

Workshop Summary Hunterdon County Discovery Workshop Route 12 County Complex, Flemington NJ Monday, March 18, 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.

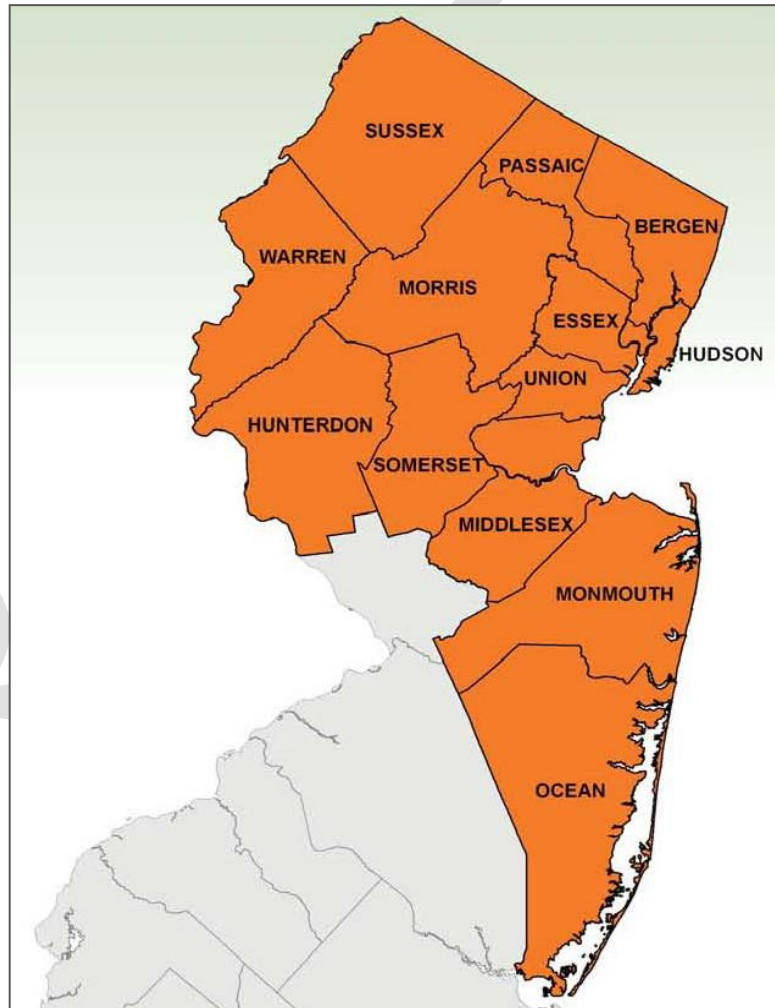
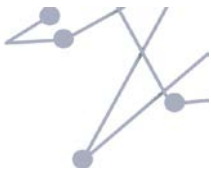


Figure 1: The NJTPA and Together North Jersey Planning Region



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).



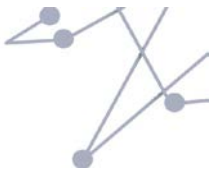
Figure 2: Together North Jersey RPSD Planning Process

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

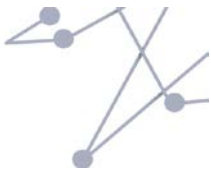
As stated above, the purpose of the Discovery workshops was to gather input from local officials, residents and businesses about what it is like to live, work and get around northern New Jersey and how we can work together to ensure prosperous future for the northern part of the state. The more specific 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-a-half hours began at 6:30 PM with participants arriving to explore the Open House portion of the workshop. A total of 33 participants attended the meeting, which included a program of the following:

1. Welcoming remarks given by Freeholder Matthew Holt, Chairman of NJTPA Board of Trustees;
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 7:00 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.

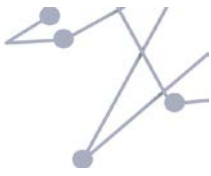
Map Exercise: "Where are you from?"

After receiving their program folders, attendees were asked to place dots on a map indicating where they lived and where they worked in Hunterdon 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, Freeholder/NJTPA Chairman Matt Holt noted that a lot of good has been accomplished through Together North Jersey already in the Hunterdon County. For example, he noted the county is working closely with Somerset County on the "Together 202" initiative – one of the "Local Demonstration Projects" taking place as part of the Together North Jersey effort, many of which cut across municipal and county boundaries. Holt noted Route 202 was selected as one of the first planning projects for Together North Jersey. He said seven towns along the most congested part of the corridor – Flemington, Raritan Township, and



Readington in Hunterdon County, along with Bridgewater, Somerville, Raritan Borough and Branchburg in Somerset County – are all active participants in a discussion about the future of this corridor. Freeholder Holt emphasized the importance of transportation to the economy, quality of life, and future of Hunterdon County and the region.

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 Hunterdon workshop were asked to select three top priorities within the current investment categories. A total of 32 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

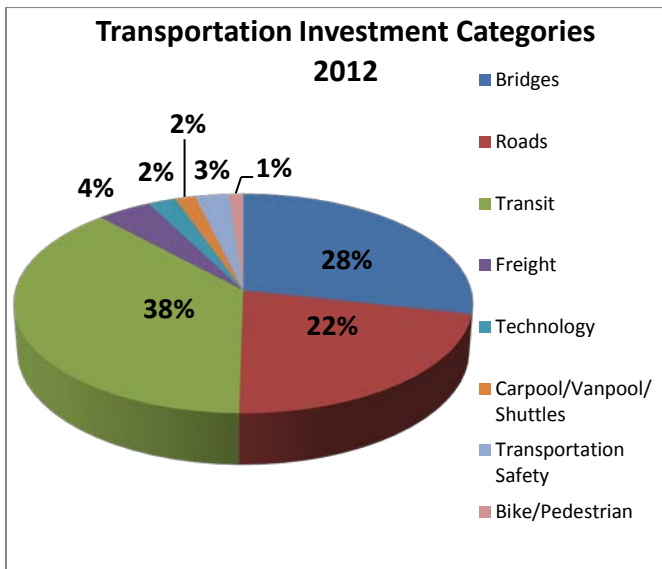
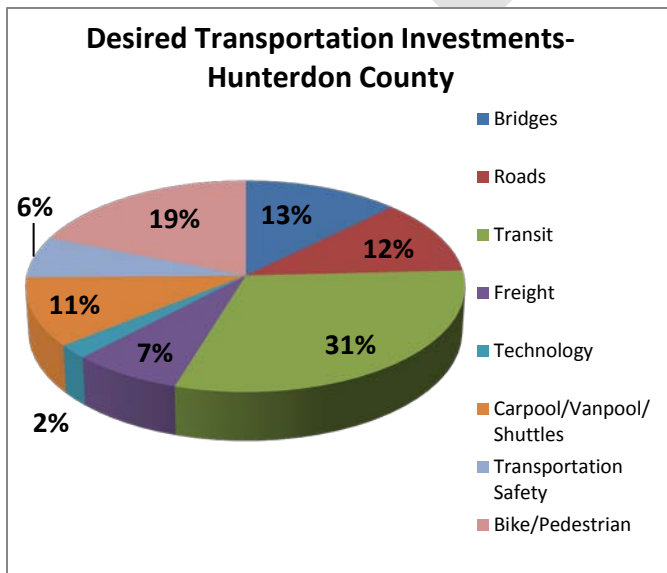


Figure 3-B: Desired Transportation Investments





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 their small towns, rural environment, and open space/parks. They also enjoyed the walkability of their communities and the main street/downtown activities. Common “Like” statements included:

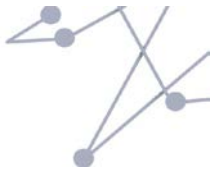
- Open space – good park system
- Rural scenery
- Walkability
- Activities in town

In the **WORK** Station, attendees stated that they liked the business opportunities and entrepreneurship that was available, especially starting new businesses or opportunities to be self-employed. They also mentioned they like the independent, small shops and businesses, and the good jobs and people in the workforce. Common “Like” statements included:

- Opportunity for local workforce
- Lots of opportunity to start a business
- Small town small business. Good area for entrepreneurship.
- Good place to work. Opportunities.

In the **GETTING AROUND** Station, participants enjoyed the back roads in terms of road conditions, beauty, and the ability to travel more quickly and avoid congestion. Several also stated they enjoy biking and walking in their community. Common “Like” statements included:

- Scenic roads
- Good, well maintained country road system
- Back roads, short cuts
- Hills in Hunterdon County are great for biking



In the **LIVE** Station, participants shared concerns about changing housing options, the need to ensure lively, active downtowns, and the need for more trains and public transit. Common “Change” statements included:

- Downtown center open at night
- Modernize homes
- More affordable housing
- Need more cultural amenities

In the **WORK** Station, participants saw a need for more job training and opportunity, a need to attract more businesses, and would like more transportation options commuting to work. Common “Change” statements included:

- Increase workforce training
- Need new businesses and centers
- Need more workforce training in the county
- Lack of public transportation

In the **GETTING AROUND** Station, the overwhelming change participants wanted to see increases in transportation alternatives: biking, bus, carpools, shuttles, train, etc. Participants also mentioned needing better connecting roads and less congestion. Common “Change” statements included:

- Easier/Better access and options to public transportation
- Like to bike – roads too dangerous
- Need to accommodate bicyclists and pedestrians more on county and municipal roads.
- More cross roads to connect to major roads.

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 – Hunterdon 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	13	30	13	56
Ensure infrastructure (transportation, utilities & communications) is in good repair & can support economic development	17	30	27	74
Increase the economy's ability to adapt to change	2	19	11	32
Increase regional self-sufficiency	4	5	2	11
Goal 2 - Ensure communities are safe, healthy & great places to live	0	0	0	0
Create safe, stable neighborhoods with high-quality housing	0	4	2	6
Improve public health	3	0	1	4
Improve access to local parks & recreation	0	2	0	2
Improve access to community resources such as libraries, senior centers, youth activities	4	7	9	20
Preserve & enhance the character of existing downtowns & neighborhoods	9	5	10	24
Improve access to arts & cultural resources	3	1	5	9
Goal 3 - Improve everyone's access to opportunity	0	0	0	0
Connect where people live with where they need to go	18	7	28	53
Maintain & improve the quality of schools	9	5	6	20
Create inclusive, mixed-income neighborhoods	6	0	10	16
Reduce combined transportation & housing costs	0	1	2	3
Goal 4 - Enhance efficiency & conserve land	0	0	0	0
Increase investment near existing housing, jobs & transportation	18	8	3	29
Maintain & expand vibrant downtowns & "main streets"	38	25	23	86
Encourage development of compact neighborhoods with a mix of housing, shopping & services	19	8	4	31
Goal 5 - Protect & enhance environment	0	0	0	0
Preserve open space & natural areas	10	2	8	20
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	0	0	0	0
Increase ability to respond to and recover from extreme weather events	3	0	2	5
Ensure adequate water supply	3	1	4	8
Improve water quality	0	0	1	1
Direct development away from environmentally sensitive areas	2	4	1	7
Preserve wildlife habitat	2	0	3	5

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

*See Appendix D for missing Objectives that received points.



At the **LIVE** Station, the objective “Maintain and expand vibrant downtowns and ‘main streets’” was the top objective (receiving 38 points). The second objective ranked was “Encourage development of compact neighborhoods with a mix of housing, shopping and services” (with 19 points). The third objective was a tie between objectives: “Increase investment near existing housing, jobs and transportation,” and “Connect where people live with where they need to go” (both receiving 18 points).

At the **WORK** Station, the top objective was a tie between “Keep and create well-paying jobs,” and “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” (receiving 30 points each). The third objective prioritized was “Maintain and expand vibrant downtowns and ‘main streets’” (with 25 points).

At the **GETTING AROUND** Station, the top priority was “Connect where people live with where they need to go” receiving 28 points), followed by “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” (with 27 points). The third objective was “Maintain and expand vibrant downtowns and ‘main streets’” (with a total of 23 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, “Foster collaboration between federal, state, county and local governments to address regional growth issues.” 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**.

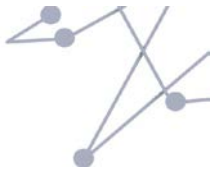
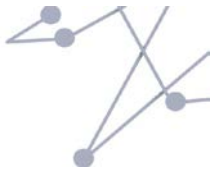


Table-2: Interactive Polling Top Answers

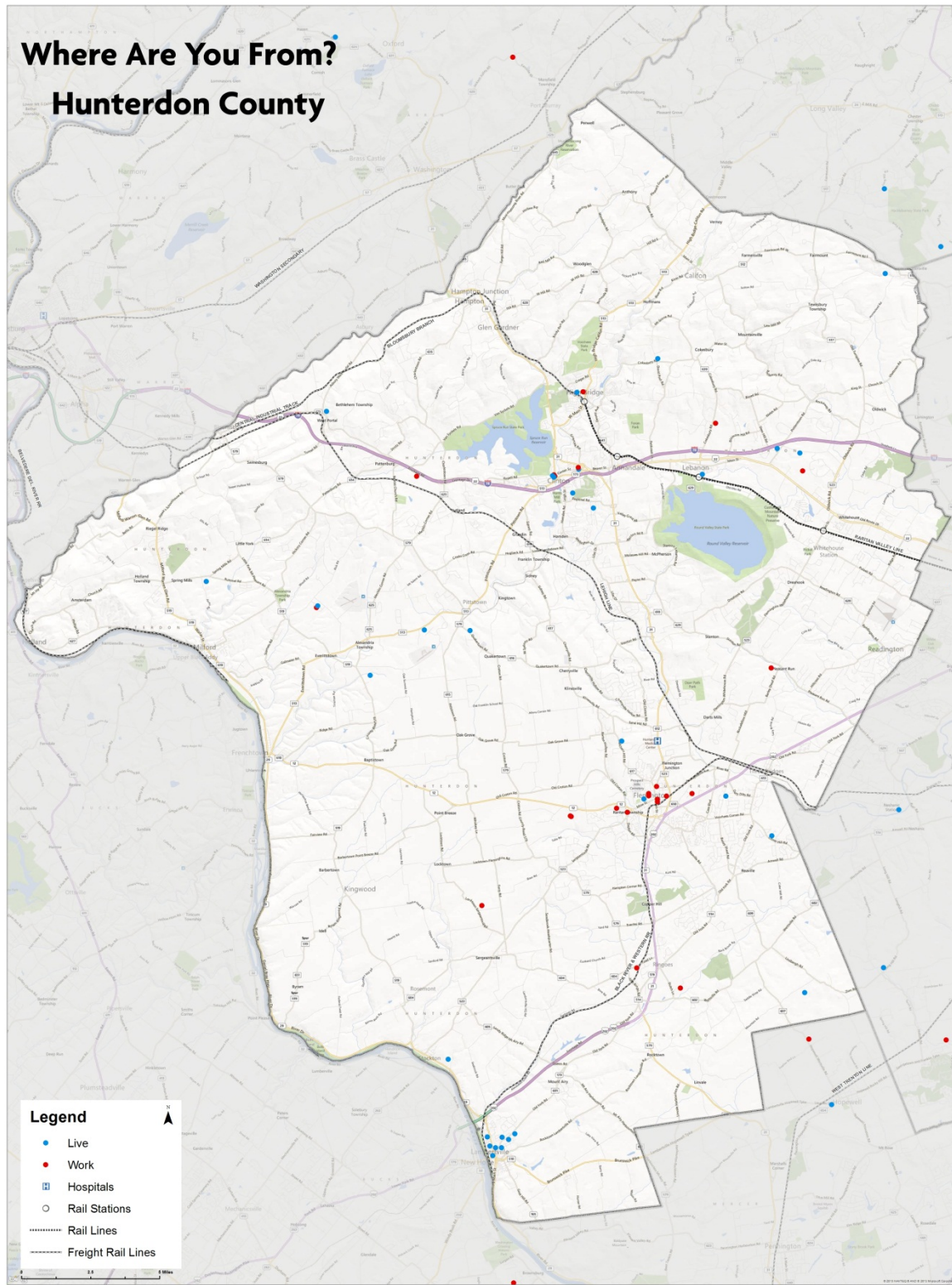
Question	Top Answer	Percent
What aspect of Personal Growth and Well-being is most important to you?	Being healthy and taking care of yourself	36%
What aspect of Family is most important to you?	Having time to spend together	56%
What aspect of Community is most important to you?	Having good neighbors and being a good neighbor	42%
What aspect of Education is most important to you?	Having opportunities to keep learning all through life	48%
What aspect of Nature is most important to you?	Taking good care of our air, water and natural lands	56%
What aspect of Safety and Security is most important to you?	Peace of mind about the future	45%
How should the region spend transportation dollars? (Participants were asked to select 3)	Expanding transit service	20%
	Making existing highways work better	20%
	Making it easier to walk and bike where we need to go	15%
What sources of funds should be used to support transportation?	Gas taxes	41%

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

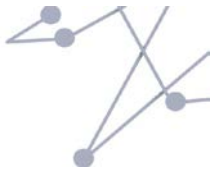




Appendix B: Summary of Public Input – LIVE*

What I <u>like</u> about my community from the LIVE perspective...		What I would <u>change</u> about my community from the LIVE perspective...	
1	Like the walkability in Lambertville and the people.	1	No direct aspect to NYC/Philly. Weak public transportation. Duplication of services.
2	Bike. Walking. Parks. Safe area. Town Activities. Art.	2	Better train service frequency. Infrastructure roads, sidewalks need more money.
3	Biking. Walking. Recreation. Parks.	3	Transportation - train. Grocery store - Trader Joe's.
4	Schools. Main St/Downtown activities. Safety. Access to recreation activities.	4	Add public transportation options. Lower taxes.
5	Public school system.	5	Bike/Walking safety.
6	Main Street. River culture.	6	Immediate neighborhood within one mile. Safe to walk (narrow streets could be hit by car).
7	Small towns. Parks and trails.	7	Availability of transportation to trains and buses for those who don't drive.
8	Small towns. Rural scenery.	8	Need mass transit. Too expensive to get around. Roads too congested. Road safety.
9	Easily accessible downtowns. Recreation opportunities. Low crime.	9	Flemington become more lively. Too many closed storefronts.
10	Closeness reduces crime. Active community arts, etc.	10	Places to meet.
11	Activities in town.	11	Downtown center open at night.
12	Walkable community. There are activities in our town (Lambertville).	12	Modernize homes. Reduce crime. Canal path.
13	Easy to get in and out of town. Easy to walk to places. Good police.	13	More open space.
14	Walkability. Sense of community. Lots of arts/cultural activities.	14	Local industry is needed.
15	Close to services: shops, medical, library, cultural activity.	15	More activities for youth. (no movie theater currently.)
16	Like all. No changes.	16	More housing options.
17	Flemington Blues Night. Lots of open space.	17	More affordable housing options.
18	Privacy - single family.	18	Limited housing options. Promote open space and tourism.
19	Large amount of preserved open space and farmland. Mixture of houses.	19	Tough to buy a house for a growing family. Is our only other option sprawl with no sidewalks?
20	OSI Rec. Safe community.	20	Lower taxes. Can't afford to live here! :(
21	Quiet. Beautiful. People (culture). Walkability (Lambertville - Stockton).	21	More affordable housing.
22	Housing options -\$. Access to public trans train. Open space.	22	No mass transit or inadequate. Disjointed "Main Street."
23	Open space. Privacy.	23	Need more single level homes.
24	Open space - good park system. Crime appears low.	24	Need a movie theater in the county. Increase shared services.
25	Rural aspect/space. Lack of traffic. Schools are excellent.	25	Better stewardship of open space that already exists.
		26	Need more cultural amenities - fine arts, fine crafts, museums, live theater, more handicapped parking.
		27	Townhomes. Safety infrastructure. Night life.
		28	Better Streets - we want sidewalks in Lambertville.

*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...		What I would <u>change</u> about my community from the WORK perspective...	
1	Diversity and agriculture.	1	1. I commute long distance (like short commute). 2. There is little training. 3. Towns aren't business friendly. 4. Encourage entrepreneurship. For out of work folks - offer incentives/workshops/adult ed training.
2	Highly educated workforce.	2	Losing well-paying jobs. Increase workforce training. Attract business.
3	Independent shop owners. Farming - compact towns.	3	Earn more money.
4	Opportunity for local workforce.	4	Need more workforce training in the county.
5	Opportunity.	5	Need new businesses and centers. More transit options. More vo-tech options.
6	Conveniently located in central NJ.	6	Better paying jobs.
7	Small towns give local people chance to start small business.	7	Revitalized downtown Flemington is needed - possibly centered around Union Hotel. Get people off the highway and into downtown.
8	Good place to start-up a business.	8	Need new business opportunities. Concentration of businesses in a geographic area.
9	Starting a business. Easy to get to work.	9	More opportunities.
10	Attracting new business. Well paying jobs.	10	Food choices limited.
11	Available of local businesses and services.	11	Retention of worker/job opportunities.
12	Lots of opportunity to start businesses.	12	Becoming more of a bedroom community.
13	Work. Self-employed: like job, people, place.	13	Not going to attract big corp.
14	Small town small business. Good area for entrepreneurship.	14	Attract new business. Workforce training. Difficulty in getting work.
15	Good jobs available. RUCC seems like a good school.	15	Transportation opportunities. Main highway corridors all congested.
16	Convenient to home. Local business integrated in community.	16	Improve transportation to bring in better jobs so people can get here.
17	Good place to work. Opportunities.	17	Diversity of industry with high-paying jobs.
18	Being able to leave work and enjoy restaurants and cultural activities near work. Energy and ambience of a real "main street" as opposed to office parks.	18	Have to leave county for jobs, too expensive to live here. More technology, biotech, etc.
19	Easy access to professional (and honest) trades people. Friendly people and mutual respect in the work place.	19	NJ has unappealing college towns to keep young entrepreneurs reason to stay. The lure of NYC & Philly = too big.
20	Opportunity to be self-employed.	20	1. As a caregiver - I work close to home. 2. Not much training available through senior center. 3. I feel that there are arts and small businesses - and very large pharmaceutical. 4. Would love to see more partnering caregivers - with suggestions for how-to.
		21	Lack of public transportation.
		22	Far from urban areas.
		23	Too many jobs moving out of state. Need new business.
		24	Need to encourage start-up businesses with: funding/marketing, training, accounting, easy town ordinance.
		25	Add train service to/from Flemington to NY/PHL. (and Lambertville/New Hope)

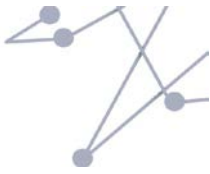
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Appendix B: Summary of Public Input – GETTING AROUND*

What I <u>like</u> about my community from the perspective of GETTING AROUND....		What I would <u>change</u> about my community from the perspective of GETTING AROUND...	
1	Views - green and peaceful country roads.	1	Biking is not safe on the roads. Easier/better access and options to public transportation.
2	Easy to make a route to all places during travel to save gas.	2	Even out peak travel hours.
3	Driving - quickest way to get anywhere.	3	More buses available - should be more.
4	The countryside, good roads. Streetscape - looking at trees, barns, people.	4	Trucks off Route 31. Like to bike - roads too dangerous. Commute Clinton to Trenton and Rt. 31, particularly in front of Lowes is bad. Clinton Park and Ride needs more parking.
5	Back roads, lack of traffic.	5	Train service. Bike paths. Sidewalks. Regional transportation.
6	Drives everywhere. Traffic predictable so can avoid jams. Knows ways around congestion.	6	Don't like: Major roads where local roads intersect. Traffic at rush hour- 78 & 202 sun glare. Intersections: need better street lights. Some signage needs updating.
7	Road conditions good. Generally accessible and easy to access.	7	Handicapped accessibility.
8	Back roads.	8	Want mass transit to NYC and Philly.
9	Everything I need within 15 minutes.	9	Access to large city train with parking - NYC and Phila. Congestion. 78 noise.
10	Back roads, short cuts.	10	Dislike 202 circles.
11	Using back roads. Rural.	11	Add bus line to/from Flemington/Lambertville/Somerville.
12	Good, well maintained county road system.	12	Carpooling - more than one person in car.
13	Lightly traveled county roads.	13	Small, fast shuttles (necessary) - volunteers once a week. Financial assistance. Access. Jitneys (better than the Link).
14	Scenic roads.	14	Retirees to volunteer to drive jitneys (once - twice a week). Give them perks financial assistance, free food, other fringe benefits.
15	County owned highways.	15	Improving public transportation.
16	Easy drive to Lawrenceville.	16	Getting in the car to go places.
17	Pretty scenery.	17	Improving public transportation.
18	Rural environment.	18	There is no rail in Flemington.
19	Autonomy.	19	Add mass transit as options to get around.
20	Flexibility and independence.	20	Additional access to highway.
21	Walking and biking - Lambertville.	21	Two lanes on Rt.31 N of High Bridge should be 4.
22	Walking/biking.	22	Need to accommodate bicyclists and pedestrians more on county and muni roads.
23	Bike ride to Ringoes to Flemington. Loves being around farms. Easy to get to Trenton.	23	Few direct routes to major towns.
24	Hills in Hunterdon County are great for biking.	24	Commute to NYC - time and expense.
25	Like walking.	25	More cross roads to connect to major roads.
26	Bike path.	26	Traffic congestion on major State/Federal highways.
		27	More transportation opportunities.
		28	Transportation alternative to driving alone.
		29	Taker of short cuts.

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

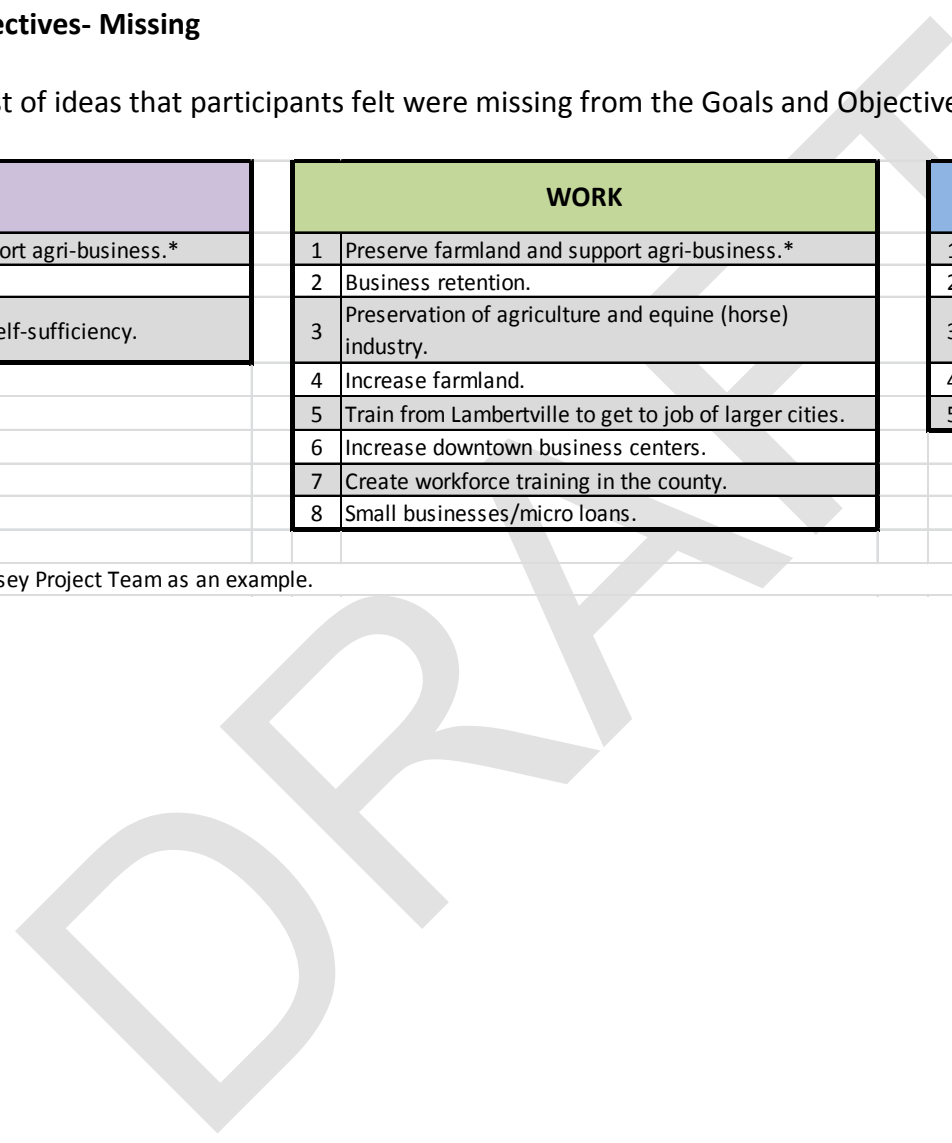


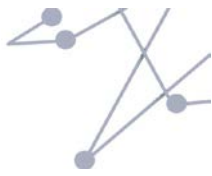
Appendix C: Priority Objectives- Missing

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 farmland and support agri-business.*	1	Preserve farmland and support agri-business.*	1	Preserve farmland and support agri-business.*
2	Increase farmland.	2	Business retention.	2	Increase farmland.
3	Increase local (municipal) self-sufficiency.	3	Preservation of agriculture and equine (horse) industry.	3	Increase local self-sufficiency.
		4	Increase farmland.	4	Improve walking and biking safety.
		5	Train from Lambertville to get to job of larger cities.	5	Transit.
		6	Increase downtown business centers.		
		7	Create workforce training in the county.		
		8	Small businesses/micro loans.		

*Added by the Together North Jersey Project Team as an example.



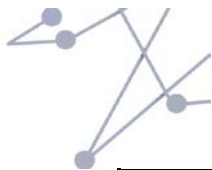


Appendix D: Priority Objectives

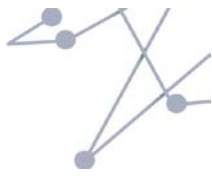
At each station, participants were asked to rank the Objectives within the Goals, including any added Objectives from the attendees. Each participant was able to vote for a total of three objectives, prioritizing them as “Most Important” (represented with a green dot), “Very Important” (blue dot), and “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	3	6	4	13
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	9	6	2	17
Increase the economy's ability to adapt to change	0	2	0	2
Increase regional self-sufficiency	3	0	1	4
Goal 2 - Ensure communities are safe, healthy & great places to live				
Create safe, stable neighborhoods with high-quality housing	0	0	0	0
Improve public health	0	2	1	3
Improve access to local parks and recreation	0	0	0	0
Improve access to community resources such as libraries, senior centers, youth activities	3	0	1	4
Preserve and enhance the character of existing downtowns and neighborhoods	0	4	5	9
Improve access to arts and cultural resources	3	0	2	5
Goal 3 - Improve everyone's access to opportunity				
Connect where people live with where they need to go	6	8	4	18
Maintain and improve the quality of schools	3	4	2	9
Create inclusive, mixed-income neighborhoods	6	0	0	6
Reduce combined transportation and housing costs	0	0	0	0

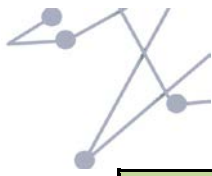


LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 4 - Enhance efficiency & conserve land				
Increase investment near existing housing, jobs & transportation	15	2	1	18
Maintain & expand vibrant downtowns and "main streets"	30	8	0	38
Encourage development of compact neighborhoods with a mix of housing, shopping and services	6	8	5	19
Goal 5 - Protect & enhance environment				
Preserve open space and natural areas	3	6	1	10
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	0	0	0	0
Increase ability to respond to and recover from extreme weather events	0	2	1	3
Ensure adequate water supply	3	0	0	3
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	0	2	2
Preserve wildlife habitat	0	2	0	2
OTHER				
Housing Options	6	0	0	6



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	21	8	1	30
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	24	4	2	30
Increase the economy's ability to adapt to change	9	8	2	19
Increase regional self-sufficiency	0	0	5	5
Goal 2 - Ensure communities are safe, healthy & great places to live				
Create safe, stable neighborhoods with high-quality housing	0	4	0	4
Improve public health	0	0	0	0
Improve access to local parks and recreation	0	2	0	2
Improve access to community resources such as libraries, senior centers, youth activities	3	2	2	7
Preserve and enhance the character of existing downtowns and neighborhoods	0	4	1	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	0	2	5	7
Maintain and improve the quality of schools	3	2	0	5
Create inclusive, mixed-income neighborhoods	0	0	0	0
Reduce combined transportation and housing costs	0	0	1	1

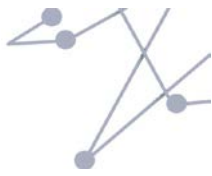


WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
Goal 4 - Enhance efficiency & conserve land				
Increase investment near existing housing, jobs & transportation	6	2	0	8
Maintain & expand vibrant downtowns and "main streets"	12	10	3	25
Encourage development of compact neighborhoods with a mix of housing, shopping and services	3	2	3	8
Goal 5 - Protect & enhance environment				
Preserve open space and natural areas	0	2	0	2
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	0	0	0	0
Increase ability to respond to and recover from extreme weather events	0	0	0	0
Ensure adequate water supply	0	0	1	1
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	4	0	4
Preserve wildlife habitat	0	0	0	0
OTHER				
Train from Lambertville to get to job of larger cities.	3	0	0	3
Increase downtown business centers.	3	2	0	5
Create workforce training in the county.	3	0	0	3



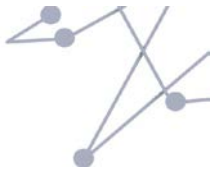
Appendix D: Priority Objectives – GETTING AROUND

GETTING AROUND					
Goals	Most Important by weight	Very Important by weight	Important by weight	Total	Red Dot*
Goal 1 - Strengthen the region's economy					
Keep and create well-paying jobs	12	0	1	13	
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	18	6	3	27	
Increase the economy's ability to adapt to change	9	2	0	11	
Increase regional self-sufficiency	0	2	0	2	
Goal 2 - Ensure communities are safe, healthy & great places to live					
Create safe, stable neighborhoods with high-quality housing	0	2	0	2	
Improve public health	0	0	1	1	
Improve access to local parks and recreation	0	0	0	0	
Improve access to community resources such as libraries, senior centers, youth activities	3	4	2	9	
Preserve and enhance the character of existing downtowns and neighborhoods	0	6	4	10	
Improve access to arts and cultural resources	3	0	2	5	
Goal 3 - Improve everyone's access to opportunity					
Connect where people live with where they need to go	18	6	4	28	
Maintain and improve the quality of schools	3	2	1	6	
Create inclusive, mixed-income neighborhoods	3	6	0	10	1
Reduce combined transportation and housing costs	0	0	2	2	



GETTING AROUND					
Goals	Most Important by weight	Very Important by weight	Important by weight	Total	Red Dot*
Goal 4 - Enhance efficiency & conserve land					
Increase investment near existing housing, jobs & transportation	3	0	0	3	
Maintain & expand vibrant downtowns and "main streets"	12	8	3	23	
Encourage development of compact neighborhoods with a mix of housing, shopping and services	0	2	2	4	
Goal 5 - Protect & enhance environment					
Preserve open space and natural areas	0	8	0	8	
Improve air quality	0	0	0	0	
Reduce potential impacts of climate change	0	0	0	0	
Increase ability to respond to and recover from extreme weather events	0	0	2	2	
Ensure adequate water supply	0	4	0	4	
Improve water quality	0	0	1	1	
Direct development away from environmentally sensitive areas	0	0	1	1	
Preserve wildlife habitat	3	0	0	3	
OTHER					
Transit	0	2	1	3	

*Red colored dots were distributed at the stations, but participants were asked to use these at the Together North Jersey Station only. One participant did not realize this, so he/she may have placed a total of four dots at this station. The red dots were tallied as one point.



