

## Workshop Summary Passaic County Discovery Workshop The William Paterson University, Wayne NJ Monday, May 6, 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.

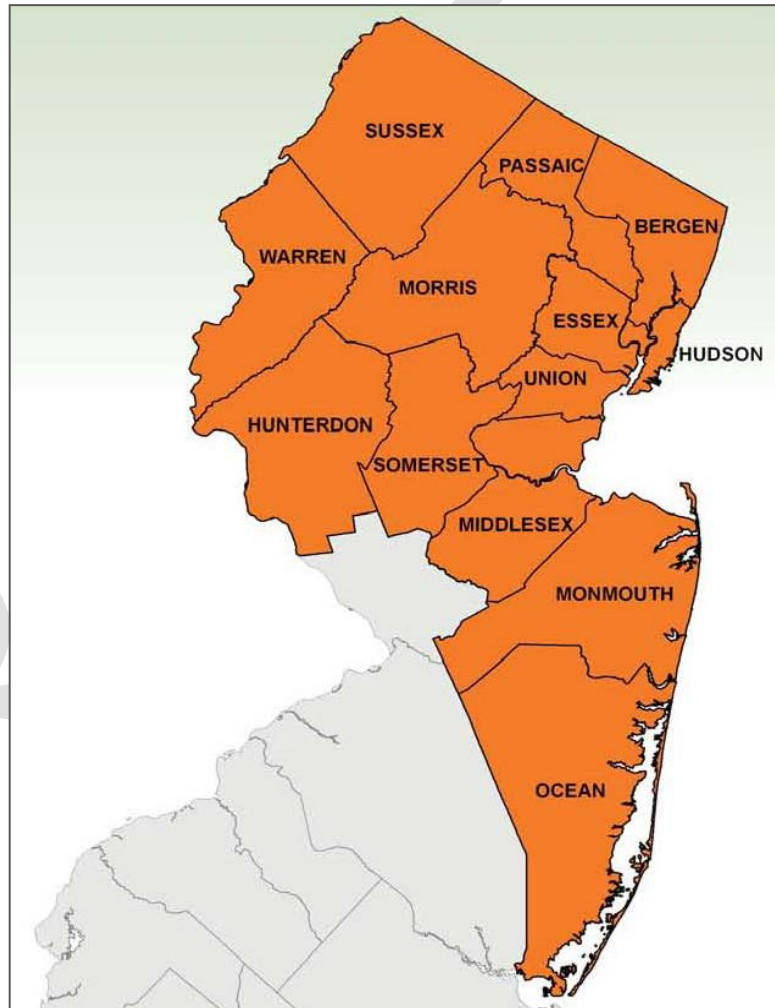
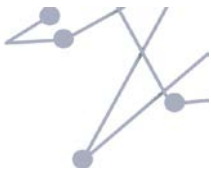


Figure 1: The NJTPA and Together North Jersey Planning Region



### **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).



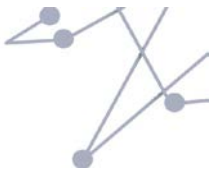
Figure 2: Together North Jersey RPSD Planning Process

### **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

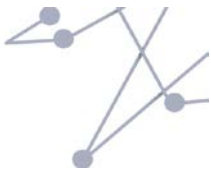
As stated above, the purpose of the Discovery workshops was to gather input from local officials, residents and businesses about what it is like to live, work and get around northern New Jersey and how we can work together to ensure prosperous future for the northern part of the state. The more specific 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 6:00 PM with participants arriving to explore the Open House portion of the workshop. A total of 34 participants attended the meeting, which included a program of the following:

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

## OPEN HOUSE

### Self-Discovery

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

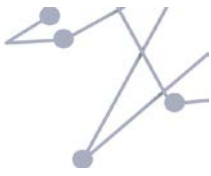
### Map Exercise: "Where are you from?"

After receiving their program folders, attendees were asked to place dots on a map indicating where they lived and where they worked in Passaic County and surrounding area. 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, Passaic County Freeholder John Bartlett prepared welcoming remarks and acknowledged the other local officials present, including Paterson Mayor Jeffrey Jones. He highlighted Passaic County's ongoing efforts with the NJTPA to make strategic transportation improvements aimed at increasing access, mobility, and safety. He also emphasized the importance of transportation to the county and regional economies..



## **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 24 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

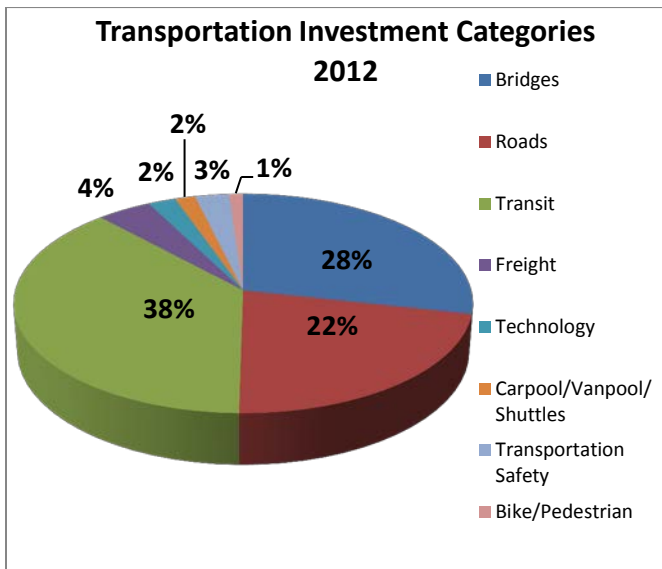
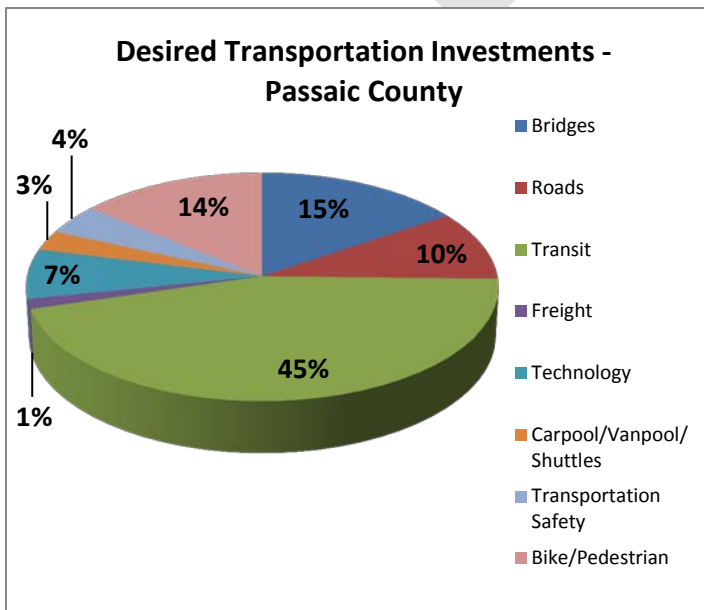


Figure 3-B: Desired Transportation Investments





### **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 mentioned that they like the sense of community, the main street activities and closeness of things, as well as the open space within the county.. Common “Like” statements included:

- Closeness of community
- Main street activities
- Open space, scenery, water quality
- Good access to everything

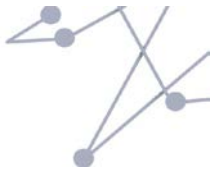
In the **WORK** Station, participants indicated that they enjoy their jobs, job opportunities and the entrepreneurial aspect of work within their community. They also appreciate that many jobs are close to home or easy to get to. Common “Like” statements included:

- Access to centers from highway; different scale work/commercial areas
- Access to high tech jobs is good; have educational opportunities and training with educational institutions
- Lots of entrepreneurship
- Jobs that are productive and entrepreneurial. Government (municipal jobs) are plentiful. Teaching/education related jobs.

In the **GETTING AROUND** Station, participants shared that they like the various options for traveling around the county. They enjoy traveling by car, transit, bicycle or walking. They enjoy their proximity to things and access to highways. Common “Like” statements included:

- Public transportation – buses at trains to NYC
- Local roadways – close to highways
- Still somewhat walkable
- Major highways





In the **LIVE** Station, participants noted that they want to see better infrastructure ranging from sidewalks to addressing flooding, as well as better transit, lower taxes and more vibrant downtowns. Common “Change” statements included:

- Transportation needs – mass transit
- Too suburban
- Promote zoning change and accommodation of redevelopment, downtowns, brownfields, flood areas
- More affordable housing

In the **WORK** Station, while several participants like their job, many want to see more job opportunities with better pay and more innovation. They would also like better transit options and the opportunity to work and live in the same community. Common “Change” statements included:

- Create innovative research zones to promote research and development
- Mass transportation – need redevelopment – new business, new housing
- More well-paying jobs; increase opportunities locally and diversification of jobs. Improve travel conditions and attract companies to our town

In the **GETTING AROUND** Station, participants shared that they want better transit, especially rail, to more points within the county and around the county - not just to NYC. They stated there is too much driving around, and that more walkable spaces are needed. Congestion is also something they would like to change. Common “Change” statements included:

- Need to drive to recreation/shopping most of the time
- Local traffic congestion is horrible – many commuters on local streets
- The way the road functions – design
- Transit too NYC focused; would like it more direct to commute within NJ

### **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 – Passaic County\***

Goals and Objectives	LIVE Points	WORK Points	GETTING AROUND Points	Overall Points
<b>Goal 1 - Strengthen the region's economy</b>	0	0	0	0
Keep & create well-paying jobs	6	20	10	36
Ensure infrastructure (transportation, utilities & communications) is in good repair & can support economic development	14	16	12	42
Increase the economy's ability to adapt to change	4	15	4	23
Increase regional self-sufficiency	4	9	2	15
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	3	9	3	15
Create safe, stable neighborhoods with high-quality housing	11	5	3	19
Improve public health	1	4	5	10
Improve access to local parks & recreation	0	1	0	1
Improve access to community resources such as libraries, senior centers, youth activities	2	1	0	3
Preserve & enhance the character of existing downtowns & neighborhoods	7	2	4	13
Improve access to arts & cultural resources	1	0	4	5
<b>Goal 3 - Improve everyone's access to opportunity</b>	2	4	12	18
Connect where people live with where they need to go	19	13	18	50
Maintain & improve the quality of schools	0	4	1	5
Create inclusive, mixed-income neighborhoods	7	1	1	9
Reduce combined transportation & housing costs	8	6	1	15
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	2	2	4	8
Increase investment near existing housing, jobs & transportation	5	5	9	19
Maintain & expand vibrant downtowns & "main streets"	19	12	13	44
Encourage development of compact neighborhoods with a mix of housing, shopping & services	17	2	19	38
<b>Goal 5 - Protect &amp; enhance environment</b>	0	2	0	2
Preserve open space & natural areas	9	1	0	10
Improve air quality	6	0	4	10
Reduce potential impacts of climate change	0	2	2	4
Increase ability to respond to and recover from extreme weather events	8	9	3	20
Ensure adequate water supply	2	0	0	2
Improve water quality	3	0	3	6
Direct development away from environmentally sensitive areas	2	2	4	8
Preserve wildlife habitat	4	0	2	6

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

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



At the **LIVE** Station, the objectives, “Connect where people live with where they need to go” and “Maintain & expand vibrant downtowns and "main streets"” were tied as the two top priorities (each receiving 19 points). The third objective was: “Maintain & expand vibrant downtowns and "main streets” Encourage development of compact neighborhoods with a mix of housing, shopping and services” (receiving 17 points).

At the **WORK** Station, the objective, “Keep and create well-paying jobs” was a top priority (receiving 20 points). The second objective ranked was “Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development” (with 16 points). The third objective was: “Increase the economy's ability to adapt to change” (receiving 15 points).

At the **GETTING AROUND** Station, the top priority was “Encourage development of compact neighborhoods with a mix of housing, shopping and services” (receiving 19 points), followed by a second priority: “Connect where people live with where they need to go” (receiving 18 points) and a third priority: “Maintain & expand vibrant downtowns and "main streets"” (receiving 13 points).

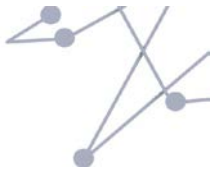
### **TNJ Station: Regional Coordination**

At the Together North Jersey Station, 25 attendees participated in a “Dotmocracy” exercise to identify a top regional objective. The Objective with the majority of votes was “Provide a regional framework for making decisions about capital investments, programs, regulations and major development applications.” 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**.



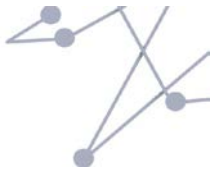
**Table-2: Interactive Polling Top Answers**

Question	Top Answer	Percent
What aspect of Personal Growth and Well-being is most important to you?	Volunteering and giving back to your community	38%
What aspect of Family is most important to you?	Having time to spend together	59%
What aspect of Community is most important to you?	Feeling a sense of community	46%
What aspect of Education is most important to you?	Having opportunities to keep learning all through life	58%
What aspect of Nature is most important to you?	Taking good care of our air, water, and natural lands	77%
What aspect of Safety and Security is most important to you?	Peace of mind about the future	38%
How should the region spend transportation dollars? (Participants were asked to select 3)	Expanding transit service	32%
	Fixing unsafe bridges	23%
	Making it easier to bike and walk where we need to go	13%
What sources of funds should be used to support transportation?	Gas taxes	35%

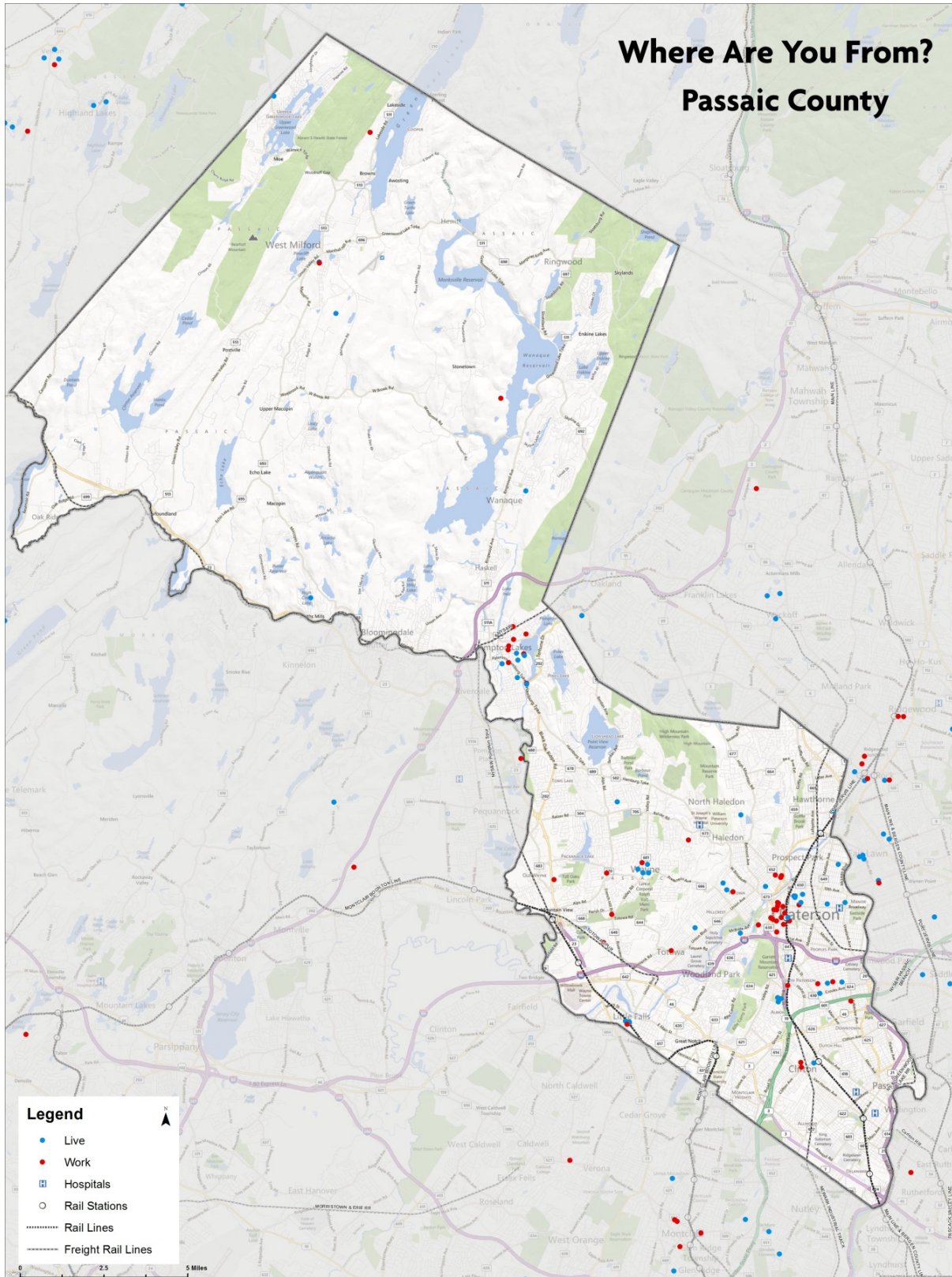
**WRAP UP, REPORT BACK & CLOSING REMARKS**

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	Live downtown area.	1	Flooding. Lower tax rate. Our decreasing tax base.
2	Closeness of community. Sharing, giving.	2	Sidewalks. Better transportation.
3	Truly a community with a centralized main street. Location of community. Variety of housing. Accessible to highways and cities.	3	Safe water.
4	Strong sense of community.	4	Create a downtown.
5	Close to everything.	5	More affordable housing.
6	It's beauty. Flat, I can walk.	6	Transportation needs - mass transit.
7	The view.	7	Increase bike and walking paths.
8	Main Street.	8	Crime and public safety. (Paterson)
9	Close to everything.	9	Stores in downtown.
10	Main Street activities.	10	Replace old storm water/sewer infrastructure.
11	Area - view.	11	Need sidewalks.
12	Access to major highway.	12	Roadway construction.
13	Walk everywhere. Convenient to beach, hiking, work somewhat.	13	Promote zoning change and accommodation redevelopment - downtowns, brownfields, flood areas.
14	Open space. Scenery. Outdoor activities. Safe. Water quality.	14	Improve road conditions. Storm drains.
15	Open space. Urban planning. Access to everything.	15	Too suburban.
16	Country, animals, safe.	16	Walkability to stores.
17	Distance between houses and planning. Accessibility to shopping.	17	Commute to work too long.
18	Good schools. (Fair Lawn)	18	More development downtown. Limited access downtown.
19	Scenic neighborhood.	19	Lack of open space.
20	Quality of life. (Fair Lawn)	20	High taxes.
22	Close to conveniences/quality of life.		
23	Sparse population.		
24	Close to everything. Public transportation.		
25	School system.		
26	Love living. Open space. Scenery. Outdoor activities. Safe. Water. Farm.		

*\*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	Work.	1	Increase job opportunity. Diversification in jobs. Mass transit options (commuter rail). Need for industry.
2	Interesting and involves the community.	2	More well-paying jobs. Increase opportunities locally and diversification of jobs. Improve travel conditions and increase local job. Attract more upscale, good paying jobs. We need to attract co's to our town and industry.
3	Close to home. Engage and in contact with many people. Provide help to others.	3	Police and fire dispatch route.
4	Challenging.	4	Hours. 4-10 hour days.
5	Job and location.	5	More road out of town.
6	Easy access to centers from highway. Different scale work/comm areas.	6	Lower taxes. Transportation. More complete community - cultural activities.
7	Work environment.	7	Commute.
8	Access to high tech jobs is good. We have educational opportunities and training with	8	Better/more job opportunities.
9	Access to high tech jobs.	9	Mass transportation - need redevelopment - new business, new housing.
10	Lots of businesses.	10	Bring better jobs.
11	Community, downtown, accessibility to NJ Transit transportation.	11	Create innovative research zones to promote research and development.
12	We have a lot of entrepreneurship.	12	More jobs.
13	Live around the corner from my job.	13	Apathy - work employer/employee. Gaps, from desired out comes to actual. Transportation.
14	Jobs that are productive and entrepreneurial. Government (municipal jobs) are plentiful. Teaching/education related jobs. For me, job is close to home - very commutable.	14	Town to be more business-friendly. (Fair Lawn)
15	Location - close to highways and between counties. Business Improvement District and Chamber of Commerce. Small town charm. People look out for each other.	15	Paterson - be attractive higher paying regional jobs.
16	Location. Civic environment. Amenities.	16	Stress. Short staff and scheduling work load.
17	Short commute. (Fair Lawn)	17	Too long commuting.
18	Bus transportation.	18	Local community politics.
19	Variety of businesses.	19	More jobs close to transit. Reverse commute to jobs within NJ. New tech/creative centers in major cities.
20	Access to lots of jobs (Paterson).	20	High unemployment in cities. Congestion.
21	Relatively safe/low crime.	21	More locally available opportunity to work (live - work) same
22	Job training opportunities.	22	To be able to live and work in same place.
23	Potential new technologies and R&D. Diversity - multicultural. History of industrialization. Location/geography. Federal zones. Proximity to NY.	23	Economy - job market. Commute - congestion.
24	Easy to go to work.	24	Commute to train station. Job market - public contract opportunities are small.
		25	EZ Pass, sidewalks.

*\*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 <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	Where she lives, commute is safe.	1	Need to drive to recreation/shopping most of the time.
2	Public transportation. Buses at trains to NYC. Trains to airport - JFK and Newark. Basic roadway network.	2	I would like a way to commute by train (non NYC bound service). More pedestrian friendly centers of activity.
3	Live in the immediate vicinity of work.	3	One road out of town.
4	We are here discussing problems.	4	Local traffic congestion is horrible.
5	Small town feel with close shopping. Great road access (287-23).	5	More public transportation.
6	Local roadways - close to highways and sit between two counties.	6	One road out of town.
7	Proximity to workplace. Great access to highways - good vehicular access. Good bus transit.	7	Better public transportation.
8	Can walk to bus, stores, grocery, etc.	8	Parking in neighborhoods. (Paterson)
9	Public transportation.	9	Traffic congestion (too much between 3 - 5PM). Reduce speed.
10	Mass transit available. Transportation options. (Paterson)	10	Make Packanack Lake Road one way around the lake.
11	Still somewhat walkable.	11	No public transportation - no buses, no train station, no shuttles open to <u>all</u> community members. Suburban roads need more paving!
12	Nothing. Drivable environment.	12	I do not like small streets that many people use to commute to work (traffic)!!
13	Major highways.	13	Easy way to get to work. - too many lights on Rte. 23. If there was a bus, she'd take it.
14	Major highways.	14	The way roads function and design.
15	Bicycle lanes. Scenic, tree-lined streets. Bus options.	15	Very few public transit options. No walkability; need car for everything. Roadways are scenic and serene. More access to public transit in rural areas.
16	In terms of transportation, I drive everywhere. My daily commute consists of driving to home, school and work.	16	Transit too NYC focused. Would like it more direct. First train is 11 AM. More frequent train schedule to commute in NJ.
17	Access to lots of different things.	17	Public transit from home to work.
18	Likes the usual negative things about transportation.	18	Mass transportation throughout the county, i.e. up county to county seat and reverse.
19	Close to highways.	19	Better access mass transit. Congestion (highway). Improve quality of infrastructure. Mass transit system.
20	Likes where she lives. Bus to NYC is OK.	20	Need for mass transportation "rail."
		21	Commuter rail to access increased work and culture opportunities. Rail Rail Rail - extend the line to access major cities. Paterson, Newark, New York and up county.
		22	Mass transportation - need more trains, express buses to city. Roadways close due to flooding.
		23	East - West transportation (public transportation). Need rail transportation.
		24	Glass beads in paint give off reflection. Wears down with use - need more.

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

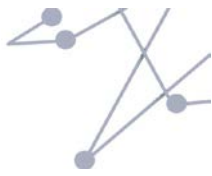


### Appendix C: Priority Objectives- Missing

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	Keep and create low skill and entry level jobs	1	Better job opportunities for low skill and entry level work	1	Overall storm water management
2	Maintain and expand vibrant downtown "main street."	2	Create Innovation Research Zones for R & D	2	Entry level and lower skill jobs on mass transit routes
		3	Increase efficiency of commuter travel with investment in rail transportation	3	Increase mass transit definite need to reinforce commuter rail
		4	Future improvement at place where I work	4	Reinforce efficient rail transport for commuting and shopping
		5	Paterson- Assistance with organizing and increase local capacity for neighborhood associations	5	Connecting transportation, housing and jobs.
		6	Need to enhance and improve and increase mass transit	6	Access to mass transit.
		7	Overall storm water management		

DRAFT

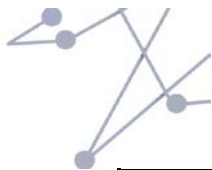


## Appendix D: Priority Objectives

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>	0	0	0	0
Keep and create well-paying jobs	6	0	0	6
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	9	2	3	14
Increase the economy's ability to adapt to change	0	4	0	4
Increase regional self-sufficiency	3	0	1	4
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	3	0	0	3
Create safe, stable neighborhoods with high-quality housing	6	4	1	11
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	0	2	0	2
Preserve and enhance the character of existing downtowns and neighborhoods	0	6	1	7
Improve access to arts and cultural resources	0	0	1	1
<b>Goal 3 - Improve everyone's access to opportunity</b>	0	2	0	2
Connect where people live with where they need to go	9	10	0	19
Maintain and improve the quality of schools	0	0	0	0
Create inclusive, mixed-income neighborhoods	6	0	1	7
Reduce combined transportation and housing costs	6	0	2	8



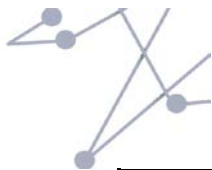
LIVE				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	0	0	2	2
Increase investment near existing housing, jobs & transportation	3	2	0	5
Maintain & expand vibrant downtowns and "main streets"	12	4	3	19
Encourage development of compact neighborhoods with a mix of housing, shopping and services	3	12	2	17
<b>Goal 5 - Protect &amp; enhance environment</b>	0	0	0	0
Preserve open space and natural areas	6	0	3	9
Improve air quality	6	0	0	6
Reduce potential impacts of climate change	0	0	0	0
Increase ability to respond to and recover from extreme weather events	3	2	3	8
Ensure adequate water supply	0	0	2	2
Improve water quality	3	0	0	3
Direct development away from environmentally sensitive areas	0	0	2	2
Preserve wildlife habitat	0	4	0	4
<b>OTHER</b>				
Keep and create low skill and entry level jobs	0	2	0	2



## Appendix D: Priority Objectives – WORK

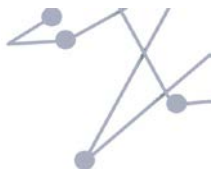
WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 1 - Strengthen the region's economy</b>	0	0	0	0
Keep and create well-paying jobs	18	0	2	20
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	12	4	0	16
Increase the economy's ability to adapt to change	3	12	0	15
Increase regional self-sufficiency	6	2	1	9
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	9	0	0	9
Create safe, stable neighborhoods with high-quality housing	3	0	2	5
Improve public health	0	4	0	4
Improve access to local parks and recreation	0	0	1	1
Improve access to community resources such as libraries, senior centers, youth activities	0	0	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>	0	4	0	4
Connect where people live with where they need to go	9	2	2	13
Maintain and improve the quality of schools	0	2	2	4
Create inclusive, mixed-income neighborhoods	0	0	1	1
Reduce combined transportation and housing costs	3	2	1	6
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	0	1	0	2
Increase investment near existing housing, jobs & transportation	0	2	1	5
Maintain & expand vibrant downtowns and "main streets"	6	0	3	12
Encourage development of compact neighborhoods with a mix of housing, shopping and services	0	1	0	2





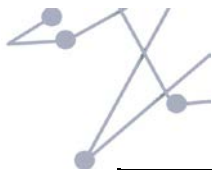
WORK				
Goals	Most Important by weight	Very Important by weight	Important by weight	Total
<b>Goal 5 - Protect &amp; enhance environment</b>	0	0	2	2
Preserve open space and natural areas	0	0	1	1
Improve air quality	0	0	0	0
Reduce potential impacts of climate change	0	0	2	2
Increase ability to respond to and recover from extreme weather events	3	4	2	9
Ensure adequate water supply	0	0	0	0
Improve water quality	0	0	0	0
Direct development away from environmentally sensitive areas	0	2	0	2
Preserve wildlife habitat	0	0	0	0
<b>OTHER</b>				
Better job opportunities for low skill and entry level work	0	2	0	2

DRAFT



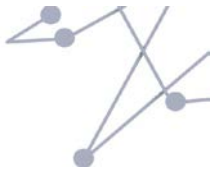
## Appendix D: Priority Objectives – GETTING AROUND

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	0	0
Keep and create well-paying jobs	9	0	1	10
Ensure infrastructure (transportation, utilities and communications) is in good repair and can support economic development	6	4	2	12
Increase the economy's ability to adapt to change	3	0	1	4
Increase regional self-sufficiency	0	2	0	2
<b>Goal 2 - Ensure communities are safe, healthy &amp; great places to live</b>	0	2	1	3
Create safe, stable neighborhoods with high-quality housing	0	2	1	3
Improve public health	3	2	0	5
Improve access to local parks and recreation	0	0	0	0
Improve access to community resources such as libraries, senior centers, youth activities	0	0	0	0
Preserve and enhance the character of existing downtowns and neighborhoods	0	4	0	4
Improve access to arts and cultural resources	0	4	0	4
<b>Goal 3 - Improve everyone's access to opportunity</b>	9	2	1	12
Connect where people live with where they need to go	15	2	1	18
Maintain and improve the quality of schools	0	0	1	1
Create inclusive, mixed-income neighborhoods	0	0	1	1
Reduce combined transportation and housing costs	0	0	1	1
<b>Goal 4 - Enhance efficiency &amp; conserve land</b>	3	0	1	4
Increase investment near existing housing, jobs & transportation	6	2	1	9
Maintain & expand vibrant downtowns and "main streets"	3	6	4	13
Encourage development of compact neighborhoods with a mix of housing, shopping and services	6	10	3	19



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	0	0
Improve air quality	0	2	2	4
Reduce potential impacts of climate change	0	2	0	2
Increase ability to respond to and recover from extreme weather events	3	0	0	3
Ensure adequate water supply	0	0	0	0
Improve water quality	3	0	0	3
Direct development away from environmentally sensitive areas	3	0	1	4
Preserve wildlife habitat	0	0	2	2
<b>OTHER</b>				
Entry level and lower skill jobs on mass transit routes	0	2	0	2
Access to mass transit	3	2	0	5
Connecting transportation, housing and jobs	3	0	0	3

DRAFT



**Appendix E: Together North Jersey Station**

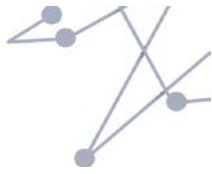
COORDINATE	
Goal 6 - Address regional growth issues	Totals
Align existing plans, programs and regulations at all levels of government	1
Foster collaboration between federal, state, county and local governments to address regional growth issues	1
Maintain up-to-date, coordinated local, regional and State functional plans that reflect these goals	3
Provide a regional framework for making decisions about capital investments, programs, regulations and major development applications	<b>12</b>
Ensure a broad cross-section of residents, businesses and government are engaged in planning efforts, including those traditionally under-represented in regional planning processes	7
Respect property rights during planning and implementation	1
<b>Total:</b>	<b>25</b>



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

From the Passaic County Workshop, no questions or comments were written by the public.

DRAFT



## Appendix G: Interactive Polling

**Session Name:** PASSAIC Session 5-6-2013 8:22 PM

**Date Created:** 5/6/2013 5:00:56 PM

**Active Participants:** 27 of 27

**Average Score:** 0.00%

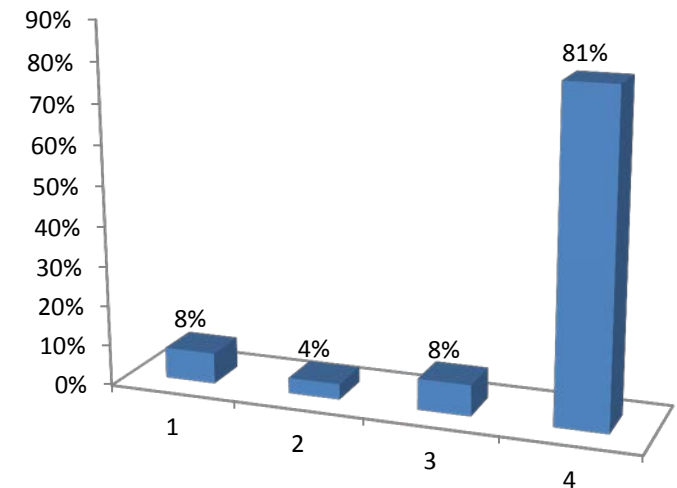
**Questions:** 22

### Results By Question

#### **PRACTICE QUESTION**

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

	Responses	
	Percent	Count
Strongly Agree	8%	2
Somewhat Agree	4%	1
Somewhat Disagree	8%	2
Strongly Disagree	81%	21
<b>Totals</b>	<b>100%</b>	<b>26</b>

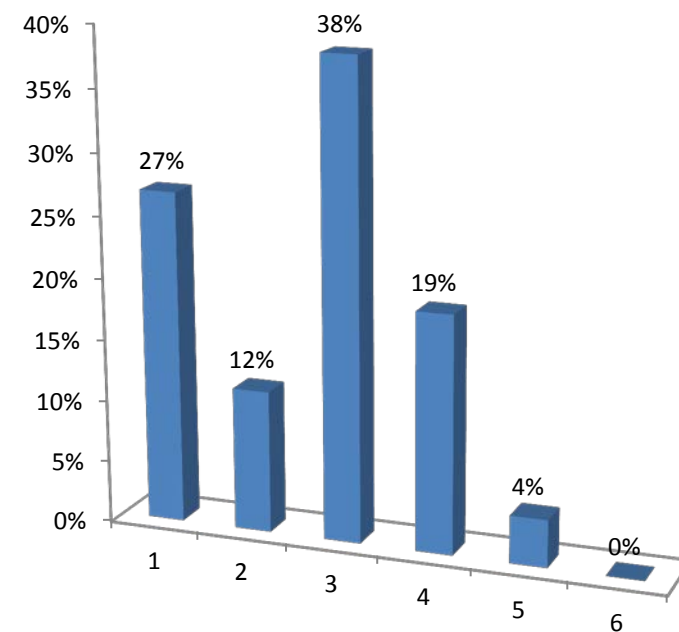


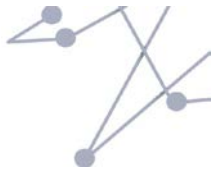




**2.) What aspect of Personal Growth and Well-Being is most important to you? (Multiple Choice)**

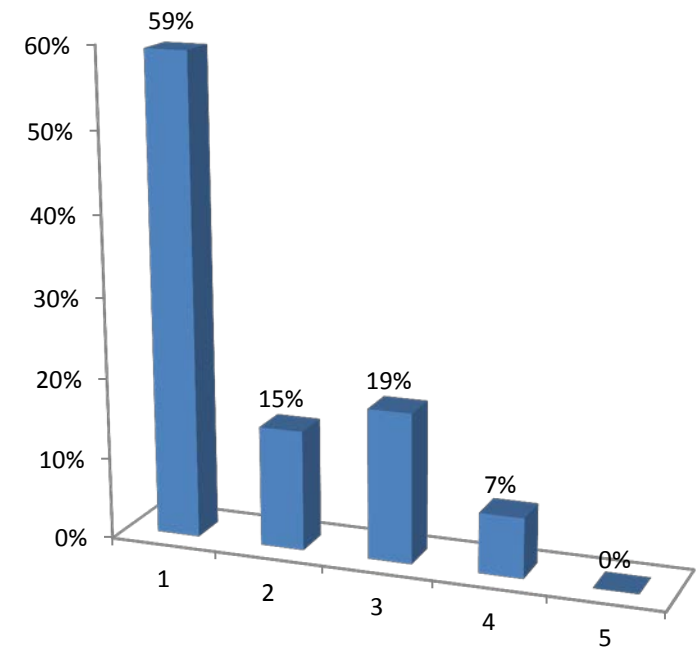
	Responses	
	Percent	Count
Being healthy and taking care of yourself	27%	7
Being close to nature	12%	3
Volunteering and giving back to your community	38%	10
Spirituality and religion	19%	5
None of the above	4%	1
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>

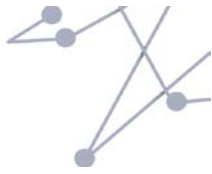




**3.) What aspect of Family is most important to you? (Multiple Choice)**

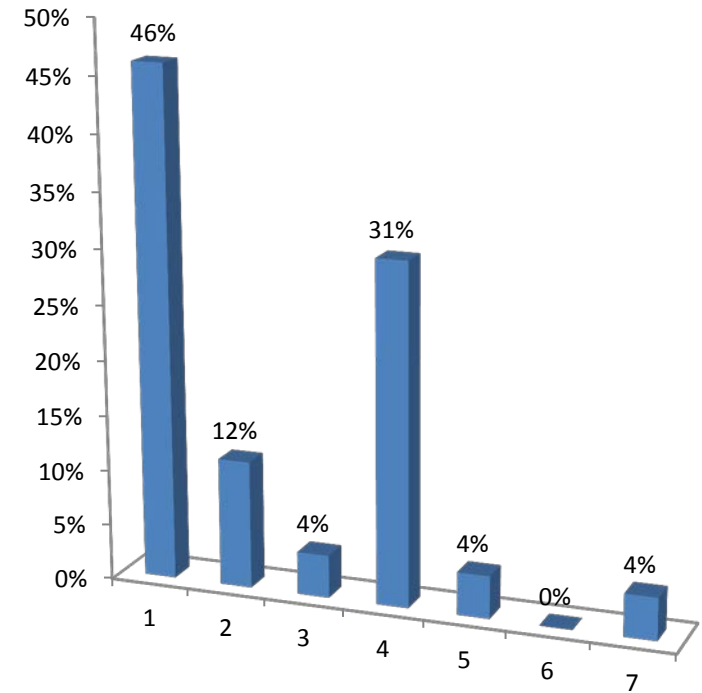
	Responses	
	Percent	Count
Having time to spend together	59%	16
Having extended family nearby	15%	4
Making time for recreational and cultural activities together	19%	5
None of the above	7%	2
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>27</b>





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

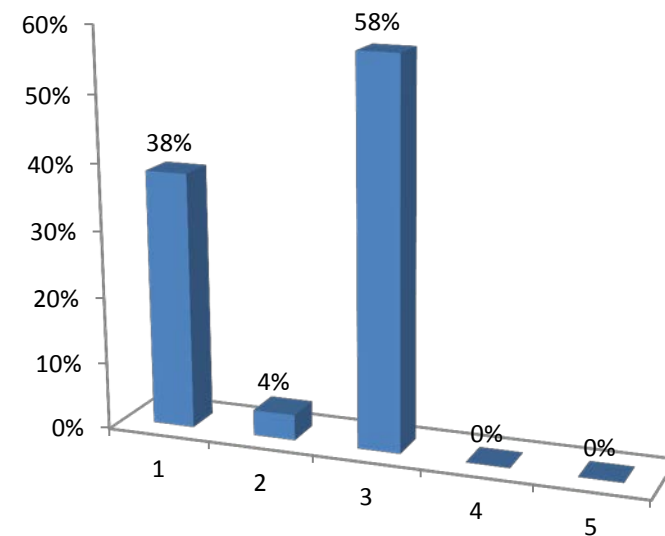
	Responses	
	Percent	Count
Feeling a sense of community	46%	12
Having community-sponsored activities to go to	12%	3
Living in a diverse community	4%	1
Having good neighbors and being a good neighbor	31%	8
Being self-reliant and left alone	4%	1
None of the above	0%	0
Prefer not to answer	4%	1
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

