

ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

**COMMUNITY PARTNERING TEAM
MEETING NO. 10 REPORT - REVISED**

March 20, 2000

DATE: February 9, 2000
TIME: 9:00 a.m. - 12:00 p.m.
LOCATION: Conference Room, Middlesex County Planning Dept.,
Elks Building, City of New Brunswick, NJ

ATTENDEES: REPRESENTING:

Members

Dave DiFiore	Riverside Towers
Robert Grimm	New Jersey Turnpike Authority
Linda Hunter	University Mews Homeowners Assoc.
Tom Kelso	Dewey Heights Area Neighborhood
Thomas Loughlin	City of New Brunswick, Administration
Rick Lloyd	Johnson & Johnson
Paul Morrissett	Newell Avenue Area Neighborhood
Glenn Patterson	City of New Brunswick, Planning
Todd Smircina	Carpender Road Area Neighborhood
George Ververides	Middlesex County Planning Dept.
Frank Wong	Rutgers, The State Univ. of NJ

Alternates

Helen Erdey	Carpender Road Area Neighborhood
Ed Kozack	Rutgers, The State Univ. of NJ

Invited Guests

Jim Baisley	New Brunswick Development Corporation
Tony Gambilonghi	Middlesex County Planning Dept.
Ken Koschek	NJDEP, Office of Program Coordination
Carl Nittinger	NJDEP, State Historic Preservation Office



State of New Jersey Department of Transportation

Division of Project Management

Steering Committee	
Bill Birch	NJDOT, Division of Project Management
Paul Nowicki	Gannett Fleming
Martine Culbertson	M. A. Culbertson
Visitors	
Jay Pandya	NJDOT, Environmental Services
Douglas Petix	City of New Brunswick
Mike Sheehan	Gannett Fleming
Glenn Stevens	Gannett Fleming

1. PURPOSE OF MEETING

To review the Preferred Alternative for the entire Route 18 corridor from Paulus Boulevard through to Route 27; to obtain consensus on the bikeway/sidewalk connectivity along the corridor; and to prepare for the Public Information Center. (Agenda attached)

2. MEETING SUMMARY

The meeting opened with Martine Culbertson asking members to introduce themselves and share thoughts on the Public Information Center. The following comments were noted: the public input is important, emphasize the need for public comment, the CPT be united in support of improvements, be clear with the public that decisions have not been made and the public's view will be taken into consideration, show the effort made by the team to date, be sure to brief the local public officials prior to the public meeting. Martine then reviewed the agenda and goals for the meeting.

Paul Nowicki asked Mike Sheehan to present the results of the Newell Avenue and Phelps Avenue meeting held at Phelps Avenue with NJDOT and Gannett Fleming present. Mike presented the two options suggested for this area. The Preferred Alternative would leave the two avenues open to Route 18 as they are today with earth berms added as a barrier between the neighborhood and Route 18. The second option includes the earth berms, however the two avenues would be closed to Route 18 and a new access roadway would be created to connect these roads back to Clifton Avenue.

Mike explained that this option of a new roadway would involve both private and public property, which must be discussed with the City. The benefits of this option would be a continuous berm buffering the neighborhood from Route 18 and it eliminates conflicts by removing two access points on the Route 18 corridor. A question was raised asking how residents would travel north on Route 18. Access would be either to use Ryder's Lane or George Street intersection using Gibbons Court. The City has concern for loss of access at these two locations and possible concern by police, fire and EMS providers, however if the residents believe it could enhance the quality of life in the neighborhood, the City would discuss it with the police and the public safety officials. It was noted that the existing roadway with the gate is locked and controlled by the police.

Paul Nowicki then presented the sidewalks and bikeway design concepts for continuity through the corridor. The color map to be distributed indicates the use of a five foot or twelve foot sidewalks depending on the amount of right-of-way available and the need for both pedestrians and cyclist use. The city noted their support for the project is based on the need to create a continuous sidewalk from the Raritan Gardens Apartment complex to the Cinema Theaters and along Route 18 southbound ramp to Sears. A discussion of utilizing existing sidewalks on private property at Raritan Gardens as an option was determined as not desirable, so Paul explained that they would examine additional property encroachment in order to provide both the noise wall and sidewalk. The color map will be modified to show the noise wall areas in a separate color from the other structures so the location of the walls is easier to identify on the map.

A suggestion was made to add bike racks at the bus stop locations. Paul noted the comment and discussed the southbound sidewalk concept. In the area between George Street and Commercial Avenue, Paul asked members if the sidewalk was necessary given that there is a continuous twelve foot walkway on the other side. Also such a sidewalk would be costly since it would require cutting into the cliff. The CPT agreed that it was not warranted given the potential impacts and low usage.

Paul then presented the other sections of the sidewalk where the five foot sidewalk is based upon minimizing right-of-way impacts and a twelve foot pedestrian and cyclist bikeway would be located to provide continuity in the corridor, access to Boyd Park and connection to other existing bikeways. The group asked Paul to consider twelve foot sidewalks at the Commercial Avenue interchange over to Boyd Park and at the New Street interchange. He said one side of the roadway for each interchange could accommodate a twelve foot sidewalk.

A question was raised asking why there was a loop in the sidewalk design at the boathouse access point. The explanation was to prevent bikes from directly crossing, however the sidewalk can be designed to end directly at the crossing of the boathouse lane.

There was also a request to consider tying into the existing bikeway system beyond Route 27. The map will be modified to reflect the fact that the bikeway will connect to the other bikeway. It was suggested that the connection should be made under Albany Street and connect to the west side of Albany Street. In summary, Paul stated that they would examine the grade differential at Albany to see if it is possible.

A map of the modified Preferred Alternative was distributed to the team. Separate pages show the detail for each section of the road. In summary, Paul said the team would receive a color copy of the map once the modifications have been incorporated.

To discuss the CPT Charter and Resolution, Martine Culbertson distributed a revised copy to the members. The team then reviewed each bullet and made revisions as reflected on the revised Team Charter. It was decided that since there were two design options at George Street to be presented and two design options for the Newell and Phelps Avenues area, that the Resolution would not be included in the document. Martine then distributed a copy of the modified Team Charter for signature by members. The team also asked that an effort be made to contact members who did not attend this meeting and explain to them the document and ask for their signatures. A final copy of the Charter will be distributed to all members and there will be a display board of the Charter at the Public Information Center.

A discussion was then initiated to determine the logistics for the Public Information Center. It is to be held in March at a location to be determined and will run from 4:00 p.m. to 8:00 p.m. The format will be an open house with a sign-in area, two areas of display boards for the general public to view project information with staff available to answer any questions, and an area for writing comments. Team members suggested having an option to record comments via a microphone in order to aid in obtaining more comments at the meeting.

To close, Martine asked members for comments or feedback. A comment was made concerning what other entities are involved in the next step with the Preferred Alternative and could the alternative design elements change. Paul explained that an environmental document must be completed and circulated to agencies for comment and possible modifications to the alternative. However public support is also an important component in moving the project to the next design steps. This is the reason to hold the Public Information Center at this time. The team can then continue to work on specific design refinements once information has been gathered from the general public and more environmental studies have been completed. The CPT agreed to hold their next meeting in April to report back the results of the Public Information Center and discuss transportation funding for the next phase of the project. The meeting was adjourned at 12:30 p.m. after thanking everyone for their efforts.

3. ACTION ITEMS

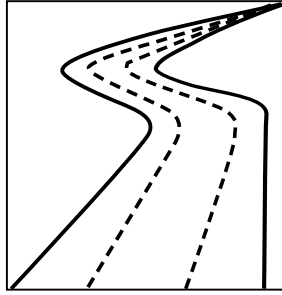
- The City of New Brunswick, NJDOT, and Gannett Fleming will discuss the option to change the access points for Newell Avenue and Phelps Avenue and will contact local officials and public safety providers to examine the option.
- Members and Guests review the overall corridor concepts and design elements with your constituents and attend the Public Information Center in March.
- NJDOT and Gannett Fleming will determine date and location of the Public Information Center. They will also develop the color map with the modifications to the IPA to be distributed with the meeting report and produce materials for the Public Information Center.
- Martine Culbertson will revise the Team Charter and attempt to obtain signatures from the other members not present at the meeting. The revised Team Charter and color map of the Preferred Alternative will be distributed with the meeting report.

4. NEXT MEETING

Date: Thursday, April 6, 2000
Time: 9:00 a.m. - Noon
Location: Middlesex County Planning Conference Room
Elks Building, City of New Brunswick

Report prepared by:

Martine Culbertson, CPT Facilitator



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TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

CPT MEETING No. 10

AGENDA

February 9, 2000

Objective: To review the Preferred Alternative for the entire route 18 corridor from Paulus Boulevard through to Route 27; to obtain consensus on the bikeway/sidewalk connectivity along the corridor; and to prepare for the Public Information Center.

- I. Welcome and Review
 - Agenda and Goals
 - CPT Update
- II. Preferred Alternative Summary
 - Present Newell Ave/ Phelps Ave Meeting Results
 - Maintain Route 18 Access or Alternative Access
 - Present Bikeway / Sidewalk Connectivity
 - CPT discussion and consensus
 - