

## Workshop Summary

### City of New Brunswick & Middlesex County Discovery Workshop

#### New Brunswick Middle School, New Brunswick NJ

Saturday, May 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.

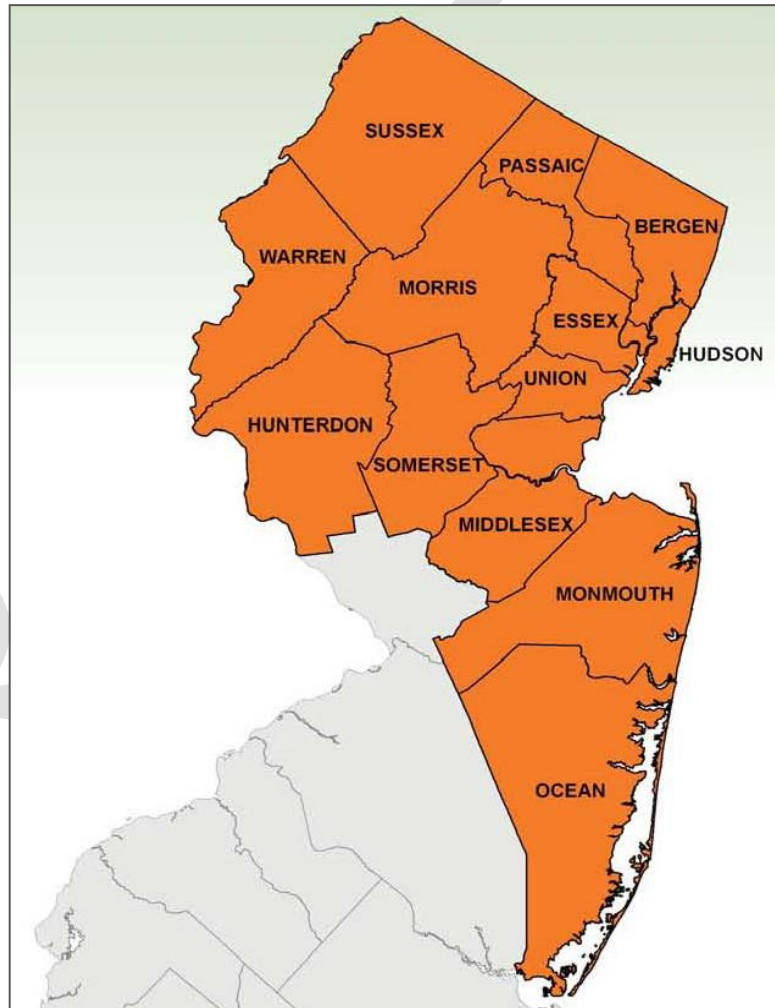
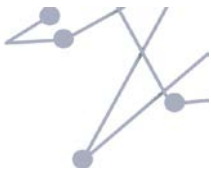


Figure 1: The NJTPA and Together North Jersey Planning Region



### **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).



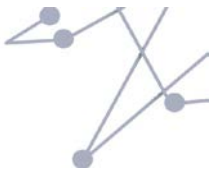
Figure 2: Together North Jersey RPSD Planning Process

### **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

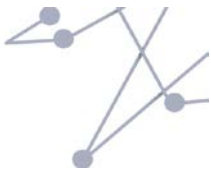
As stated above, the purpose of the Discovery workshops was to gather input from local officials, residents and businesses about what it is like to live, work and get around northern New Jersey and how we can work together to ensure prosperous future for the northern part of the state. The more specific 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 10:00 AM with participants arriving to explore the Open House portion of the workshop. A total of 22 participants attended the meeting, which included a program of the following:

1. Welcoming remarks given by Middlesex County Planning Director, George Ververides;
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 10:30 AM, at their leisure, participants had the option of enjoying a light meal provided by TNJ, visiting the various stations, and/or becoming acquainted with the "EngageNorthJersey.com" site that replicated most of the in-person activities online.

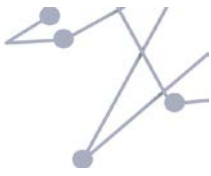
### Map Exercise: "Where are you from?"

After receiving their program folders, attendees were asked to place dots on a map indicating where they lived and where they worked in the City of New Brunswick and/or in Middlesex County. To view the maps, 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, Middlesex County Planning Director, George Ververides explained that the workshop was being conducted jointly with the City of New Brunswick. He highlighted the strategic location of Middlesex County in terms of transportation, Rutgers University, and commerce. Ververides noted that, with a grant from Together North Jersey, New Brunswick later this year plans to hold one of the first programs of its kind held in the state of New Jersey. He said this event – to be planned and publicized with community



involvement – will temporarily close some neighborhood streets to vehicular traffic, allowing people to walk, bike, skate, dance, and utilize certain roadways in countless creative and active ways. This program not only supports the health and well-being of community residents, but also achieves social, economic, and community development goals.

### **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 19 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

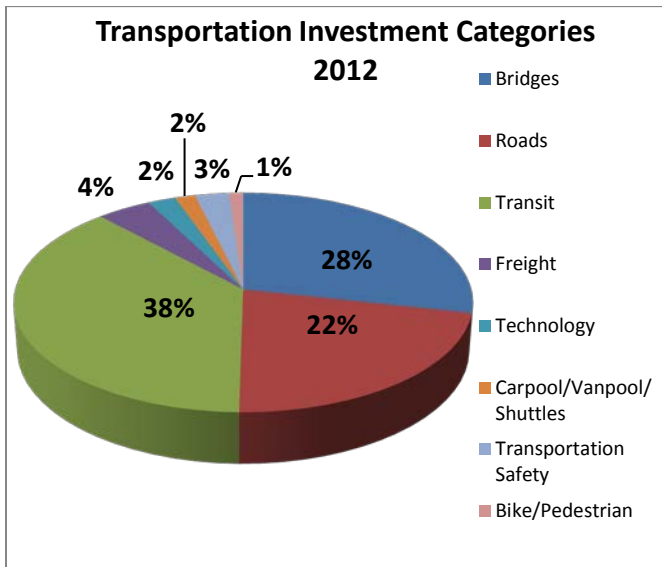
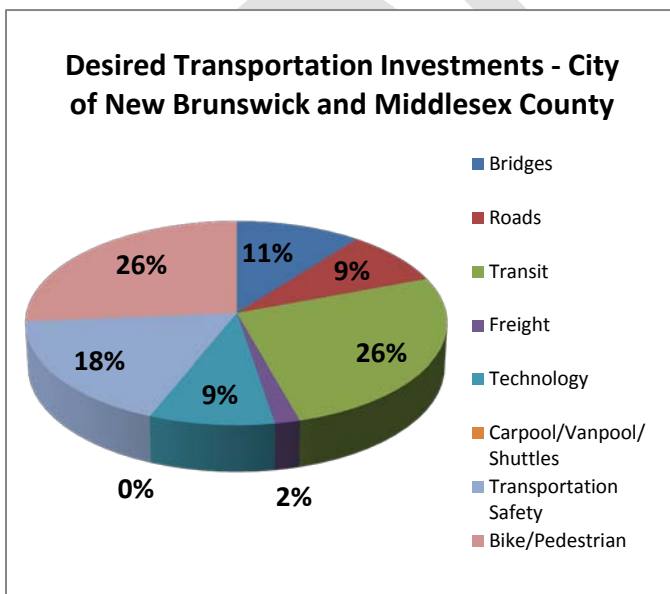


Figure 3-B: Desired Transportation Investments





### **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 like living in vibrant communities with many amenities, activities and services close by. They also appreciate the schools and access to public transportation. Common “Like” statements included:

- Small towns, walkable and safe
- Proximity to train station
- Community events
- Communities are near parks, walkable to downtown centers

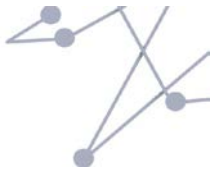
In the **WORK** Station, participants shared that they like where they work because jobs are close to home or in walkable areas with amenities nearby. They also like having transit options to get to work as well as good work opportunities. Common “Like” statements included:

- Transportation options to work; local businesses near worksite with amenities
- Quiet place to work; walkable; arts and cultural resources; safe
- Waterfront, downtown, active and restaurants (Perth Amboy)
- Everything is there (New Brunswick) – restaurants, stores, supermarket, library, train/bus station

In the **GETTING AROUND** Station, participants appreciate that there are many transportation options available between walking, biking, bus, train, and car. They also like that many points of interest are close, whether those are local, such as walking to shops, or regionally such as access to NYC or Philadelphia. Common “Like” statements included:

- Walkability to train; transit is good in the transit-village
- Highways and mass transit connections
- Main options for travel modes: car, train, bus, walk
- Within ½ hour of work; have choices, can drive or take bus; can get to stores without car; Near regional destination points





In the **LIVE** Station, many participants were concerned about changing aspects relating to transportation, community life and job opportunities. They want less traffic congestion, better transit schedules and options, and more bike/pedestrian facilities. They also want safe, walkable communities with involvement and places to shop, recreate, and enjoy, as well as more jobs and economic opportunities. Common “Change” statements included:

- Main roads unsafe for bikes
- More job opportunities
- Traffic congestion; make transportation options less automobile dependent
- More services; diverse businesses

In the **WORK** Station, participants expressed some dissatisfaction with job opportunities and pay, but many focused on the difficulties to getting to and from work. Many want to see more bicycle accommodations, less congestion and more safe conditions for pedestrians, bicyclists and cars. Common “Change” statements included:

- Transportation improvements for access to work and social activities
- Not enough technology
- Lack of diversity and jobs
- Bus schedule restricts flexibility of work time

In the **GETTING AROUND** Station, participants expressed that they would like better bicycle accommodations, more safety on the roads in general, better connectivity and less traffic congestion. Common “Change” statements included:

- Traffic congestion; Complete Streets policy in Middlesex County
- Need more one-seat options for “local-local” trips and regionally in NJ
- Complete access; improve roads/bridges; safety
- Major roads not safe for bikes

### **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 – Middlesex County/City of New Brunswick\***

Goals and Objectives	LIVE Points	WORK Points	GETTING AROUND Points	Overall Points
<b>Goal 1 - Strengthen the region's economy</b>	3	0	1	4
Keep & create well-paying jobs	5	17	2	24
Ensure infrastructure (transportation, utilities & communications) is in good repair & can support economic development	5	21	19	45
Increase the economy's ability to adapt to change	0	8	2	10
Increase regional self-sufficiency	3	5	2	10
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	1	0	0	1
Create safe, stable neighborhoods with high-quality housing	7	2	1	10
Improve public health	0	0	5	5
Improve access to local parks & recreation	7	2	2	11
Improve access to community resources such as libraries, senior centers, youth activities	1	0	0	1
Preserve & enhance the character of existing downtowns & neighborhoods	2	3	1	6
Improve access to arts & cultural resources	0	0	0	0
<b>Goal 3 - Improve everyone's access to opportunity</b>	4	18	4	26
Connect where people live with where they need to go	13	10	18	41
Maintain & improve the quality of schools	10	0	2	12
Create inclusive, mixed-income neighborhoods	1	0	4	5
Reduce combined transportation & housing costs	0	4	1	5
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	5	3	3	11
Increase investment near existing housing, jobs & transportation	3	8	3	14
Maintain & expand vibrant downtowns & "main streets"	11	1	6	18
Encourage development of compact neighborhoods with a mix of housing, shopping & services	8	3	6	17
<b>Goal 5 - Protect &amp; enhance environment</b>	15	2	0	17
Preserve open space & natural areas	4	4	1	9
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	3	6	9	18
Increase ability to respond to and recover from extreme weather events	0	2	0	2
Ensure adequate water supply	4	3	4	11
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	2	1	3	6
Preserve wildlife habitat	0	0	0	0

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

\*See Appendix D for missing Objectives that received points.