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	11
Maintain up-to-date, coordinated local, regional and State functional plans that reflect these goals	0
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	9
Respect property rights during planning and implementation	4
Total:	29

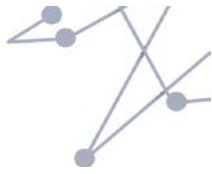
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Appendix F: Together North Jersey Station – Suggestions from the Public

What's Missing?
Issues and Challenges:
1. Route 78 congestion and noise.
2. Bike on train limits. Not good for bikers
3. Not too much to walk to in downtown Flemington.
4. Retail saturated on Route 31, so nothing in downtown Flemington.
5. Bottlenecks on Route 31. Number of 78 changes in 2 lanes to 4 lanes.
6. No movie theater in county
7. Deer overpopulation problem
Suggestions and Opportunities:
1. Senior transit (other than Link)
2. Safer biking opportunities in Lambertville
3. Link river towns with tourism
4. More biking opportunities on transit
5. Better use of Link
6. Make better use of highways (HOV)
7. Commuter and tourism train in Lambertville/Flemington
8. Longer distance transit
9. Zip-cars
10. Bike specialty shops in Flemington = needs identity
11. Shift greenhouse agriculture at an appropriate scale.
12. Move Raritan Valley College to Somerville (satellite campus)
13. Walkability more important to young people.
14. Need to re-attract businesses downtown.
15. Local food movement is expanding.
16. Community gardens growing very quickly.
17. Level boardings at rail stations.
18. Improve internet access
19. Want train in Lambertville with stop in Flemington.
Questions:*
1. How can TNJ identify more ways for communities to become more self-reliant (ex. Frenchtown)?

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



Appendix G: Interactive Polling

Session Name: Hunterdon,3-18-2013, 8:46 PM

Date Created: 3/18/2013 6:01:16 PM

Average Score: 0.00%

Active Participants: 33 of 33

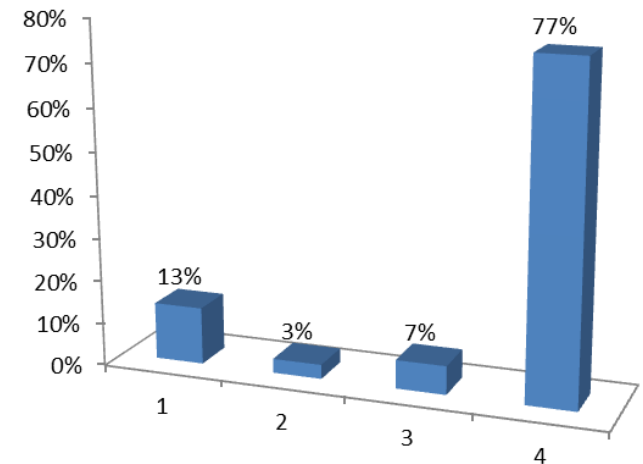
Questions: 20

Results By Question

PRACTICE QUESTION

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

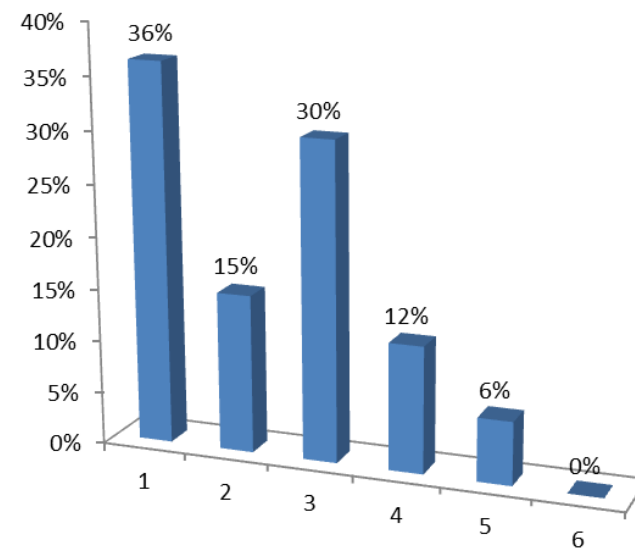
	Responses	
	Percent	Count
Strongly Agree	13%	4
Somewhat Agree	3%	1
Somewhat Disagree	7%	2
Strongly Disagree	77%	23
Totals	100%	30

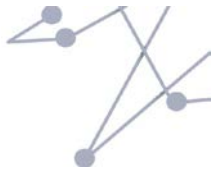




2.) What aspect of Personal Growth and Well-Being is most important to you? (Multiple Choice)

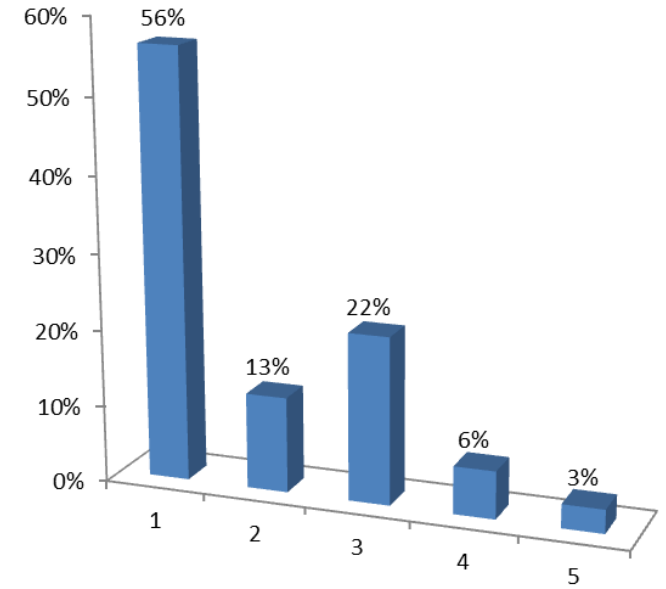
	Responses	
	Percent	Count
Being healthy and taking care of yourself	36%	12
Being close to nature	15%	5
Volunteering and giving back to your community	30%	10
Spirituality and religion	12%	4
None of the above	6%	2
Prefer not to answer	0%	0
Totals	100%	33

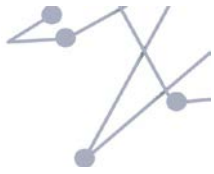




3.) What aspect of Family is most important to you? (Multiple Choice)

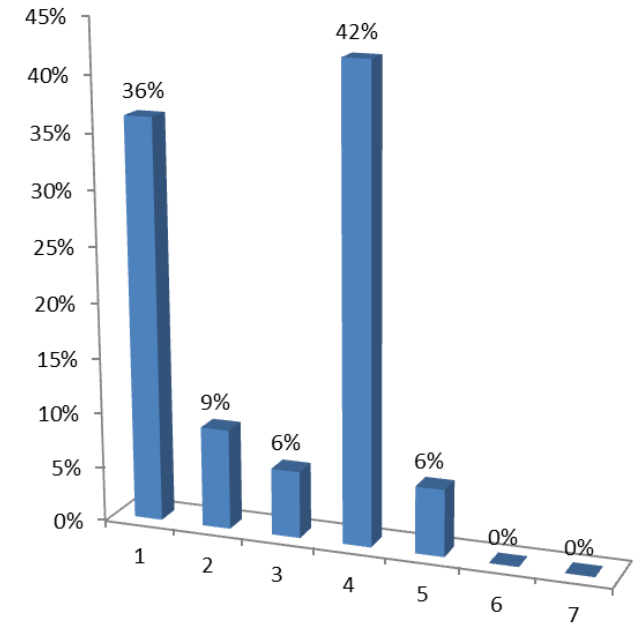
	Responses	
	Percent	Count
Having time to spend together	56%	18
Having extended family nearby	13%	4
Making time for recreational and cultural activities together	22%	7
None of the above	6%	2
Prefer not to answer	3%	1
Totals	100%	32

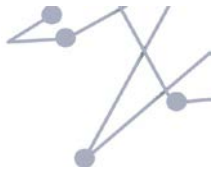




4.) What aspect of Community is most important to you? (Multiple Choice)

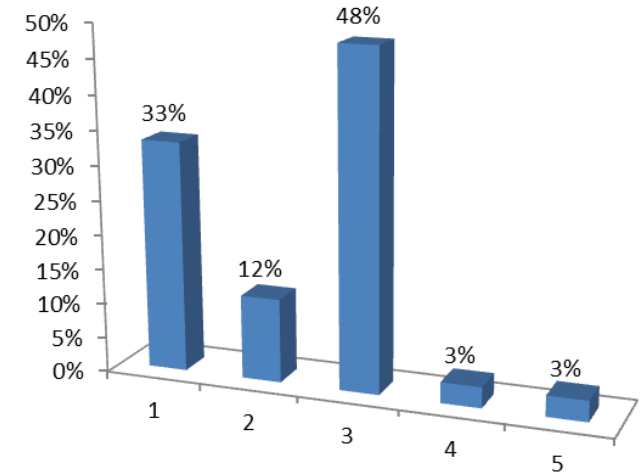
	Responses	
	Percent	Count
Feeling a sense of community	36%	12
Having community-sponsored activities to go to	9%	3
Living in a diverse community	6%	2
Having good neighbors and being a good neighbor	42%	14
Being self-reliant and left alone	6%	2
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	33