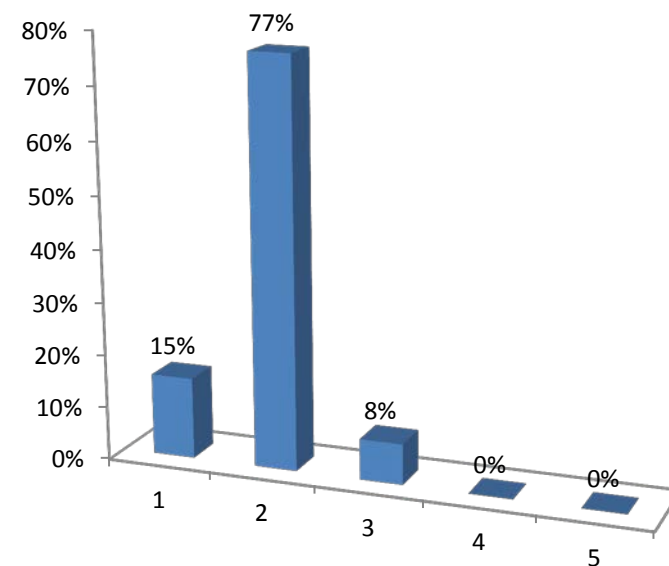
	Responses	
	Percent	Count
Having quality neighborhood schools	38%	10
Being able to go to college or a trade school	4%	1
Having opportunities to keep learning all through life	58%	15
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

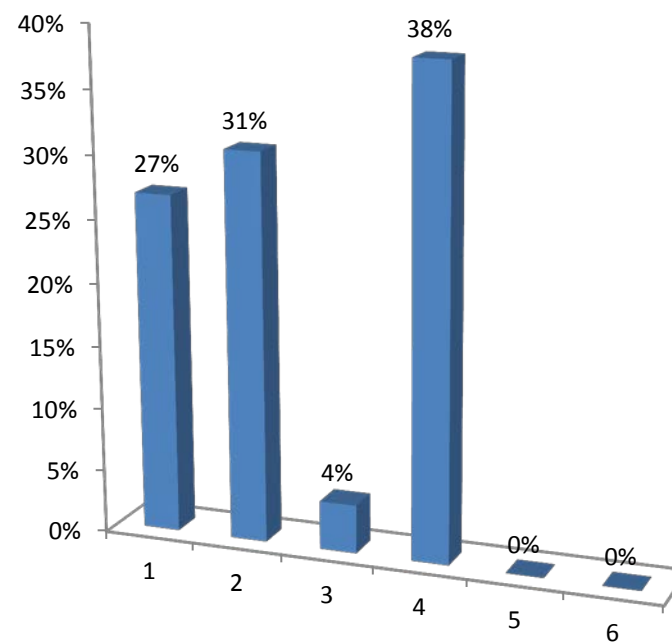
	Responses	
	Percent	Count
Having green space nearby	15%	4
Taking good care of our air, water and natural lands	77%	20
Protecting wildlife habitat	8%	2
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

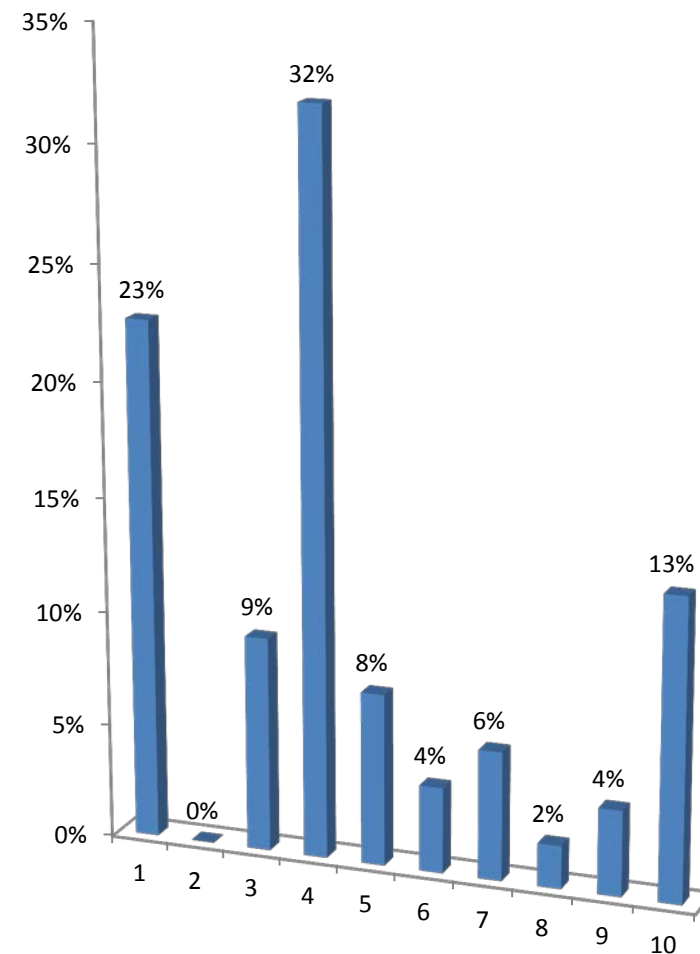
	Responses	
	Percent	Count
Having a good paying job	27%	7
Having Safe neighborhoods	31%	8
Fewer traffic-related accidents	4%	1
Peace of mind about the future	38%	10
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

	Responses	
	Percent	Count
Fixing unsafe bridges	23%	12
Building more highways	0%	0
Making existing highways work better	9%	5
Expanding transit service	32%	17
Making existing transit work better	8%	4
Making it easier to transport goods and materials around the region	4%	2
Using technology to improve transportation	6%	3
Supporting more carpooling and shuttles	2%	1
Making our roads safer	4%	2
Making it easier to walk and bike where we need to go	13%	7
<b>Totals</b>	<b>100%</b>	<b>53</b>

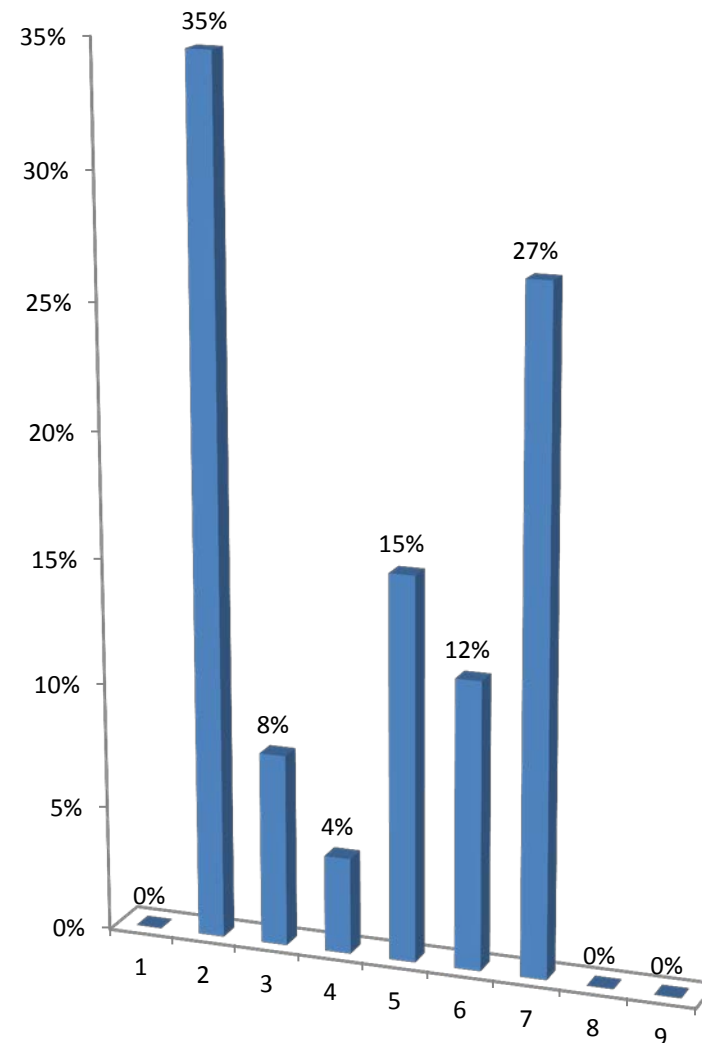


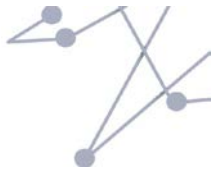




**9.) What sources of funds should be used to support transportation? (Multiple Choice)**

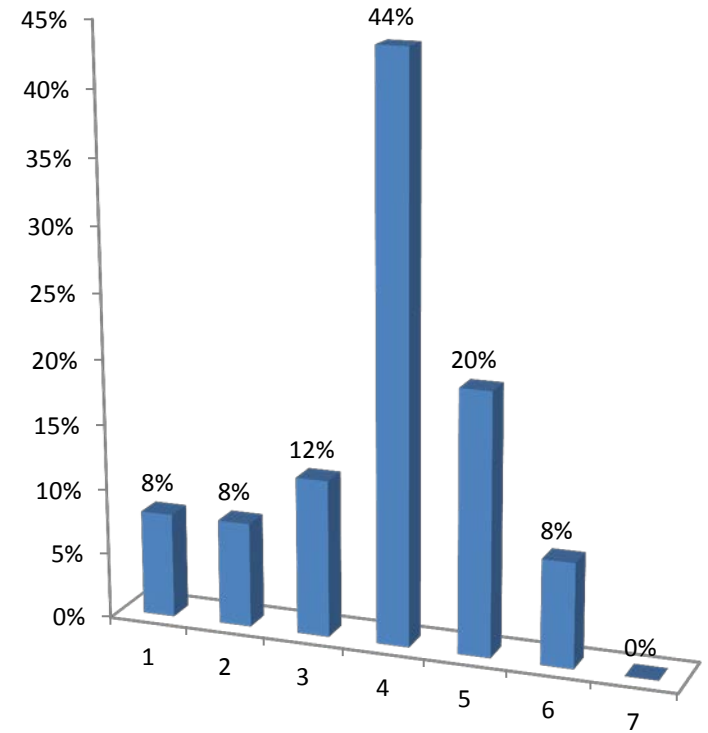
	Responses	
	Percent	Count
Transit fares and tolls	0%	0
Gas taxes	35%	9
General taxes like income tax or sales tax	8%	2
Borrowing more money and paying it off over time	4%	1
Selling "naming" rights to bridges, highways and train stations like we do with stadiums and arenas	15%	4
Working with banks and businesses to share costs and revenue from tolls and fares	12%	3
All of the above	27%	7
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