At the **LIVE** Station, the goal, “Protect and enhance the environment” was a top priority (receiving 15 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, “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” was a top priority (receiving 21 points). The second priority ranked was “Improve everyone’s access to opportunity” (with 18 points). The third objective was: “Keep and create well-paying jobs” (receiving 17 points).

At the **GETTING AROUND** Station, the top priority was “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” (receiving 19 points), followed by “Connect where people live with where they need to go” (receiving 18 points). The third priority was “Reduce potential impacts of climate change” (with 9 points).

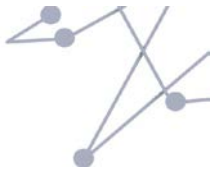
### **TNJ Station: Regional Coordination**

At the Together North Jersey Station, 19 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**.

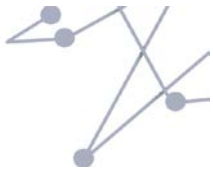


**Table-2: Interactive Polling Top Answers**

Question	Top Answer	Percent
What aspect of Personal Growth and Well-being is most important to you?	Being healthy and taking care of yourself	47%
What aspect of Family is most important to you?	Having time to spend together	53%
What aspect of Community is most important to you?	Feeling a sense of community	37%
What aspect of Education is most important to you?	Tie: Having quality neighborhood schools; Having opportunities to keep learning all through life	47%
What aspect of Nature is most important to you?	Taking good care of our air, water, and natural lands	68%
What aspect of Safety and Security is most important to you?	Having safe neighborhoods	42%
How should the region spend transportation dollars? (Participants were asked to select 3)	Expanding transit service	20%
	Making it easier to walk and bike where we need to go	16%
	Fixing unsafe bridges	16%
What sources of funds should be used to support transportation?	All options: Transit fares and tolls; Gas taxes; General taxes like income tax or sales tax; borrowing money and paying it off over time; selling 'naming' rights to bridges, highways and train stations like we do with stadiums and arenas; working with banks and businesses to share costs and revenue from tolls and fares	42%

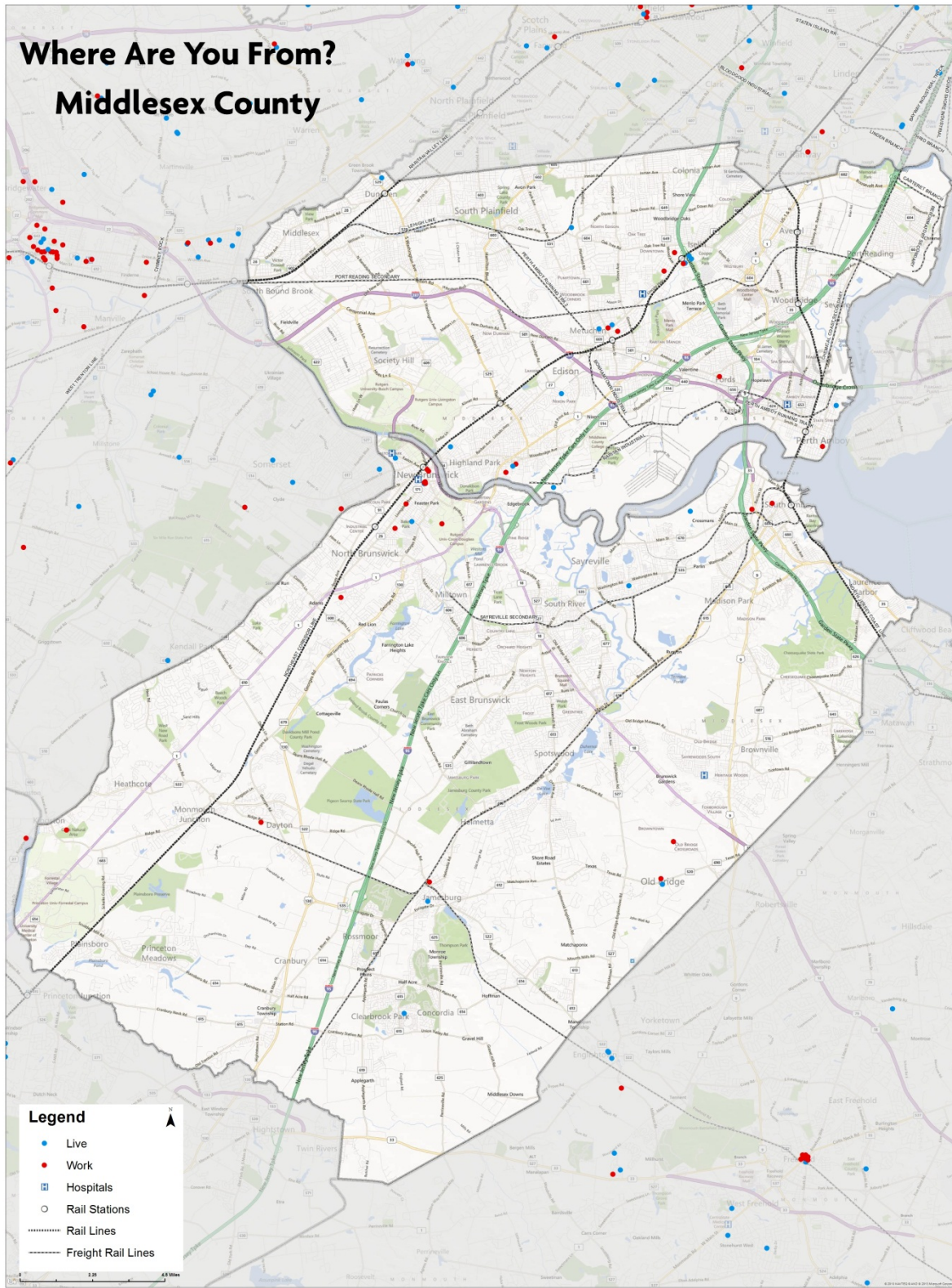
**WRAP UP, REPORT BACK & CLOSING REMARKS**

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.