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

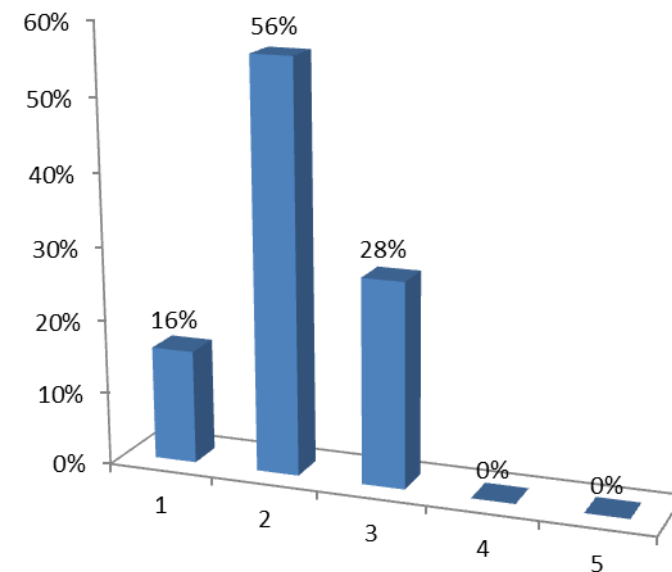
	Responses	
	Percent	Count
Having quality neighborhood schools	33%	11
Being able to go to college or a trade school	12%	4
Having opportunities to keep learning all through life	48%	16
None of the above	3%	1
Prefer not to answer	3%	1
Totals	100%	33

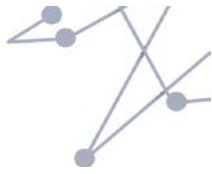




6.) What aspect of Nature is most important to you? (Multiple Choice)

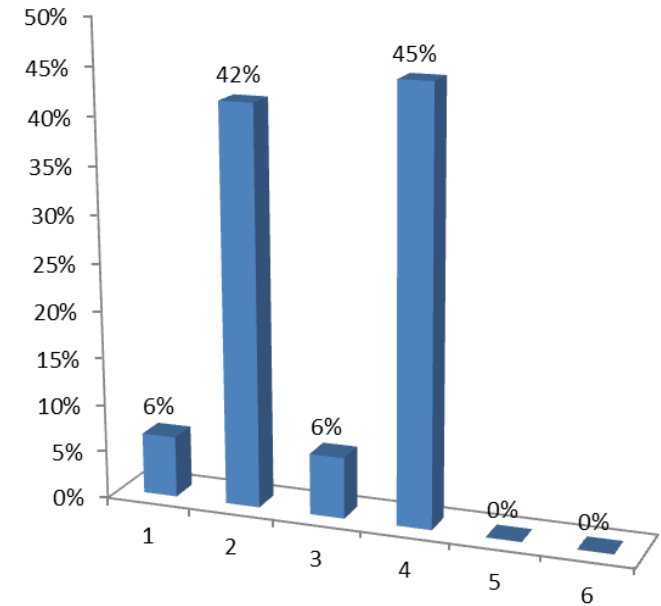
	Responses	
	Percent	Count
Having green space nearby	16%	5
Taking good care of our air, water and natural lands	56%	18
Protecting wildlife habitat	28%	9
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	32





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

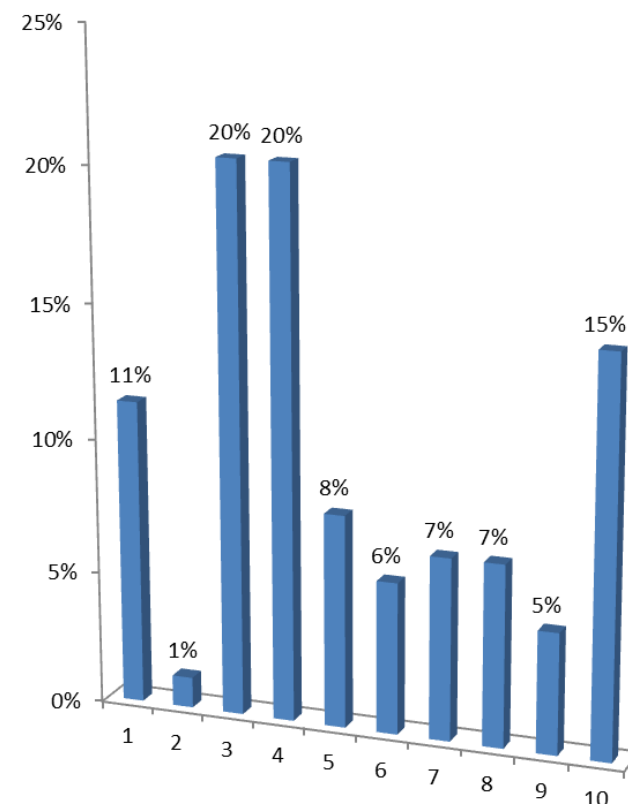
	Responses	
	Percent	Count
Having a good paying job	6%	2
Having Safe neighborhoods	42%	13
Fewer traffic-related accidents	6%	2
Peace of mind about the future	45%	14
None of the above	0%	0
Prefer not to answer	0%	0
Totals	100%	31





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

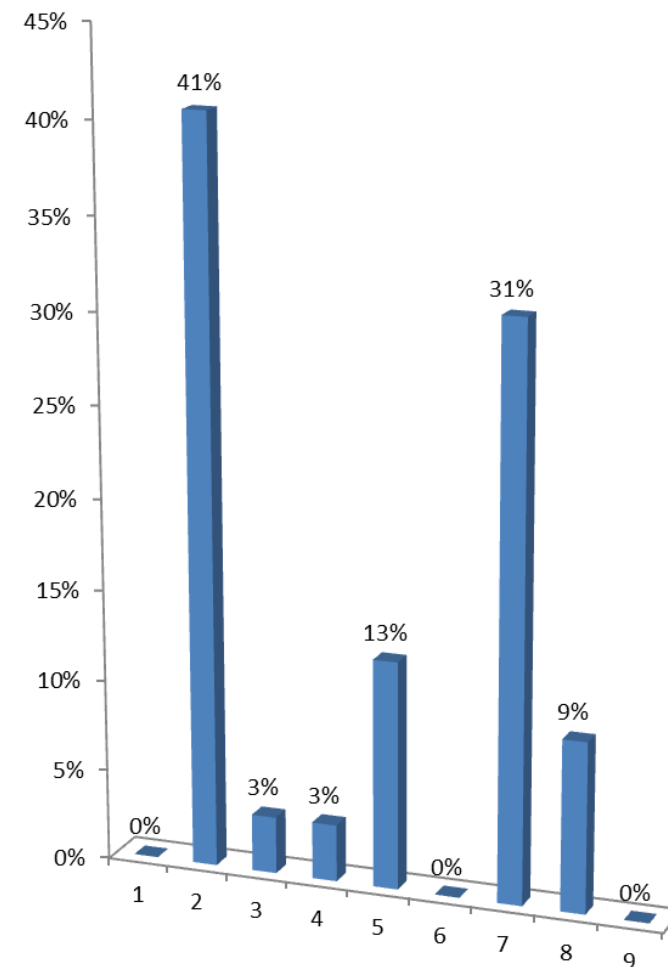
	Responses	
	Percent	Count
Fixing unsafe bridges	11%	10
Building more highways	1%	1
Making existing highways work better	20%	18
Expanding transit service	20%	18
Making existing transit work better	8%	7
Making it easier to transport goods and materials around the region	6%	5
Using technology to improve transportation	7%	6
Supporting more carpooling and shuttles	7%	6
Making our roads safer	5%	4
Making it easier to walk and bike where we need to go	15%	13
Totals	100%	88

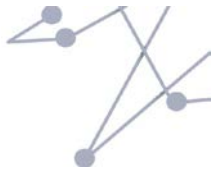




9.) What sources of funds should be used to support transportation? (Multiple Choice)

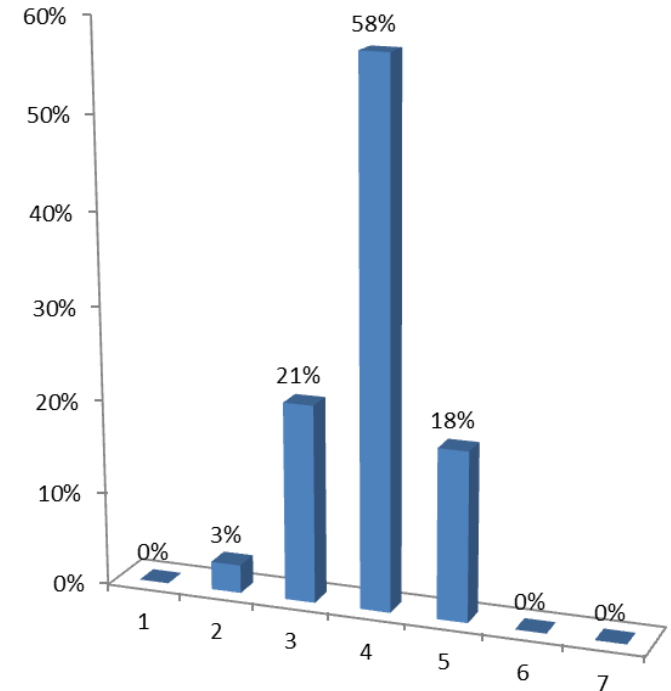
Responses		
	Percent	Count
Transit fares and tolls	0%	0
Gas taxes	41%	13
General taxes like income tax or sales tax	3%	1
Borrowing more money and paying it off over time	3%	1
Selling "naming" rights to bridges, highways and train stations like we do with stadiums and arenas	13%	4
Working with banks and businesses to share costs and revenue from tolls and fares	0%	0
All of the above	31%	10
None of the above	9%	3
Prefer not to answer	0%	0
Totals	100%	32