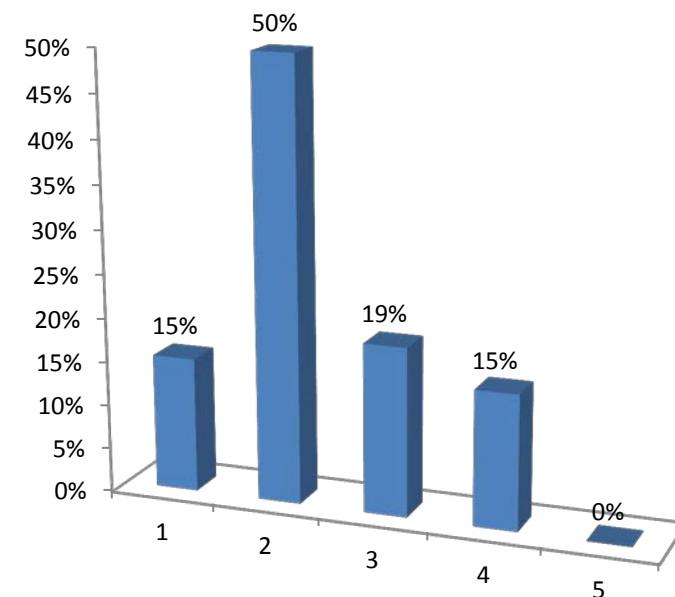
	Responses	
	Percent	Count
Under 25	8%	2
25-34	8%	2
35-44	12%	3
45-64	44%	11
65-74	20%	5
75 years and older	8%	2
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>25</b>

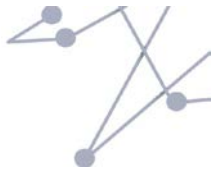




**11.) What is your household size? (include yourself) (Multiple Choice)**

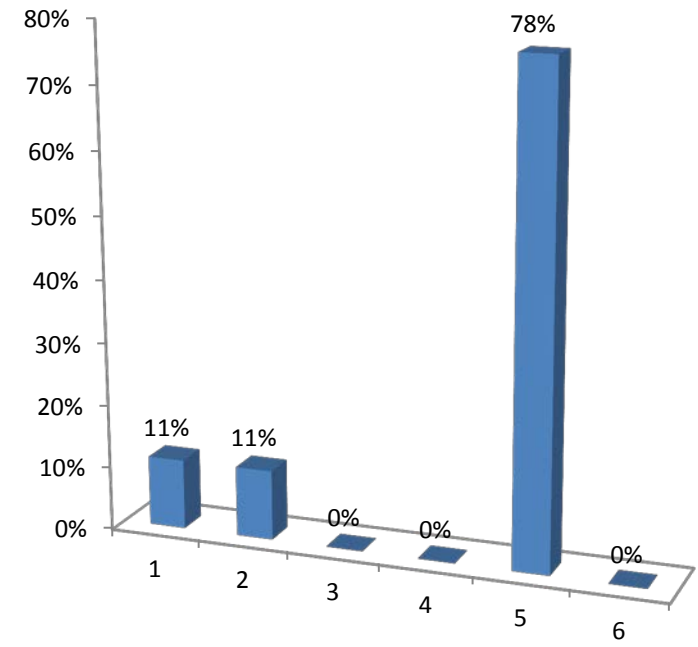
	Responses	
	Percent	Count
1 person household	15%	4
2 person household	50%	13
3 person household	19%	5
4 or more person households	15%	4
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>

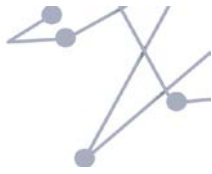




12.) How many persons in your household are under the age of 18? (Multiple Choice)

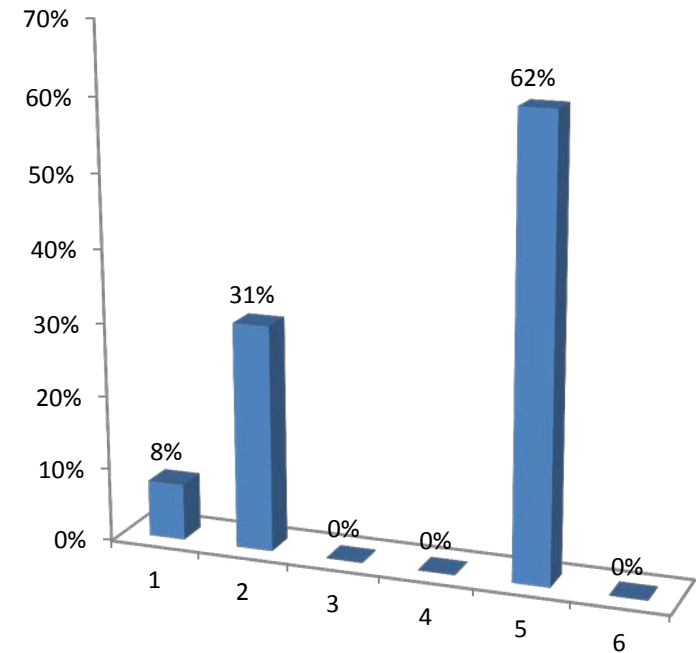
	Responses	
	Percent	Count
One (1)	11%	3
Two (2)	11%	3
Three (3)	0%	0
Four or more (4+)	0%	0
None	78%	21
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>27</b>

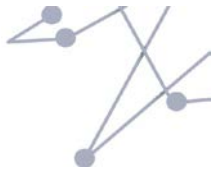




13.) How many persons in your household are over the age of 65? (Multiple Choice)

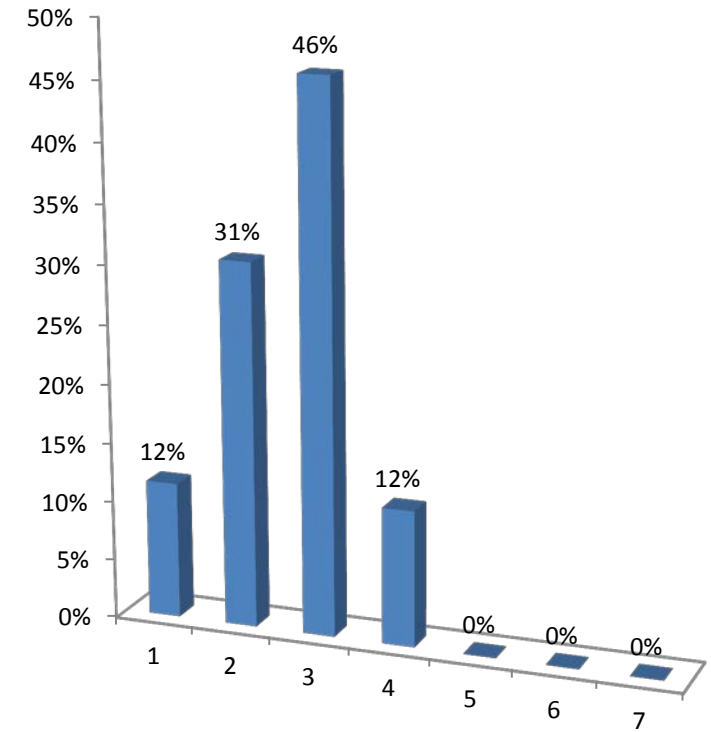
	Responses	
	Percent	Count
One (1)	8%	2
Two (2)	31%	8
Three (3)	0%	0
Four or more (4+)	0%	0
None	62%	16
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>



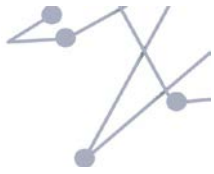


**14.) How would you describe the community in which you live? (Multiple Choice)**

	Responses	
	Percent	Count
City	12%	3
Small town	31%	8
Suburban township	46%	12
Rural township	12%	3
Vacation/Resort community	0%	0
None of the above	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>

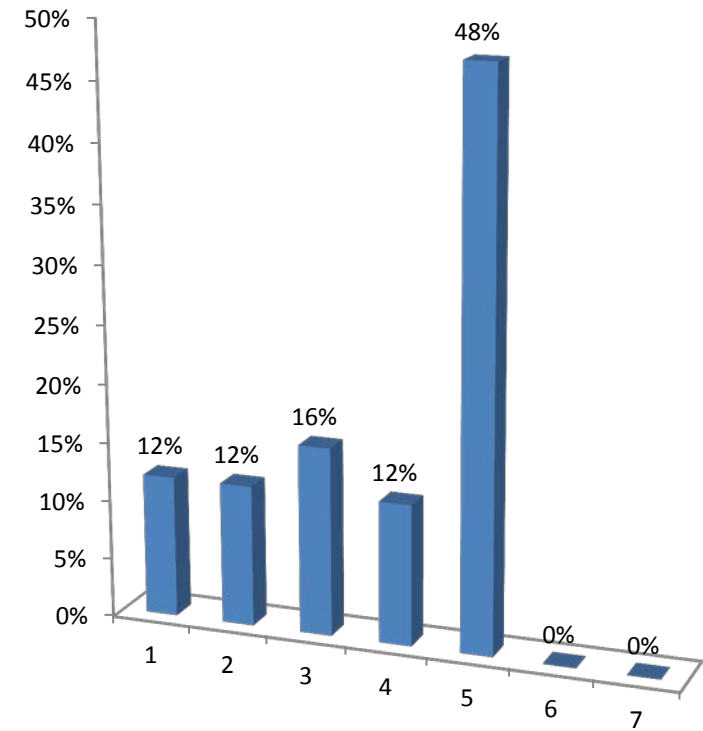


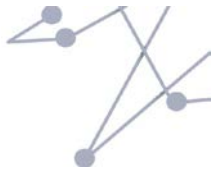




**15.) How long have you lived in your current neighborhood? (Multiple Choice)**

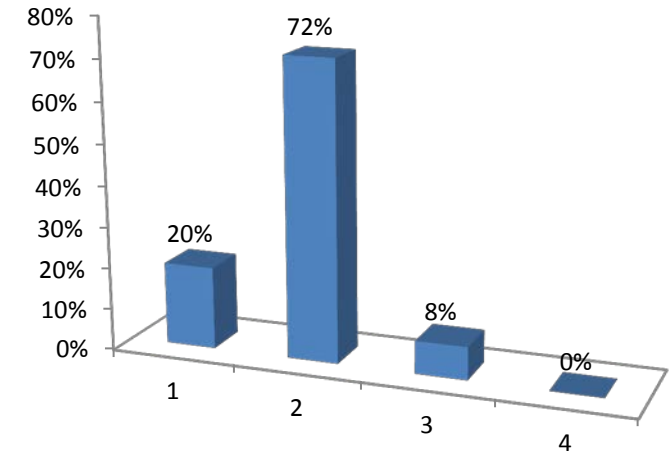
	Responses	
	Percent	Count
Less than a year	12%	3
1-3 years	12%	3
4-10 years	16%	4
11-20 years	12%	3
20+ years	48%	12
I do not live in Northern NJ	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>25</b>

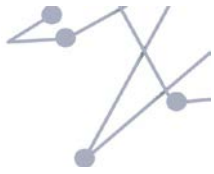




**16.) Do you rent or own your home? (Multiple Choice)**

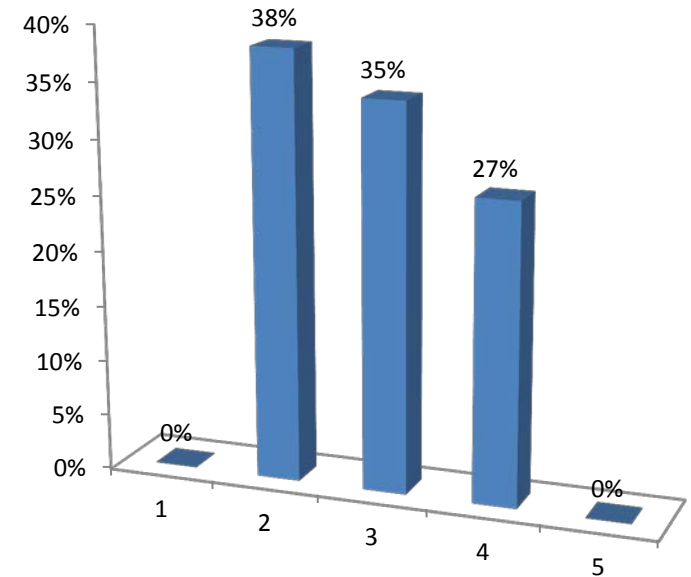
Responses		
	Percent	Count
Rent	20%	5
Own	72%	18
Residence is provided by others	8%	2
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>25</b>

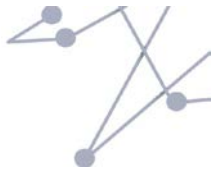




17.) How many vehicles are kept at your home for your household's use? (Multiple Choice)

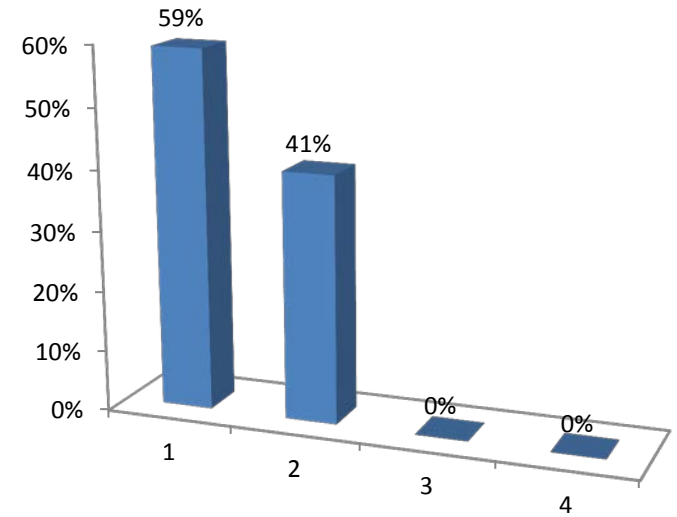
	Responses	
	Percent	Count
No vehicles	0%	0
1 vehicle	38%	10
2 vehicles	35%	9
3+ vehicles	27%	7
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

	Responses	
	Percent	Count
Male	59%	16
Female	41%	11
Other	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>27</b>

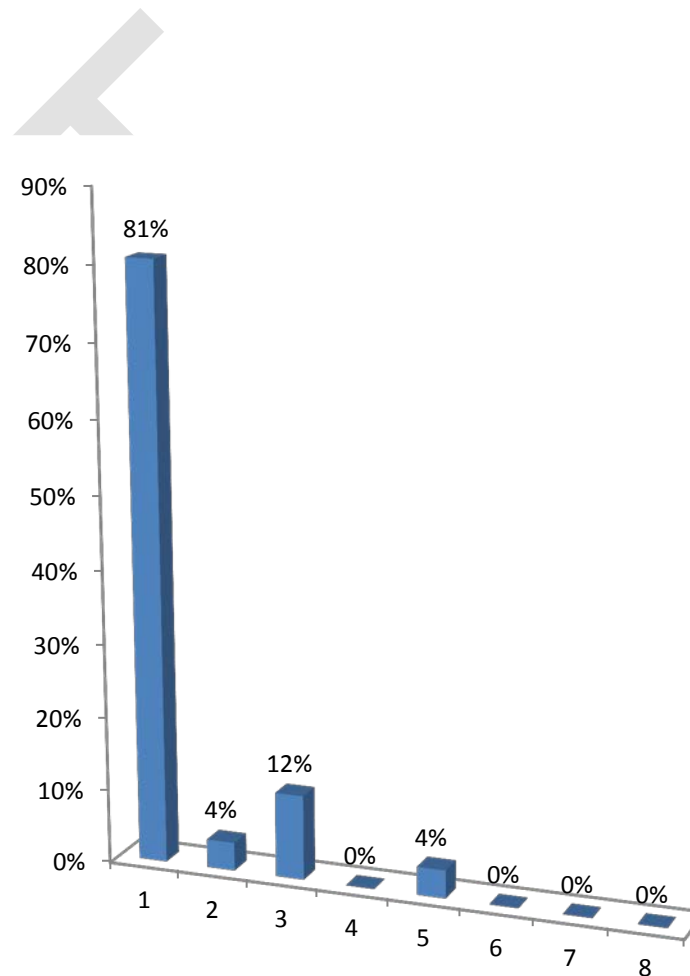


DRY



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

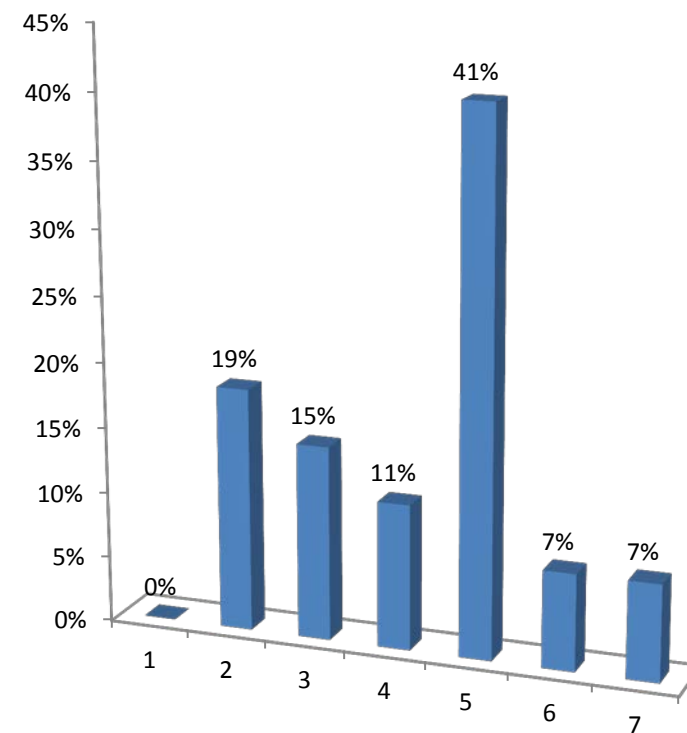
	Responses	
	Percent	Count
White, Not Hispanic	81%	21
Black, Not Hispanic	4%	1
White, Hispanic	12%	3
Black, Hispanic	0%	0
Asian American	4%	1
Native American	0%	0
More than One Race	0%	0
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>26</b>





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

	Responses	
	Percent	Count
\$0 - \$24,999	0%	0
\$25,000 - \$49,999	19%	5
\$50,000 - \$74,999	15%	4
\$75,000 - \$100,000	11%	3
\$101,000 - \$150,000	41%	11
More than \$150,000	7%	2
Prefer not to answer	7%	2
<b>Totals</b>	<b>100%</b>	<b>27</b>