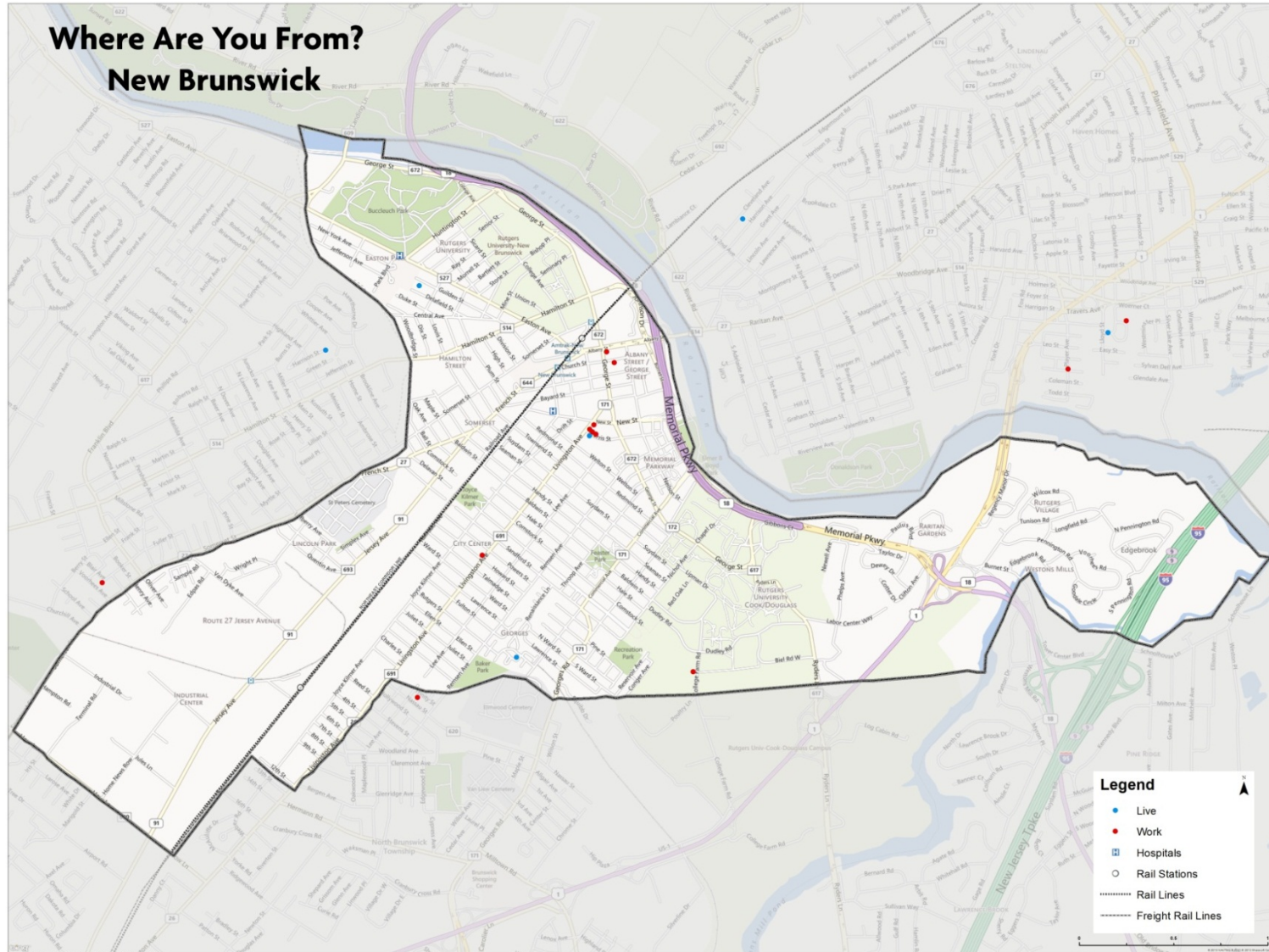
### Appendix A: Map-Middlesex County

## Where Are You From? Middlesex County





## Appendix A: Map-City of New Brunswick

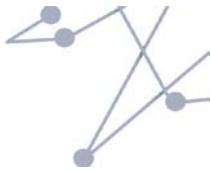




## Appendix B: Summary of Public Input – LIVE\*

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	Scenic area. Less traffic. Low density.	1	Lack of diversity (social - isolated, economic). Not walkable, have to drive. Not enough cohesiveness, neighborhoods. Deer. (East Brunswick)
2	Edison - Central location. Close to transit/highway. Improvement of bikeability/walkability (crosswalks/sidewalks), pedestrian safety = car-centric town.	2	Retail opportunities. Safety and crime. Infrastructure.
3	Small town. Downtown access. Safe environment. Close-knit community.	3	Bike/Ped enhancements. Better awareness and economic opportunities.
4	Small town. Walk town. No commute. Community activities.	4	Improve schools.
5	Having a backyard/open space. Recreation. School system. Parking lots.	5	Main roads unsafe for bikes. Jobs not local-based.
6	Dense, mixed-use urban areas - lots going on. University.	6	Improve traffic congestion and parking.
7	Culture, social activities, close to transit and parks. Lots of amenities.	7	Lack of involvement. Drugs.
8	Waterfront. Active downtown walkable. Restaurants.	8	No community involvement. People too much to selves. (West Orange)
9	Walk to services and open spaces.	9	More job opportunities.
10	Proximity to train station. University in community (people and activities). Access to parks and recreation.	10	Improved quality of life.
11	Community events. Cultural/sporting. Availability of things to do.	11	Improve character. Improve recreation/art. Upgrade local economic development. Vibrant downtowns.
12	Metuchen - walkable, cultural base, schools.	12	More to do.
13	Somerville - walkability, not dependent on car. Near park, Borough Hall. Good community.	13	Too much traffic congestion. Higher crime rate.
14	Access to everywhere. Good schools. Open space. Diversity.	14	Traffic congestion.
15	Walkable/transit location - Metuchen.	15	More bus transportation. More diverse businesses. More transportation options.
16	Walk to access train, metro park. Diverse activities. Low crime rate. Decent school system.	16	Transportation. More supermarkets, major department stores.
17	Diversity and conveniences. Good transportation.	17	Drainage, not near major shopping. More flexibility of hourly transit options.
18	Ability to walk to shops. Maintain station. Diversity and safe. Town events. Streetscaping. Close to other transportation facilities.	18	Traffic. Less automobile dependent. Flexible transit schedule. More education about community issues. Infrastructural improvement needed.

*\*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	Freedom of more than one mode of transportation. Economically more convenient to take the bus. Also alleviates stress of driving in traffic.	1	Better bike facilities. More ways to build rapport between drivers, pedestrians. Crowded.
2	Quiet place to work. Walkable. Arts and cultural resources. Safe.	2	Bus restricts flexibility of time because of stringent schedules.
3	Travel around county, meet people. Walkable places to go during the day. Have parking place in an urban area.	3	Lack of diversity and jobs.
4	Waterfront, downtown, active, and restaurants. (Perth Amboy)	4	Bike/Ped problems, safety. Public space limited/safety concerns.
5	Everything is there (downtown New Brunswick) - restaurants, stores, supermarket, library. Train station/bus station.	5	Less congestion.
6	Close to transportation. Restaurants convenience, shops. Walkability and cycling available. Park in walking distance. Lunch hour parking deck.	6	Not enough technology.
7	Job opportunities.	7	Traffic. More jobs. Improved recreation.
8	Work close to opportunities and work - paying jobs.	8	Bike/Ped issues/improvements. Rutgers bus system cuts traffic BRT need.
9	Generous vacation policy.	9	Long hours.
10	Flexibility. Challenges.	10	Oversize truck regulations. NJ only in daylight. NYC only at night.
11	Transportation options to work. Local businesses near worksite (amenities).	11	Better truck connectivity.
12	Work at home.	12	More job opportunities.
13	New Brunswick College. Good access to public transportation. Good bicycling. Compact city.	13	Traffic calming measures needed. Infrastructure. Safety needed in pedestrian crossings. Need bilingual transit public outreach kiosks, etc. - train station needs more. Auto/pedestrian conflicts at train station.
14	Entrepreneurship - involving people and taking advantage of opportunities.	14	Traffic. Bad drivers.
15	Small job.	15	More TNJ improvements.
16	Small town. Close-knit.	16	Transportation improvements for access to work and social activities.
17	Commute. Urban. Campus. Academic.	17	More flexibility on work hours (flextime options). Higher salary opportunities in the field.
18	Convenience of living and working in New Brunswick. Ability and freedom to get to work by multiple ways. Freedom of mobility.	18	Not stopping for pedestrians. Traffic.
19	Mixed use of living and work environments to cut down on commute.	19	Government involvement in business/workplace.
		20	Small business. High education. Room for growth. Far commute.
		21	Potential safety issues at crosswalks.
		22	More efficient and modern technology.

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

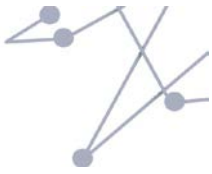




## Appendix B: Summary of Public Input – GETTING AROUND\*

What I like about my community from the perspective of GETTING AROUND....		What I would change about my community from the perspective of GETTING AROUND...	
1	Within 1/2 hour of work, have choices, can drive or take bus. Can get to stores without car. Near regional points.	1	NJTP construction - dangerous, alternative routes not efficient. Aggressive drivers.
2	Short commute. Access to highways.	2	I want a school bus.
3	Walkability. Train. Near transportation - bus or train. Close to airports. Shopping.	3	Aggressive drivers. General car dependence.
4	Lots of options. Access to transit.	4	Lack of connectivity.
5	Train station. Centered within major transportation networks. (Perth Amboy)	5	Too city-like. Residence too city-like.
6	Major highways. Low gas prices. Services close by.	6	Residence get involved. Stop being city-like.
7	Pedestrian/bike accessibility. Train station. Streetscaping. Safety/pedestrian. (New Brunswick)	7	Traffic. Complete Streets policy in Middlesex County.
8	Trains, bikes, buses.	8	More bike/ped facilities.
9	Convenience/Access to NYC and Philly.	9	Traffic.
10	Walking, transit is good in the transit-village!!!	10	More mass/social senior transit. Less tolls - roads.
11	Good transit options. Bike facilities improving. Convenient to major cities.	11	Bike Ped Access. Ped and truck access on bridges.
12	Old Bridge. Services in the community. Major transportation has lots of community services.	12	Need more "oneseat" options for "local-local" trips and regional in NJ.
13	Highways and mass transit connections.	13	Complete access. Improve roads/bridges. Safety.
14	Access to transit.	14	Access. Roads - transit. Best home prices place to live.
15	Availability of transportation alternatives.	15	Better mass transit. Need more one seat transportation.
16	RU Bus.	16	Traffic congestion. Improved safety.
		17	Bike/ped. Safety and accessibility. Improved train station. Needs more parking. (Perth Amboy)
		18	Bike Ped Access. Truck bridge access and routes.
		19	Major roads not safe for bikes. Need to be bike friendly. Too many cars on the road.

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

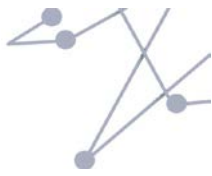


### Appendix C: Priority Objectives- Missing

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	Encourage more technology.	1	More technology improvements in work place.	1	Bike/Pedestrian access on all bridges.
2	Transformation.	2	Access and proximity to transit.		
3	Arts as economic engine for revitalizing older suburbs with downtowns.	3	Truck connectivity. Light duty roads.		
		4	Disaster/evacuation planning. Planning for energy needs.		

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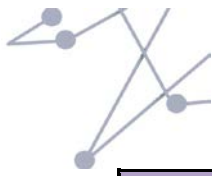


## Appendix D: Priority Objectives

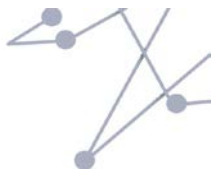
At each station, participants were asked to rank the Objectives within the Goals, including any added Objectives from the attendees. Each participant was able to vote for a total of three objectives, prioritizing them as “Most Important” (represented with a green dot), “Very Important” (blue dot), and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

### Appendix D: Priority Objectives – LIVE

LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 1 - Strengthen the region's economy</b>	3	0	0	3
Keep and create well-paying jobs	3	2	0	5
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	0	2	3	5
Increase the economy's ability to adapt to change	0	0	0	0
Increase regional self-sufficiency	0	2	1	3
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	0	0	1	1
Create safe, stable neighborhoods with high-quality housing	6	0	1	7
Improve public health	0	0	0	0
Improve access to local parks and recreation	6	0	1	7
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	0	2	0	2
Improve access to arts and cultural resources	0	0	0	0
<b>Goal 3 - Improve everyone's access to opportunity</b>	3	0	1	4
Connect where people live with where they need to go	9	4	0	13
Maintain and improve the quality of schools	3	4	3	10
Create inclusive, mixed-income neighborhoods	0	0	1	1
Reduce combined transportation and housing costs	0	0	0	0

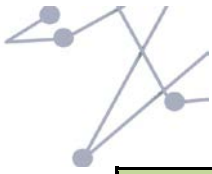


LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	3	2	0	5
Increase investment near existing housing, jobs & transportation	3	0	0	3
Maintain & expand vibrant downtowns and "main streets"	3	6	2	11
Encourage development of compact neighborhoods with a mix of housing, shopping and services	6	2	0	8
<b>Goal 5 - Protect &amp; enhance environment</b>	9	6	0	15
Preserve open space and natural areas	3	0	1	4
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	3	0	0	3
Increase ability to respond to and recover from extreme weather events	0	0	0	0
Ensure adequate water supply	0	4	0	4
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	0	2	2
Preserve wildlife habitat	0	0	0	0
<b>OTHER</b>				
Arts as economic engine for revitalizing older suburbs with downtowns	0	0	1	1



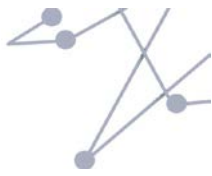
## Appendix D: Priority Objectives – WORK

WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 1 - Strengthen the region's economy</b>	0	0	0	0
Keep and create well-paying jobs	12	4	1	17
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	9	10	2	21
Increase the economy's ability to adapt to change	6	2	0	8
Increase regional self-sufficiency	3	0	2	5
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	0	0	0	0
Create safe, stable neighborhoods with high-quality housing	0	0	2	2
Improve public health	0	0	0	0
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	1	3
Improve access to arts and cultural resources	0	0	0	0
<b>Goal 3 - Improve everyone's access to opportunity</b>	15	2	1	18
Connect where people live with where they need to go	0	10	0	10
Maintain and improve the quality of schools	0	0	0	0
Create inclusive, mixed-income neighborhoods	0	0	0	0
Reduce combined transportation and housing costs	0	2	2	4
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	3	0	0	3
Increase investment near existing housing, jobs & transportation	6	2	0	8
Maintain & expand vibrant downtowns and "main streets"	0	0	1	1
Encourage development of compact neighborhoods with a mix of housing, shopping and services	3	0	0	3



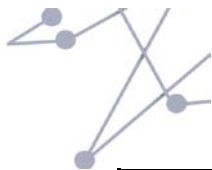
WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 5 - Protect &amp; enhance environment</b>	0	2	0	2
Preserve open space and natural areas	0	2	2	4
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	6	0	0	6
Increase ability to respond to and recover from extreme weather events	0	2	0	2
Ensure adequate water supply	0	0	3	3
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

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## Appendix D: Priority Objectives – GETTING AROUND

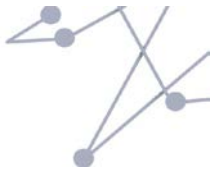
GETTING AROUND				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 1 - Strengthen the region's economy</b>	0	0	1	1
Keep and create well-paying jobs	0	0	2	2
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	12	6	1	19
Increase the economy's ability to adapt to change	0	2	0	2
Increase regional self-sufficiency	0	2	0	2
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	0	0	0	0
Create safe, stable neighborhoods with high-quality housing	0	0	1	1
Improve public health	0	4	1	5
Improve access to local parks and recreation	0	2	0	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	0	1	1
Improve access to arts and cultural resources	0	0	0	0
<b>Goal 3 - Improve everyone's access to opportunity</b>	3	0	1	4
Connect where people live with where they need to go	15	2	1	18
Maintain and improve the quality of schools	0	2	0	2
Create inclusive, mixed-income neighborhoods	3	0	1	4
Reduce combined transportation and housing costs	0	0	1	1
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	3			3
Increase investment near existing housing, jobs & transportation		2	1	3
Maintain & expand vibrant downtowns and "main streets"	3	2	1	6
Encourage development of compact neighborhoods with a mix of housing, shopping and services	6	0	0	6



GETTING AROUND				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 5 - Protect &amp; enhance environment</b>	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	9	0	0	9
Increase ability to respond to and recover from extreme weather events	0	0	0	0
Ensure adequate water supply	0	4	0	4
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	0	3	3
Preserve wildlife habitat	0	0	0	0
<b>OTHER</b>				
Connecting transportation, housing and jobs	0	2	0	2
Transportation alternatives to driving alone.	0	4	0	4
Reducing traffic congestion	0	0	1	1

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**Appendix E: Together North Jersey Station**

COORDINATE	
Goal 6 - Address regional growth issues	Totals
Align existing plans, programs and regulations at all levels of government	2
Foster collaboration between federal, state, county and local governments to address regional growth issues	<b>8</b>
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	2
Ensure a broad cross-section of residents, businesses and government are engaged in planning efforts, including those traditionally under-represented in regional planning processes	5
Respect property rights during planning and implementation	0
<b>Total:</b>	<b>19</b>



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

For the City of New Brunswick – Middlesex County workshop, no questions or comments were written by the public.

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## Appendix G: Interactive Polling

**Session Name:** MIDDLESEX Session 5-18-2013 11:57 AM

**Date Created:** 5/18/2013 9:12:22 AM

**Active Participants:** 19 of 19

**Average Score:** 0.00%

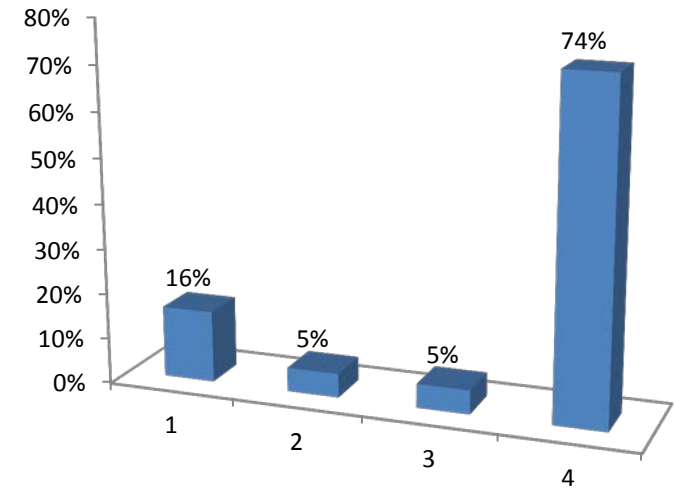
**Questions:** 23

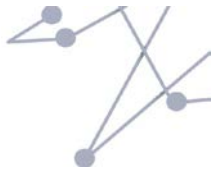
## Results By Question

### **PRACTICE QUESTION**

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

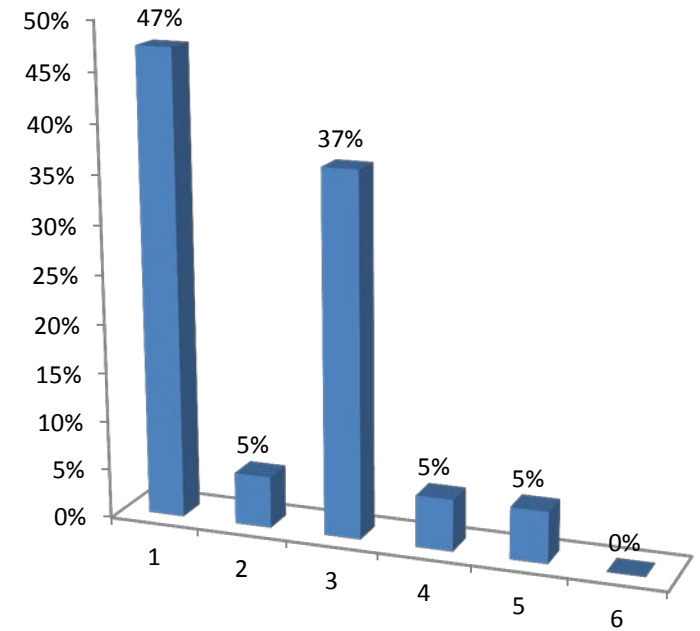
	Responses	
	Percent	Count
Strongly Agree	16%	3
Somewhat Agree	5%	1
Somewhat Disagree	5%	1
Strongly Disagree	74%	14
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

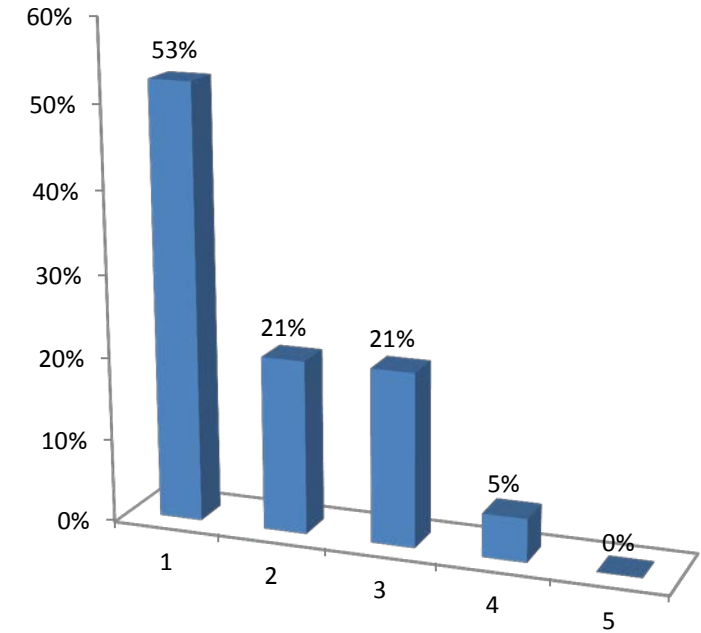
	Responses	
	Percent	Count
Being healthy and taking care of yourself	47%	9
Being close to nature	5%	1
Volunteering and giving back to your community	37%	7
Spirituality and religion	5%	1
None of the above	5%	1
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

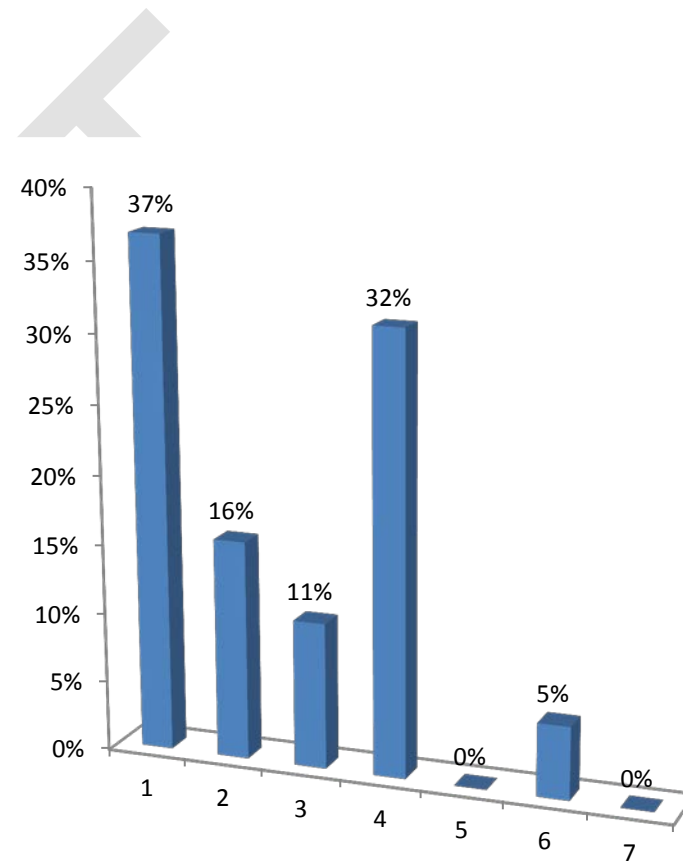
	Responses	
	Percent	Count
Having time to spend together	53%	10
Having extended family nearby	21%	4
Making time for recreational and cultural activities together	21%	4
None of the above	5%	1
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