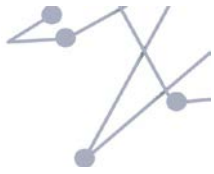




10.) Which group best describes your age? (Multiple Choice)

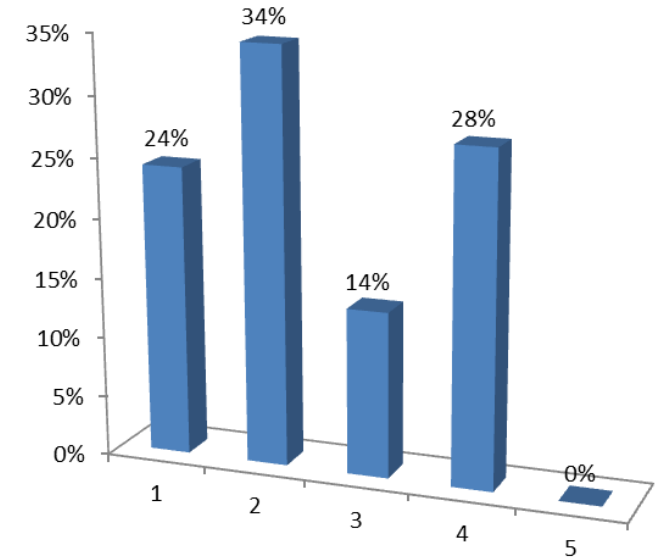
	Responses	
	Percent	Count
Under 25	0%	0
25-34	3%	1
35-44	21%	7
45-64	58%	19
65-74	18%	6
75 years and older	0%	0
Prefer not to answer	0%	0
Totals	100%	33





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

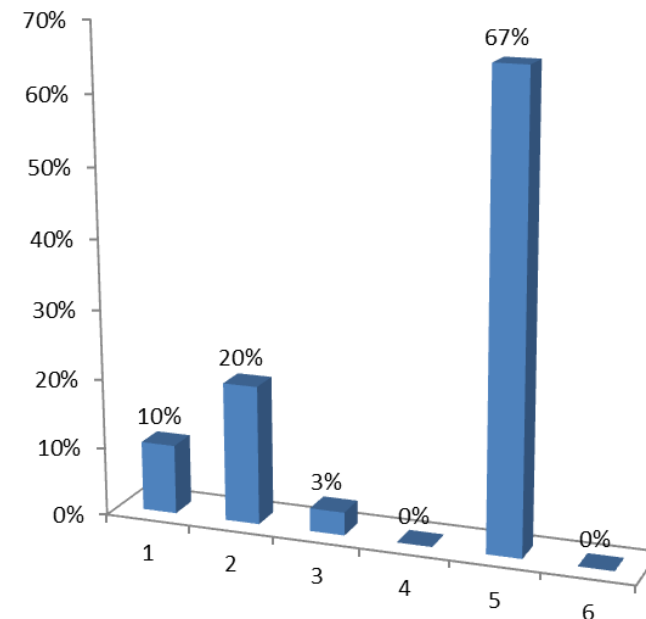
	Responses	
	Percent	Count
1 person household	24%	7
2 person household	34%	10
3 person household	14%	4
4 or more person households	28%	8
Prefer not to answer	0%	0
Totals	100%	29





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

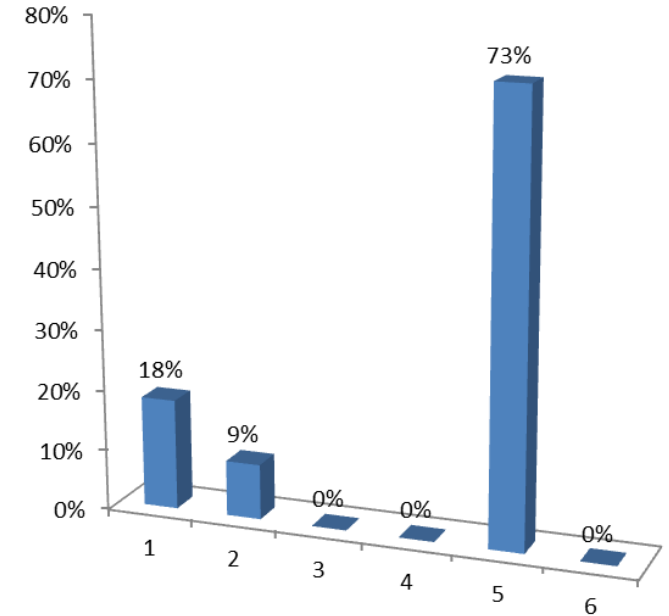
	Responses	
	Percent	Count
One (1)	10%	3
Two (2)	20%	6
Three (3)	3%	1
Four or more (4+)	0%	0
None	67%	20
Prefer not to answer	0%	0
Totals	100%	30

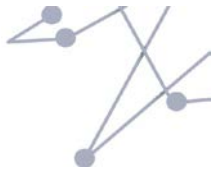




13.) How many persons in your household are over the age of 65? (Multiple Choice)

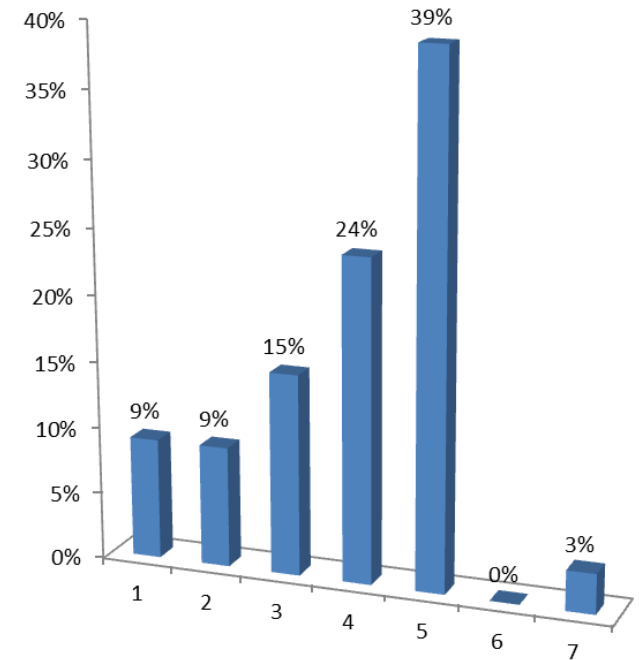
	Responses	
	Percent	Count
One (1)	18%	6
Two (2)	9%	3
Three (3)	0%	0
Four or more (4+)	0%	0
None	73%	24
Prefer not to answer	0%	0
Totals	100%	33

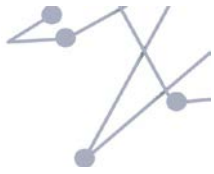




14.) How long have you lived in your current neighborhood? (Multiple Choice)

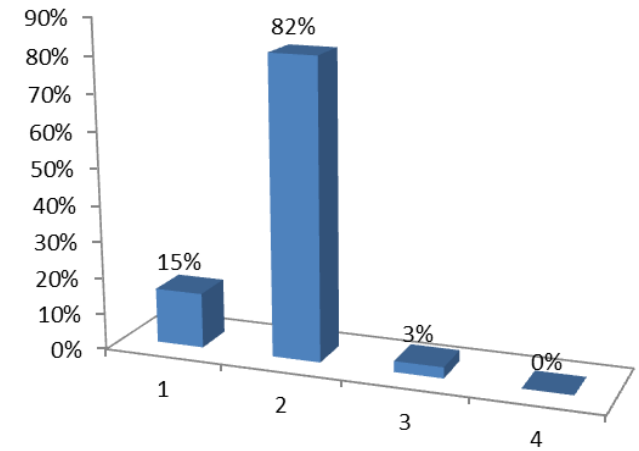
	Responses	
	Percent	Count
Less than a year	9%	3
1-3 years	9%	3
4-10 years	15%	5
11-20 years	24%	8
20+ years	39%	13
I do not live in Northern NJ	0%	0
Prefer not to answer	3%	1
Totals	100%	33





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

	Responses	
	Percent	Count
Rent	15%	5
Own	82%	27
Residence is provided by others	3%	1
Prefer not to answer	0%	0
Totals	100%	33

