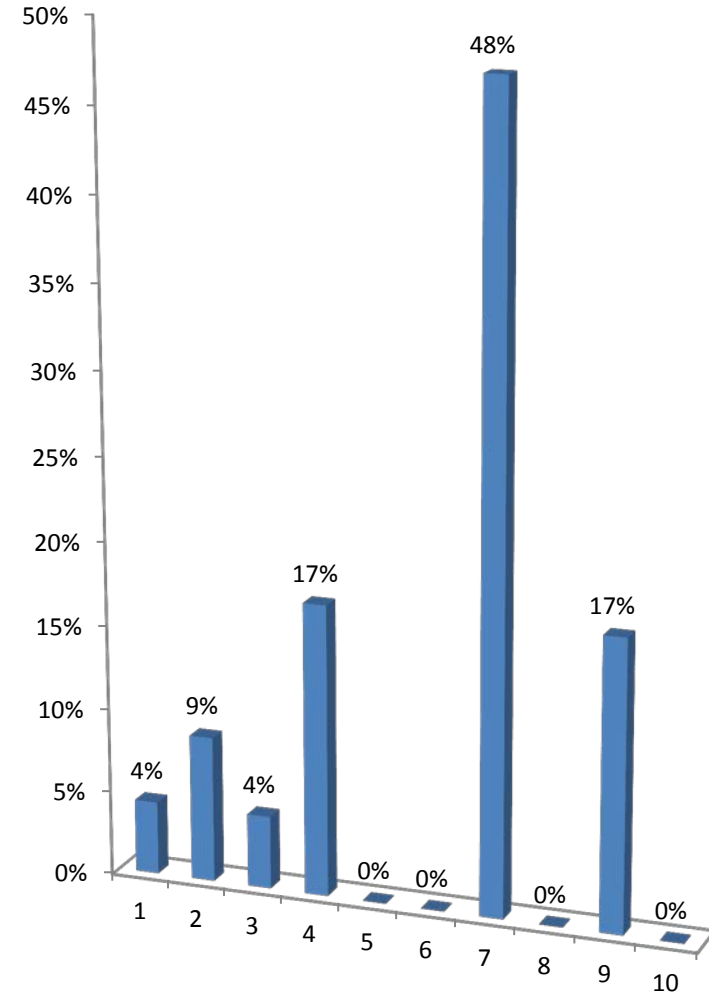
	Responses	
	Percent	Count
Less than High School Diploma or GED	0%	0
High School Graduate	0%	0
Some College	0%	0
Associate's Degree (AA, AS)	4%	1
Bachelor's Degree (BA, BS)	61%	14
Master's Degree	26%	6
Professional Degree beyond Bachelor's Degree (MD, DDS, DVM, LLB, JD)	4%	1
Doctorate Degree (PhD or EdD)	4%	1
Prefer not to answer	0%	0
Totals	100%	23





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

	Responses	
	Percent	Count
Together North Jersey email/website	4%	1
NJTPA email/website	9%	2
County/city email/website	4%	1
Print newspaper	17%	4
Online newspaper	0%	0
Community group or organization	0%	0
Family, friend, or associate	48%	11
Flyer posted at library, senior center or government building	0%	0
Other	17%	4
Prefer not to answer	0%	0
Totals	100%	23





Appendix H: Unreadable Public Input Responses

Session Name: Hudson County, 5/1/13

WORK: Like