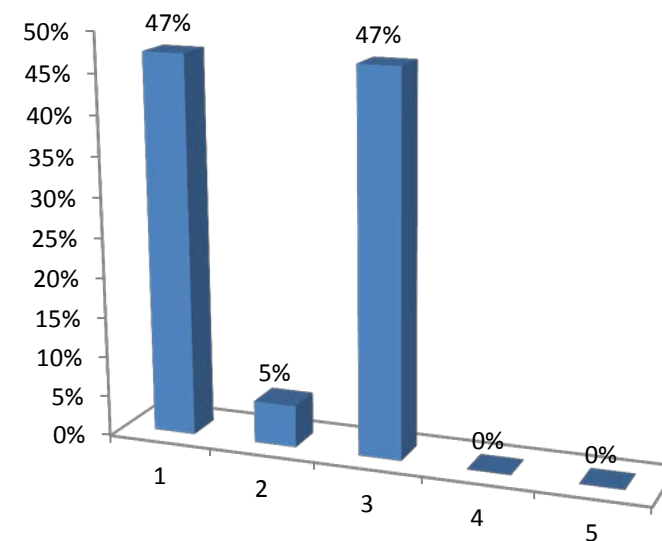
	Responses	
	Percent	Count
Feeling a sense of community	37%	7
Having community-sponsored activities to go to	16%	3
Living in a diverse community	11%	2
Having good neighbors and being a good neighbor	32%	6
Being self-reliant and left alone	0%	0
None of the above	5%	1
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

	Responses	
	Percent	Count
Having quality neighborhood schools	47%	9
Being able to go to college or a trade school	5%	1
Having opportunities to keep learning all through life	47%	9
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

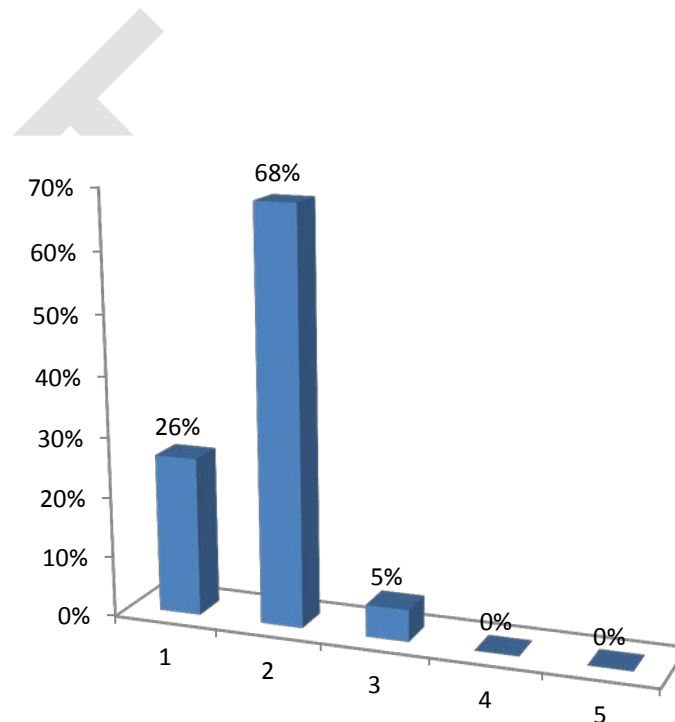


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**6.) What aspect of Nature is most important to you? (Multiple Choice)**

	Responses	
	Percent	Count
Having green space nearby	26%	5
Taking good care of our air, water and natural lands	68%	13
Protecting wildlife habitat	5%	1
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

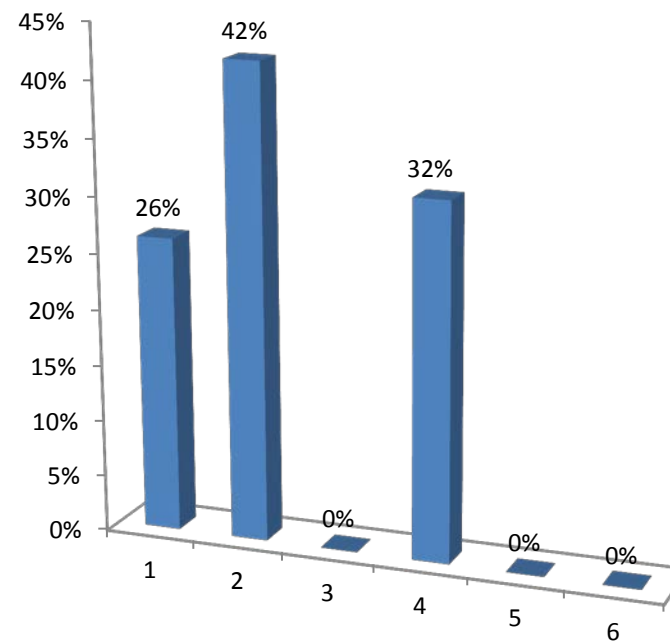






**7.) What aspect of Safety and Security is most important to you? (Multiple Choice)**

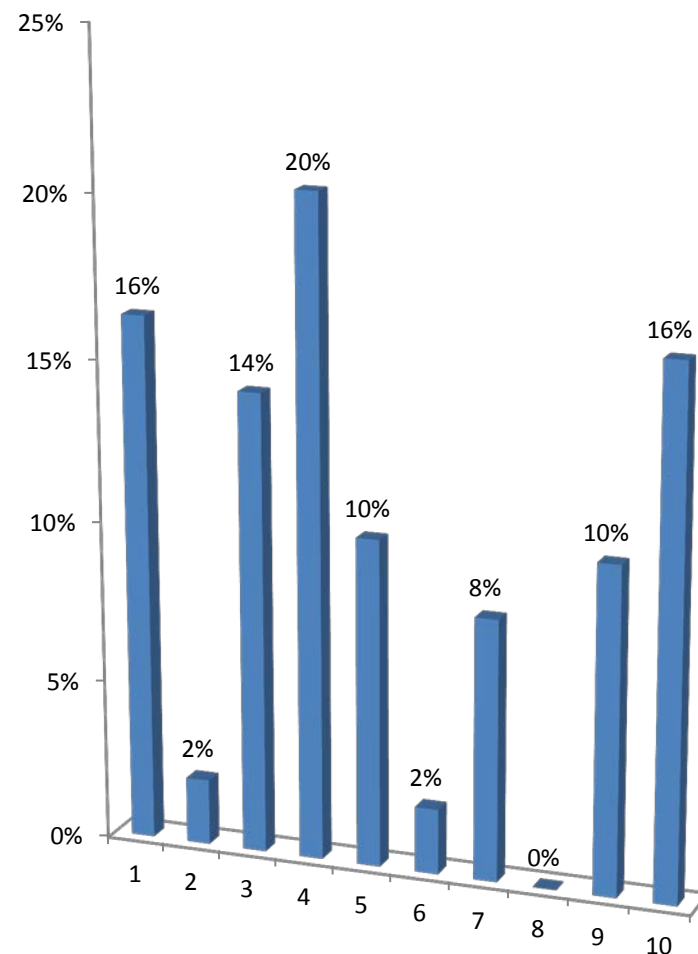
	Responses	
	Percent	Count
Having a good paying job	26%	5
Having Safe neighborhoods	42%	8
Fewer traffic-related accidents	0%	0
Peace of mind about the future	32%	6
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

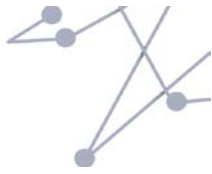




8.) How should the region spend transportation dollars? (select three) (Multiple Choice - Multiple Response)

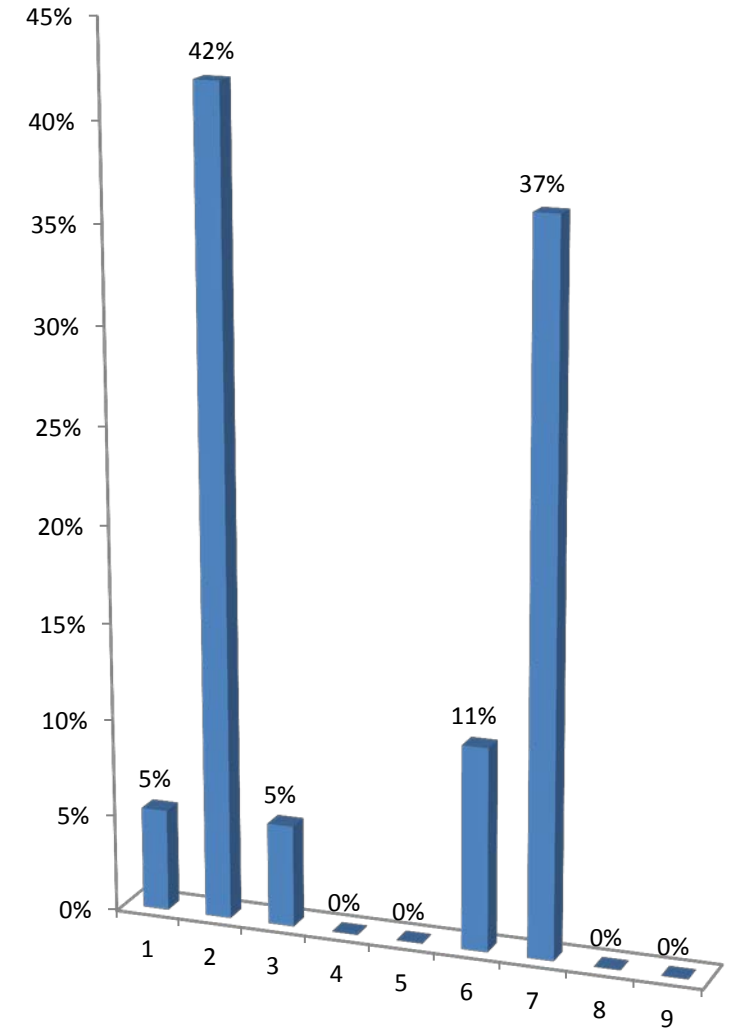
	Responses	
	Percent	Count
Fixing unsafe bridges	16%	8
Building more highways	2%	1
Making existing highways work better	14%	7
Expanding transit service	20%	10
Making existing transit work better	10%	5
Making it easier to transport goods and materials around the region	2%	1
Using technology to improve transportation	8%	4
Supporting more carpooling and shuttles	0%	0
Making our roads safer	10%	5
Making it easier to walk and bike where we need to go	16%	8
<b>Totals</b>	<b>100%</b>	<b>49</b>