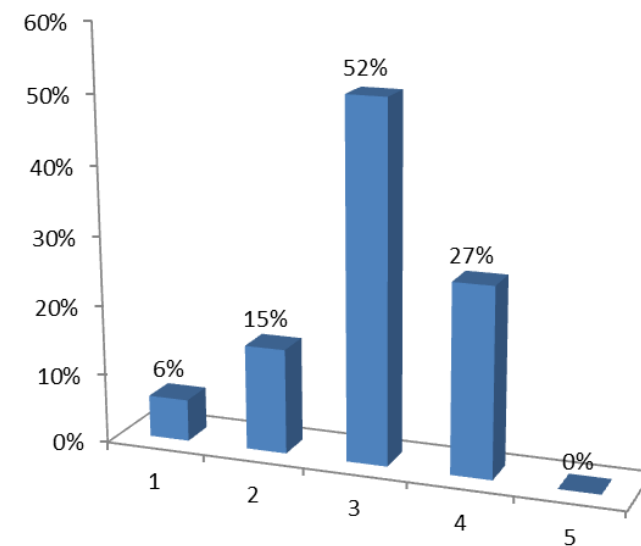


DRY



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

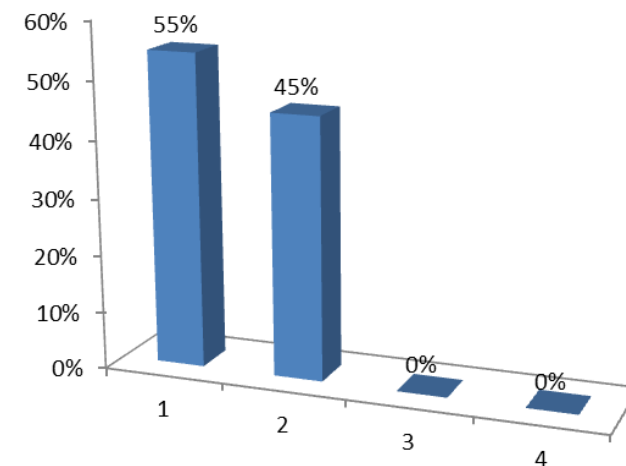
	Responses	
	Percent	Count
No vehicles	6%	2
1 vehicle	15%	5
2 vehicles	52%	17
3+ vehicles	27%	9
Prefer not to answer	0%	0
Totals	100%	33



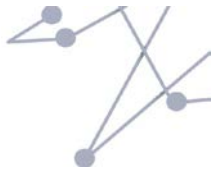


17.) Are you....? (Multiple Choice)

	Responses	
	Percent	Count
Male	55%	18
Female	45%	15
Other	0%	0
Prefer not to answer	0%	0
Totals	100%	33

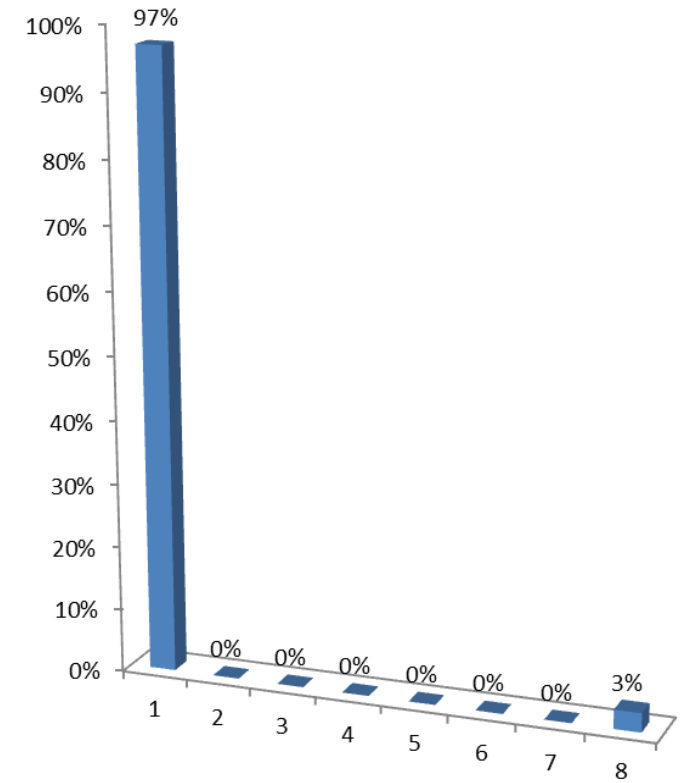


DRY



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

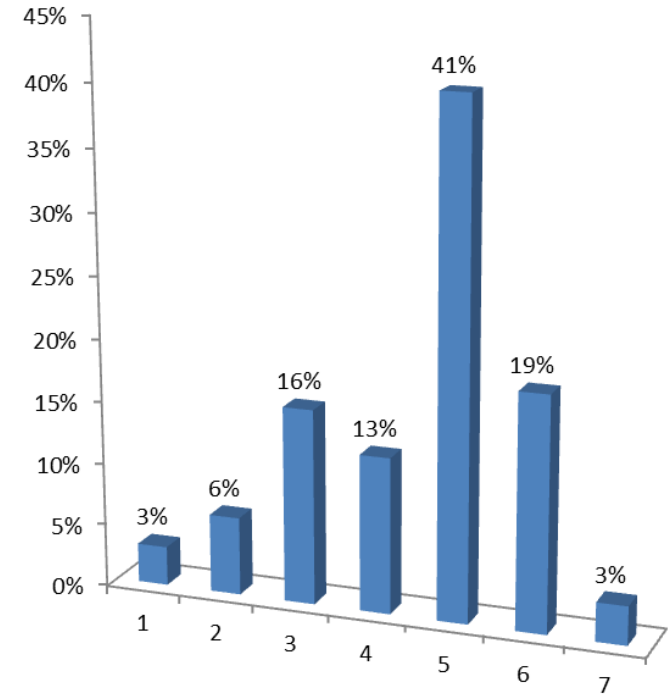
	Responses	
	Percent	Count
White, Not Hispanic	97%	32
Black, Not Hispanic	0%	0
White, Hispanic	0%	0
Black, Hispanic	0%	0
Asian American	0%	0
Native American	0%	0
More than One Race	0%	0
Prefer not to answer	3%	1
Totals	100%	33

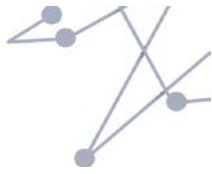




19.) What is your household income? (Multiple Choice)

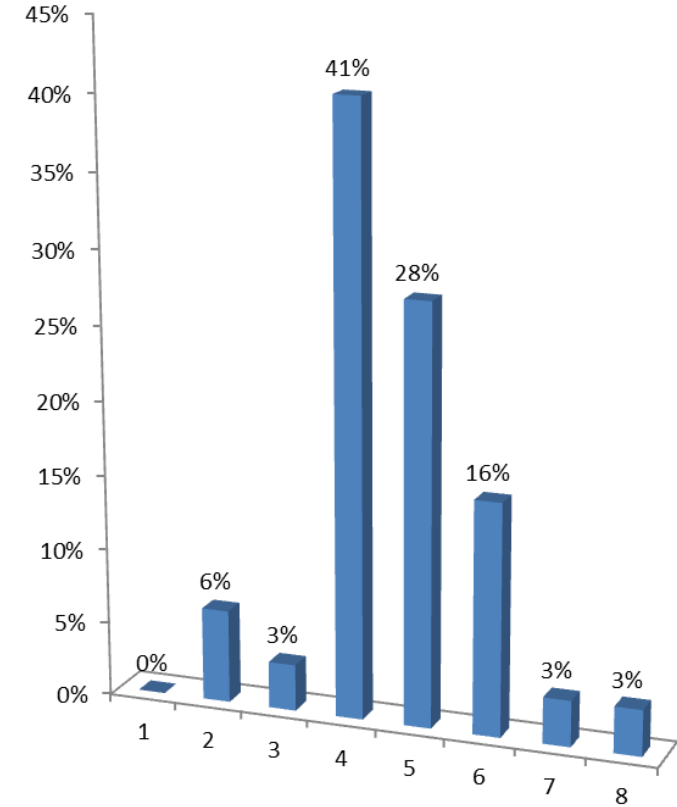
	Responses	
	Percent	Count
\$0 - \$24,999	3%	1
\$25,000 - \$49,999	6%	2
\$50,000 - \$74,999	16%	5
\$75,000 - \$100,000	13%	4
\$101,000 - \$150,000	41%	13
More than \$150,000	19%	6
Prefer not to answer	3%	1
Totals	100%	32





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

	Responses	
	Percent	Count
Less than High School Diploma or GED	0%	0
Some College	6%	2
Associate's Degree (AA, AS)	3%	1
Bachelor's Degree (BA, BS)	41%	13
Master's Degree	28%	9
Professional Degree beyond Bachelor's Degree (MD, DDS, DVM, LLB, JD)	16%	5
Doctorate Degree (PhD or EdD)	3%	1
Prefer not to answer	3%	1
Totals	100%	32





Appendix H: Unreadable Public Input Responses

For the Hunterdon County workshop, no questions or comments were recorded as unreadable.

DRAFT