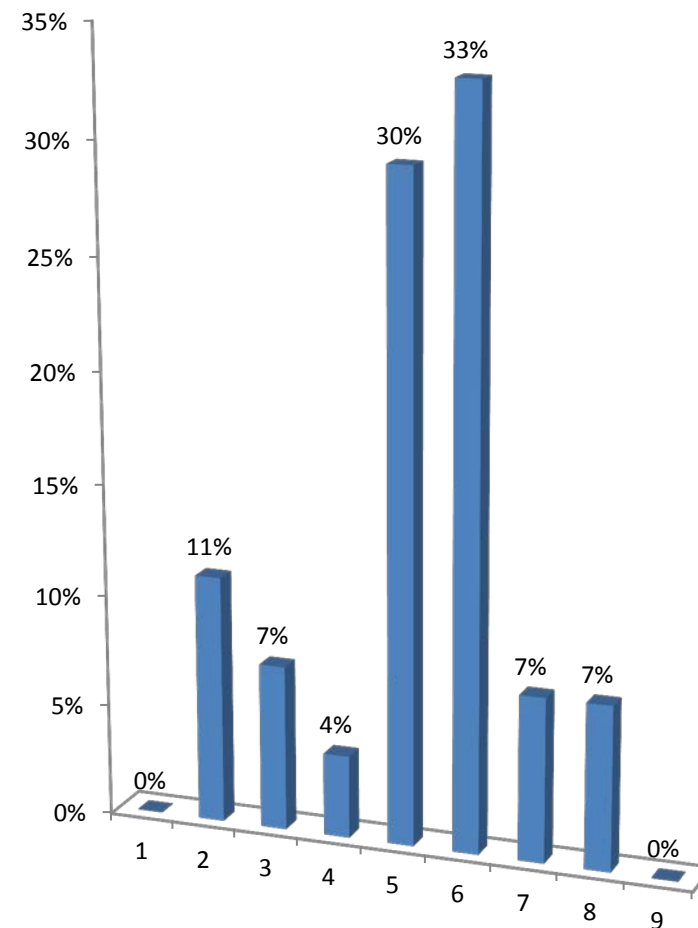


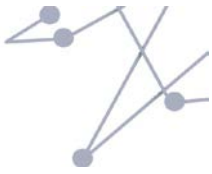




**21.) What is the highest degree or level of school completed? (Multiple Choice)**

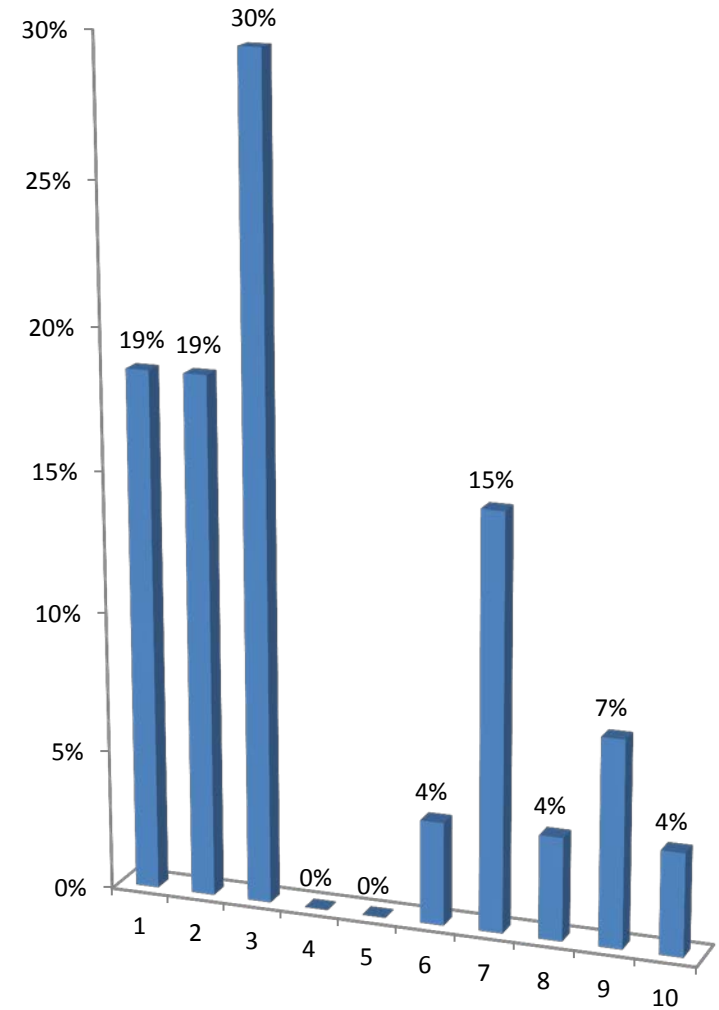
	Responses	
	Percent	Count
Less than High School Diploma or GED	0%	0
High School Graduate	11%	3
Some College	7%	2
Associate's Degree (AA, AS)	4%	1
Bachelor's Degree (BA, BS)	30%	8
Master's Degree	33%	9
Professional Degree beyond Bachelor's Degree (MD, DDS, DVM, LLB, JD)	7%	2
Doctorate Degree (PhD or EdD)	7%	2
Prefer not to answer	0%	0
<b>Totals</b>	<b>100%</b>	<b>27</b>





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

	Responses	
	Percent	Count
Together North Jersey email/website	19%	5
NJTPA email/website	19%	5
County/city email/website	30%	8
Print newspaper	0%	0
Online newspaper	0%	0
Community group or organization	4%	1
Family, friend, or associate	15%	4
Flyer posted at library, senior center or government building	4%	1
Other	7%	2
Prefer not to answer	4%	1
<b>Totals</b>	<b>100%</b>	<b>27</b>

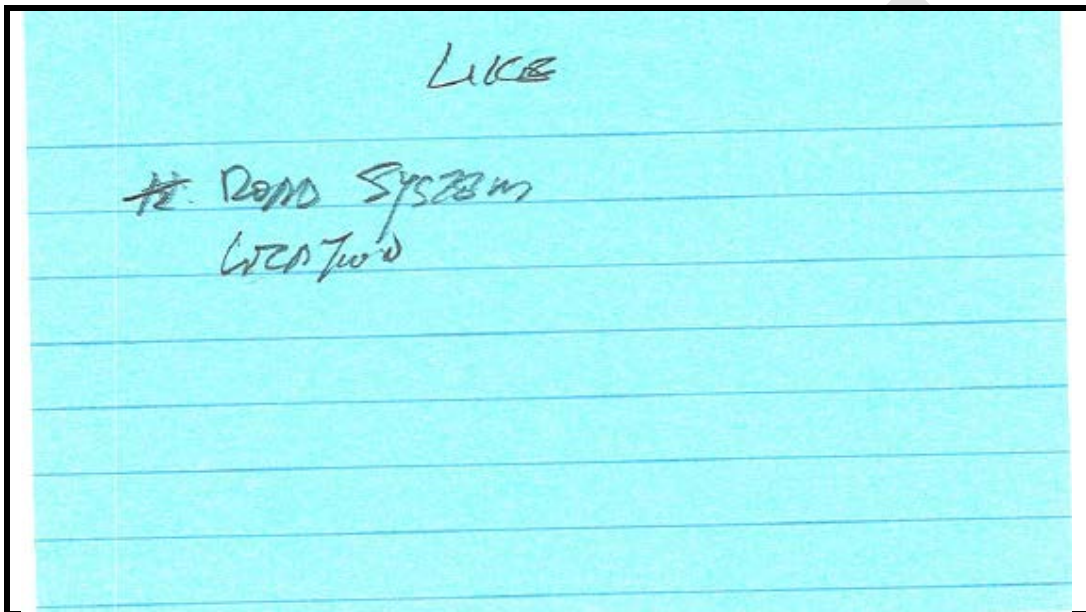




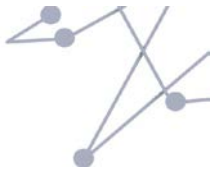
**Appendix H: Unreadable Public Input Responses**

**Session Name:** Passaic County, 5/6/13

**GETTING AROUND:** Like



DRAFT



Appendix H: Unreadable Public Input Responses

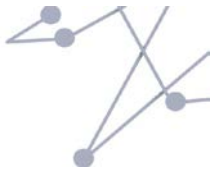
Session Name: Passaic County, 5/6/13

GETTING AROUND: Change

Dishes  
 No evidence of mass transit  
 investment  
 Each city  
 does many to region towns  
 No leadership @ Fed / Reg / State levels  
 More out of state vehicles in my city

- VERY MANY
- TOO MUCH PUBLIC TRANSIT
    - DON WISH BET AIR QUALITY
    - TOO CONGESTED
  - AVAILABILITY IS GOOD → LIKE
  - POOR QUALITY TRANSIT INFRASTRUCTURE
  - BEST ACCESS TO MAJOR ROADWAYS → LIKE
  - TOO HARD TO GET TO WORK / COMMUTE PART

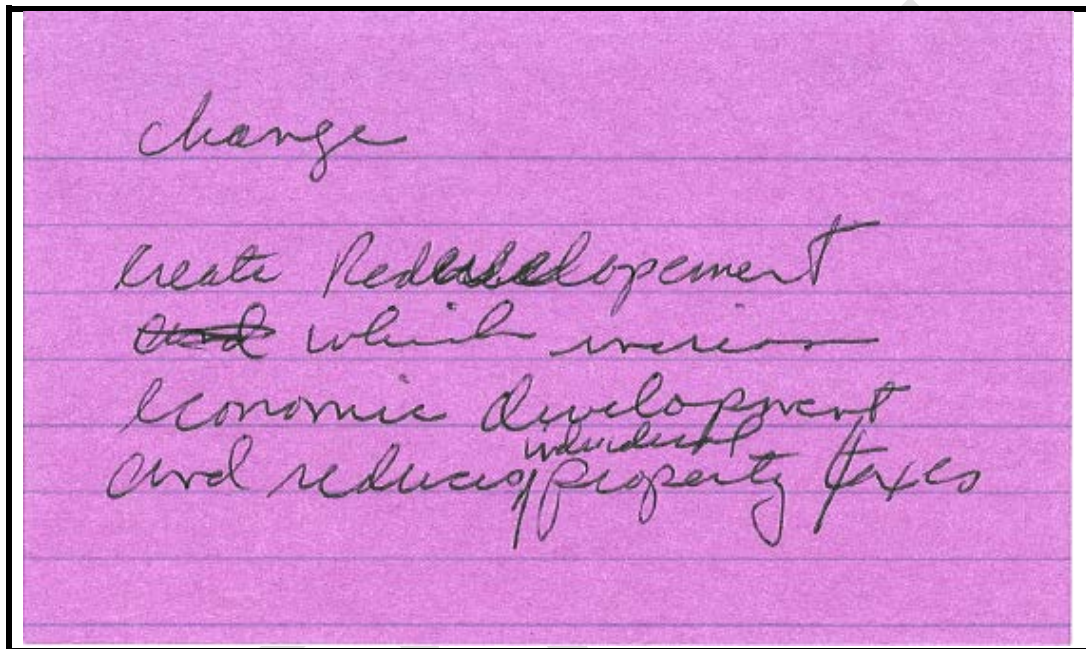




## Appendix H: Unreadable Public Input Responses

Session Name: Passaic County, 5/6/13

LIVE: Change



DR