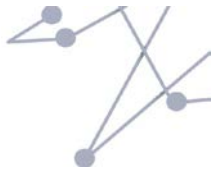




**9.) What sources of funds should be used to support transportation? (Multiple Choice)**

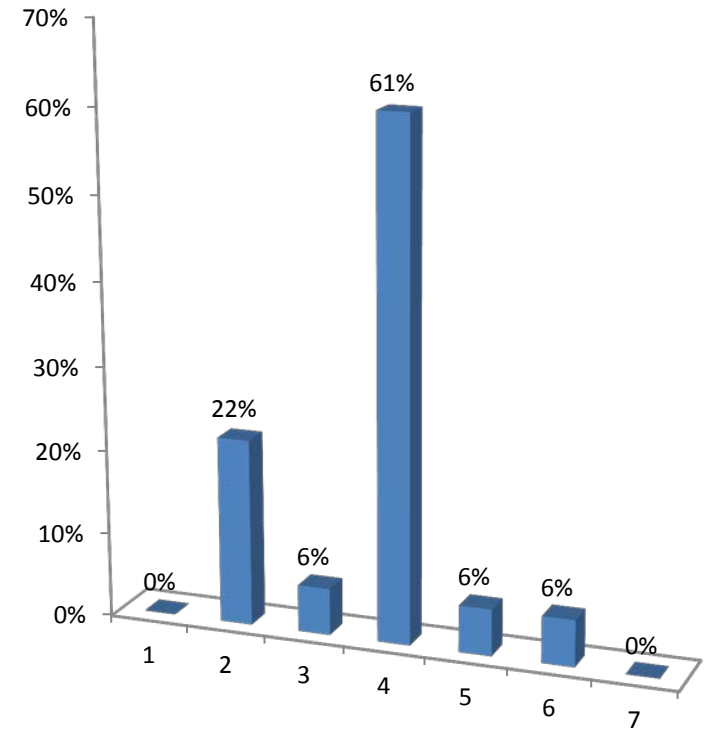
	Responses	
	Percent	Count
Transit fares and tolls	5%	1
Gas taxes	42%	8
General taxes like income tax or sales tax	5%	1
Borrowing more money and paying it off over time	0%	0
Selling "naming" rights to bridges, highways and train stations like we do with stadiums and arenas	0%	0
Working with banks and businesses to share costs and revenue from tolls and fares	11%	2
All of the above	37%	7
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

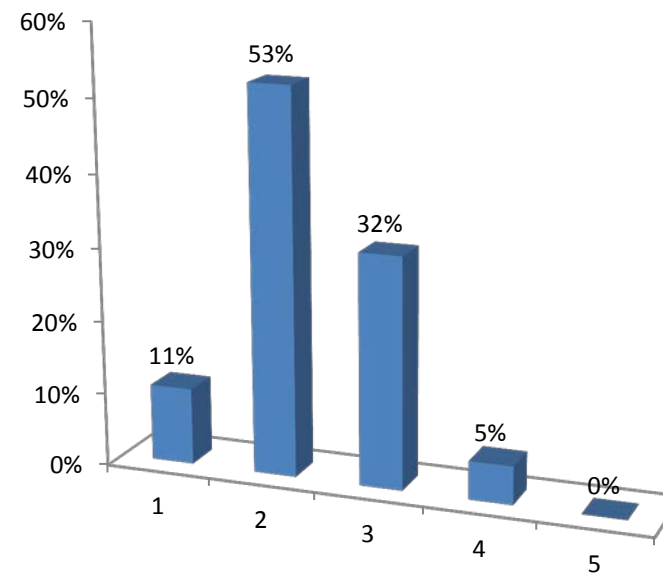
	Responses	
	Percent	Count
Under 25	0%	0
25-34	22%	4
35-44	6%	1
45-64	61%	11
65-74	6%	1
75 years and older	6%	1
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>18</b>

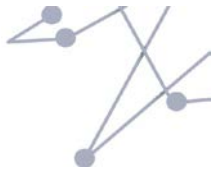




**11.) What is your household size? (include yourself) (Multiple Choice)**

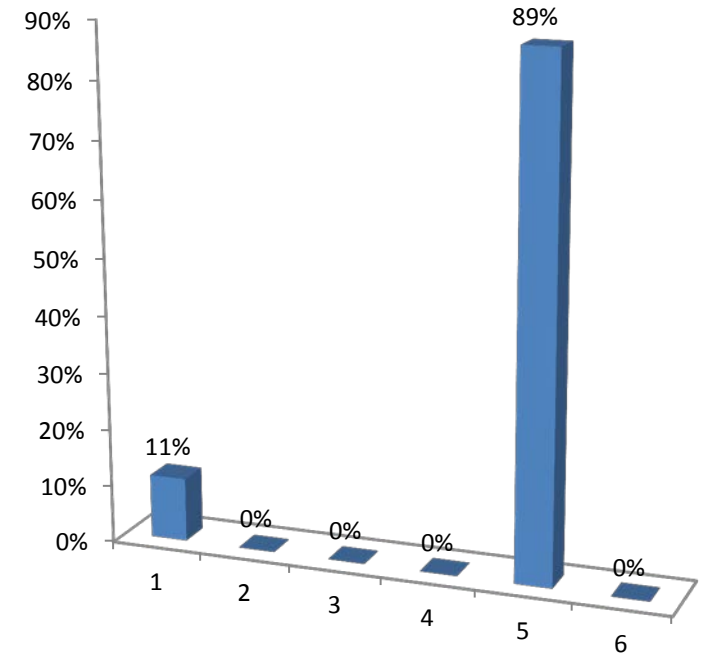
	Responses	
	Percent	Count
1 person household	11%	2
2 person household	53%	10
3 person household	32%	6
4 or more person households	5%	1
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

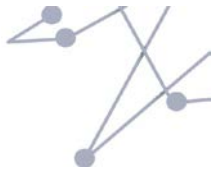




12.) How many persons in your household are under the age of 18? (Multiple Choice)

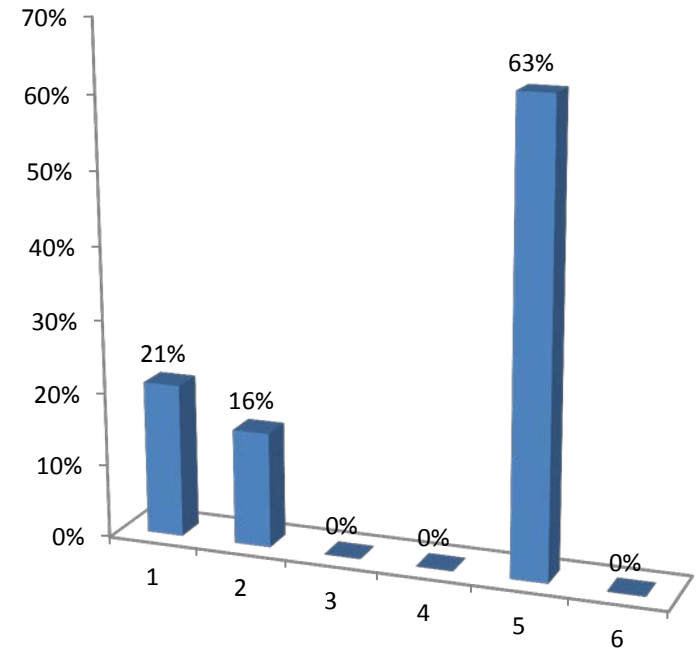
	Responses	
	Percent	Count
One (1)	11%	2
Two (2)	0%	0
Three (3)	0%	0
Four or more (4+)	0%	0
None	89%	16
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>18</b>





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

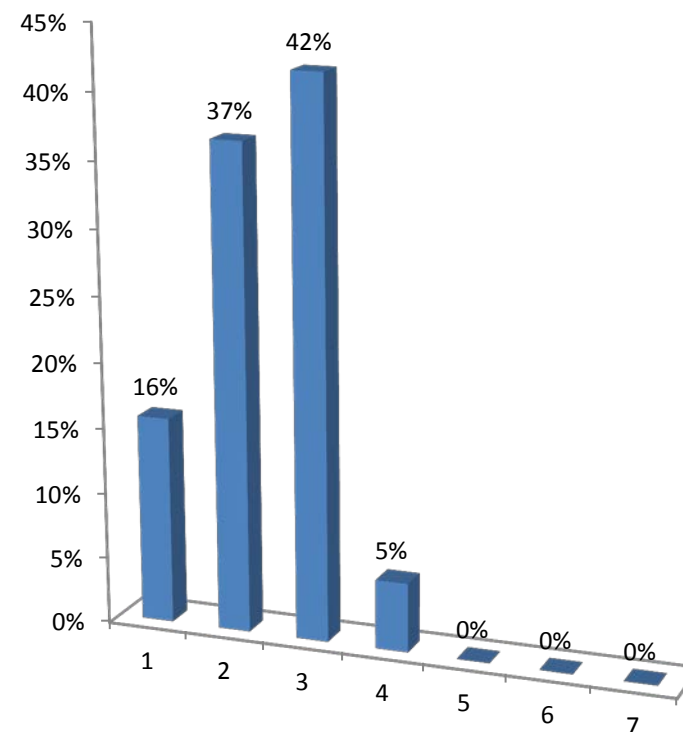
	Responses	
	Percent	Count
One (1)	21%	4
Two (2)	16%	3
Three (3)	0%	0
Four or more (4+)	0%	0
None	63%	12
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

	Responses	
	Percent	Count
City	16%	3
Small town	37%	7
Suburban township	42%	8
Rural township	5%	1
Vacation/Resort community	0%	0
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

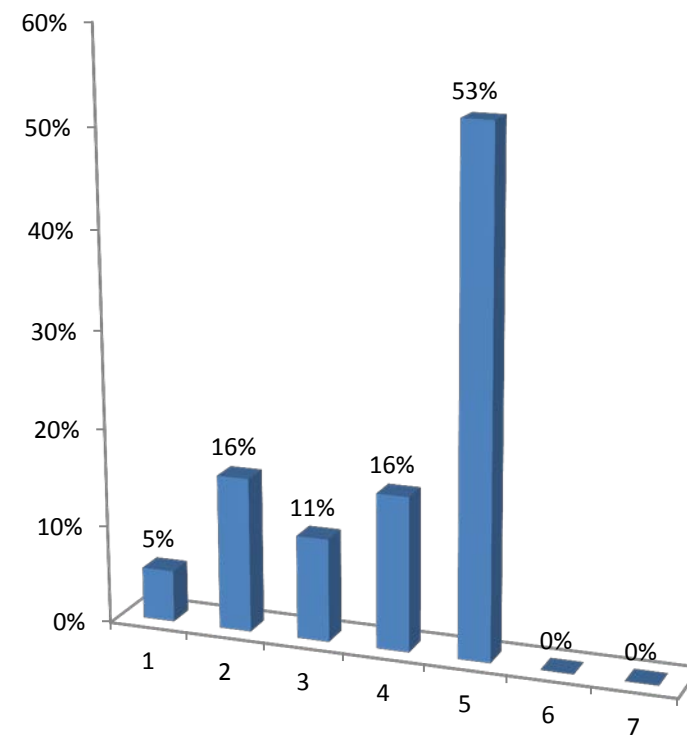


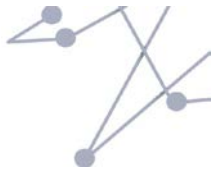




**15.) How long have you lived in your current neighborhood? (Multiple Choice)**

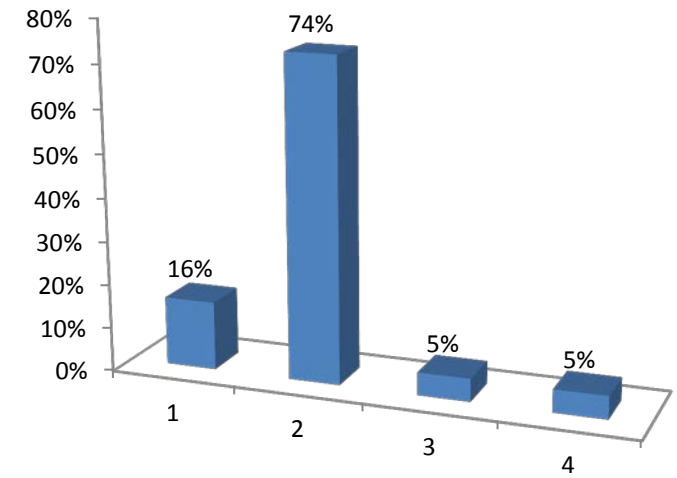
	Responses	
	Percent	Count
Less than a year	5%	1
1-3 years	16%	3
4-10 years	11%	2
11-20 years	16%	3
20+ years	53%	10
I do not live in Northern NJ	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

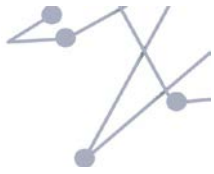




**16.) Do you rent or own your home? (Multiple Choice)**

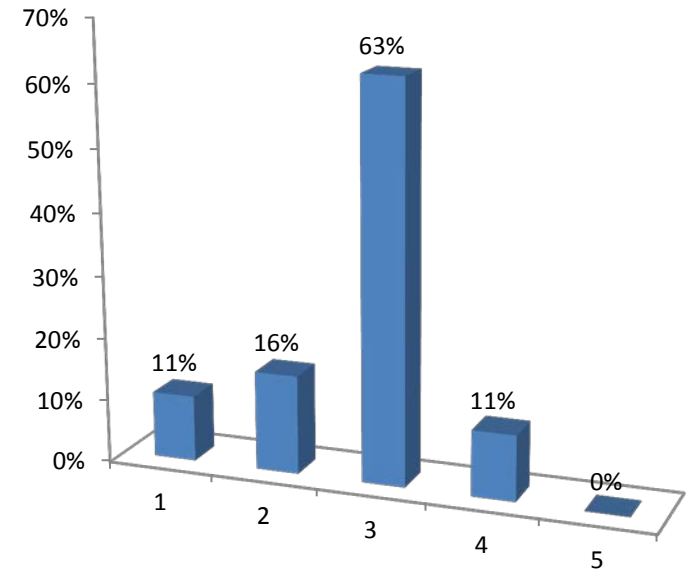
	Responses	
	Percent	Count
Rent	16%	3
Own	74%	14
Residence is provided by others	5%	1
Prefer not to answer	5%	1
<b>Totals</b>	<b>100%</b>	<b>19</b>

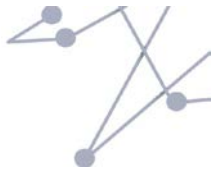




17.) How many vehicles are kept at your home for your household's use? (Multiple Choice)

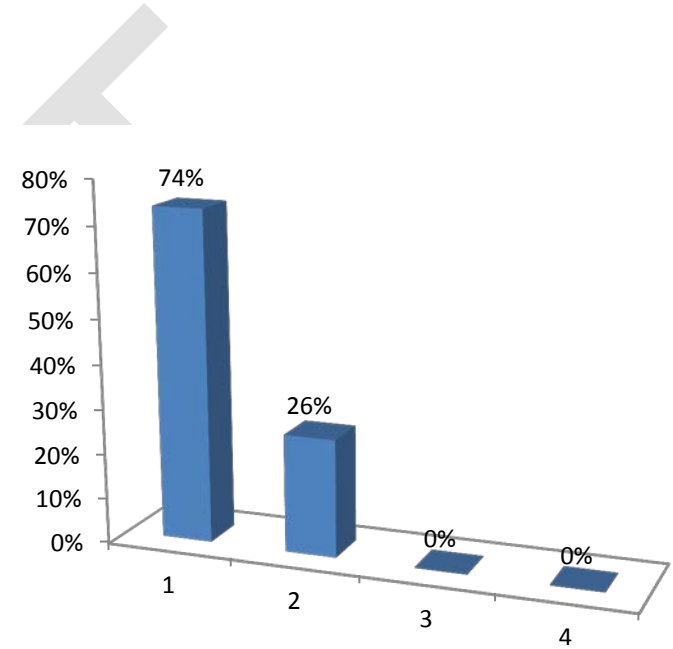
	Responses	
	Percent	Count
No vehicles	11%	2
1 vehicle	16%	3
2 vehicles	63%	12
3+ vehicles	11%	2
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

	Responses	
	Percent	Count
Male	74%	14
Female	26%	5
Other	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

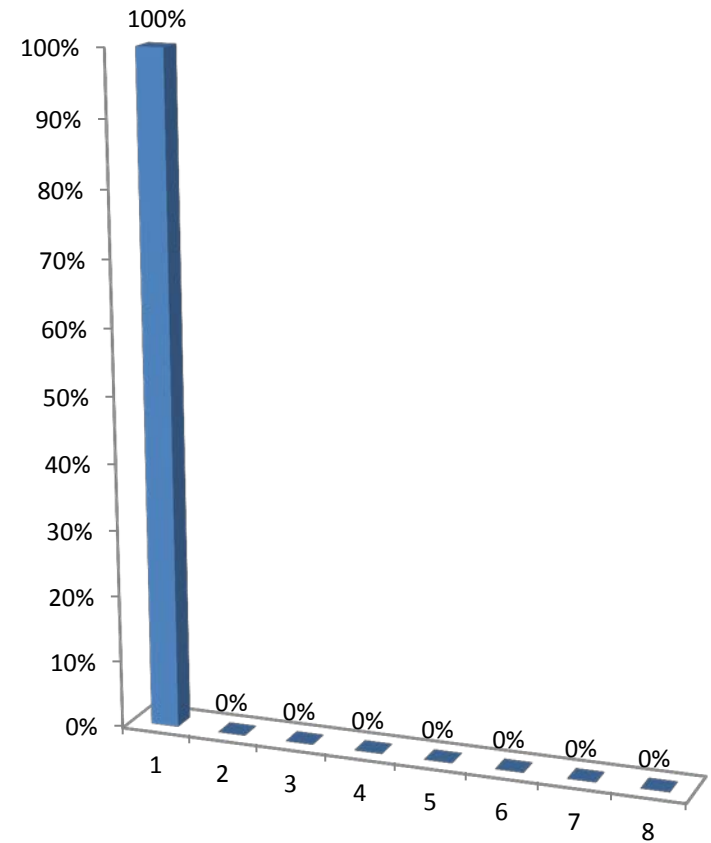


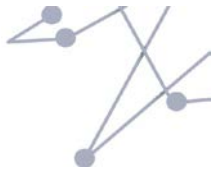
DRY



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

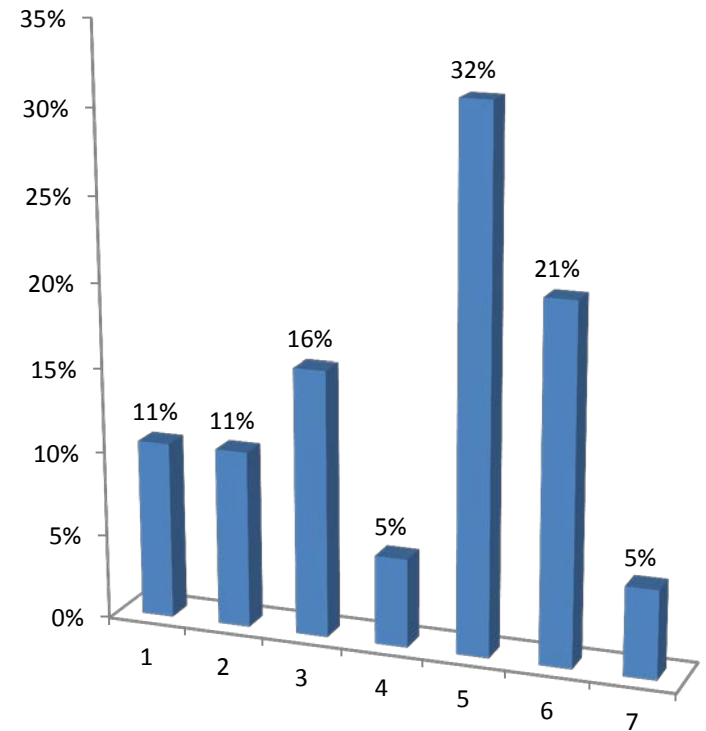
	Responses	
	Percent	Count
White, Not Hispanic	100%	19
Black, Not Hispanic	0%	0
White, Hispanic	0%	0
Black, Hispanic	0%	0
Asian American	0%	0
Native American	0%	0
More than One Race	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>

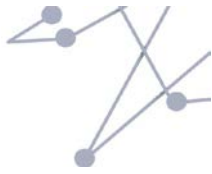




**20.) What is your household income? (Multiple Choice)**

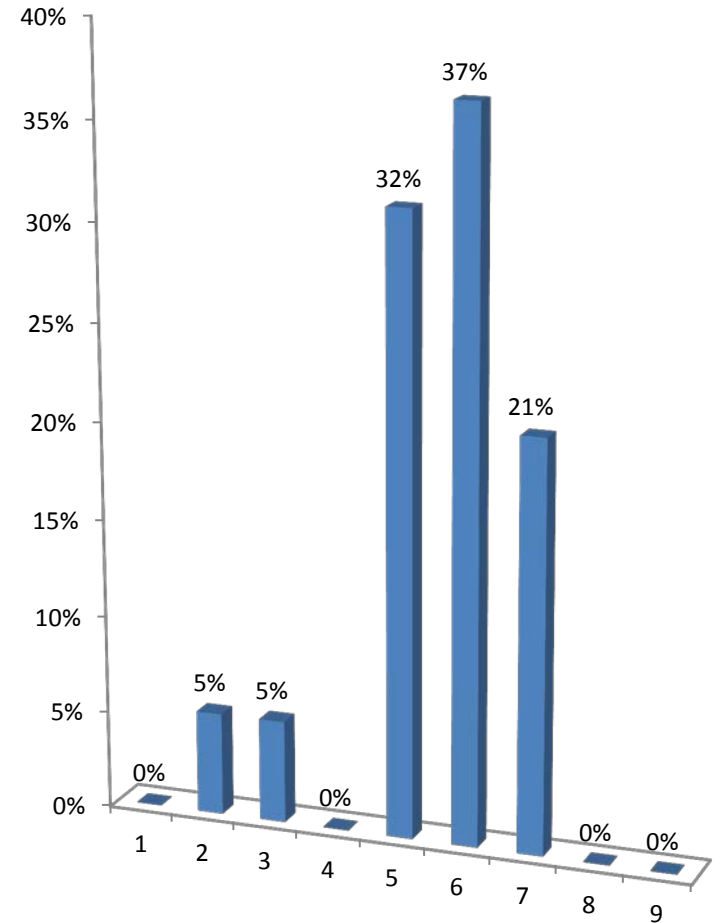
	Responses	
	Percent	Count
\$0 - \$24,999	11%	2
\$25,000 - \$49,999	11%	2
\$50,000 - \$74,999	16%	3
\$75,000 - \$100,000	5%	1
\$101,000 - \$150,000	32%	6
More than \$150,000	21%	4
Prefer not to answer	5%	1
<b>Totals</b>	<b>100%</b>	<b>19</b>





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

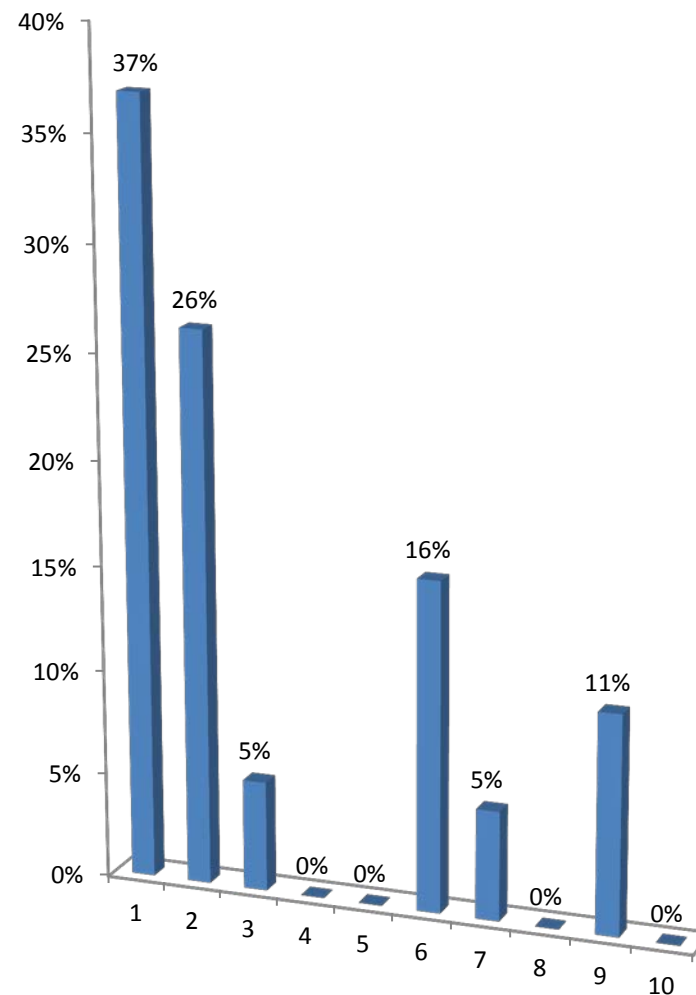
	Responses	
	Percent	Count
Less than High School Diploma or GED	0%	0
High School Graduate	5%	1
Some College	5%	1
Associate's Degree (AA, AS)	0%	0
Bachelor's Degree (BA, BS)	32%	6
Master's Degree	37%	7
Professional Degree beyond Bachelor's Degree (MD, DDS, DVM, LLB, JD)	21%	4
Doctorate Degree (PhD or EdD)	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>



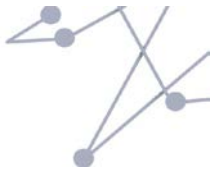


**22.) How did you hear about tonight’s meeting? (Multiple Choice - Multiple Response)**

	Responses	
	Percent	Count
Together North Jersey email/website	37%	7
NJTPA email/website	26%	5
County/city email/website	5%	1
Print newspaper	0%	0
Online newspaper	0%	0
Community group or organization	16%	3
Family, friend, or associate	5%	1
Flyer posted at library, senior center or government building	0%	0
Other	11%	2
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>19</b>







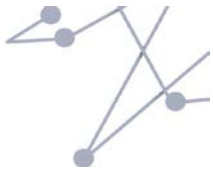
**Appendix H: Unreadable Public Input Responses**

**Session Name:** Middlesex County, 5/18/13

**LIVE: Like**

WEST ORANGE  
LIKES  
SOPHIA, General Council,

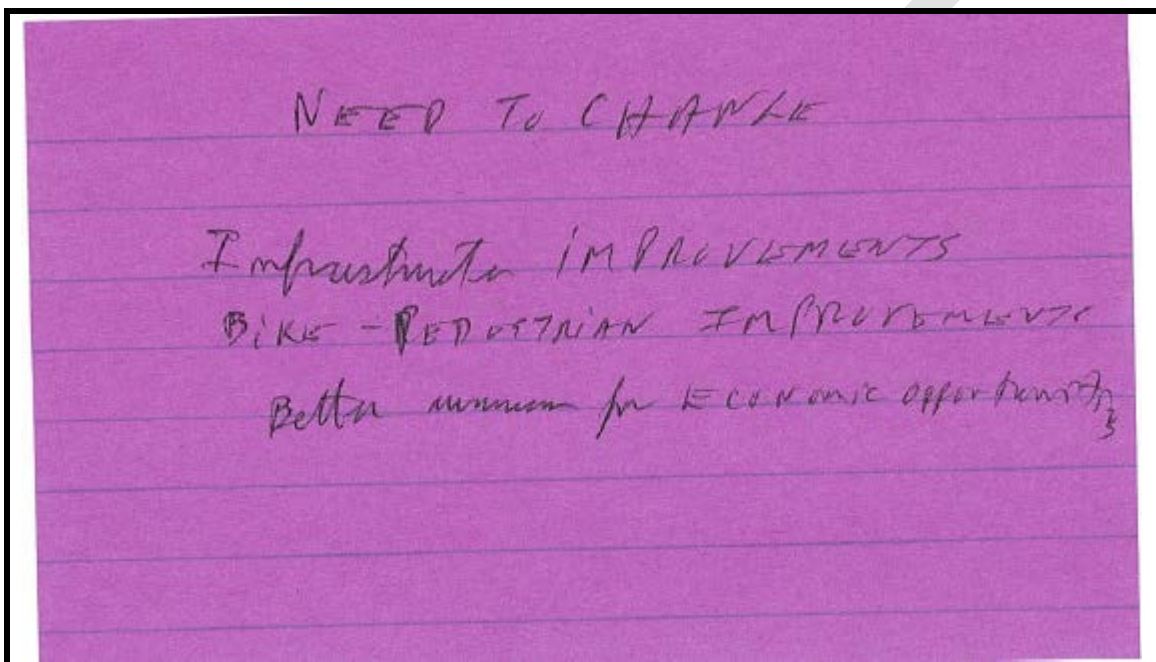
LIKE  
Diversity + Convenience  
Open Space



## Appendix H: Unreadable Public Input Responses

Session Name: Middlesex County, 5/18/13

LIVE: Change





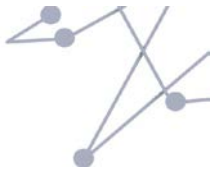
## Appendix H: Unreadable Public Input Responses

Session Name: Middlesex County, 5/18/13

### GETTING AROUND: Change

DIS LIVING O' S AMESBONE  
NO BUS ACCESS, NO SOCIAL  
STAFFING IN AREA, TO BRUSH

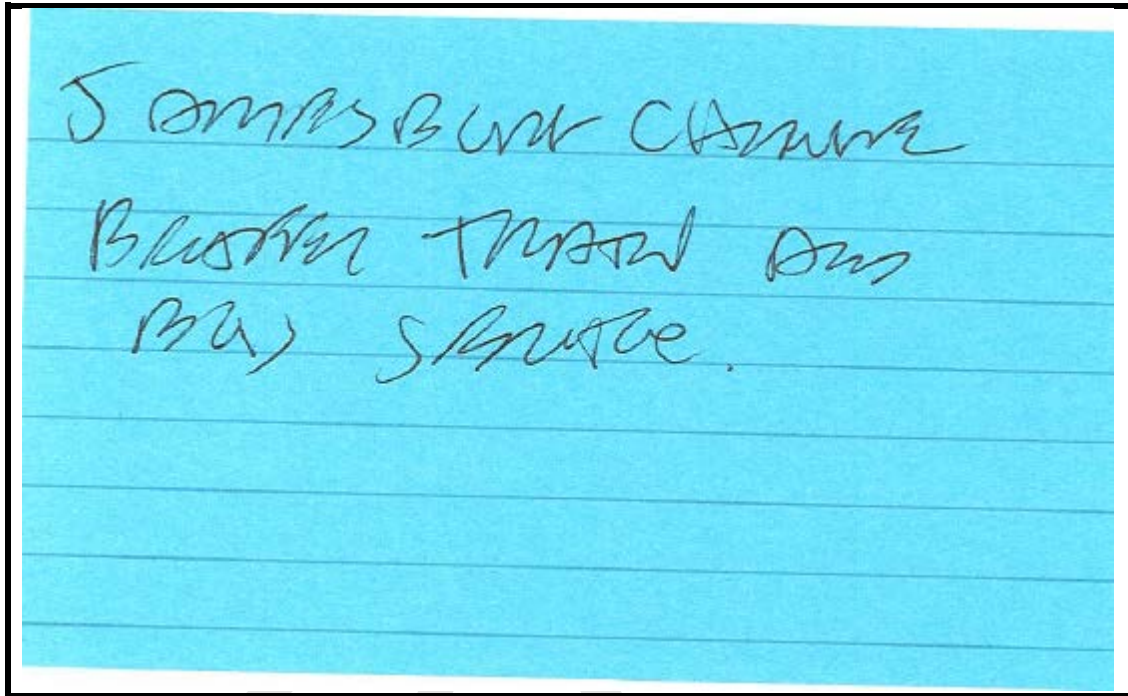
More resources available



## Appendix H: Unreadable Public Input Responses

Session Name: Middlesex County, 5/18/13

### GETTING AROUND: Change



### GETTING AROUND: Like

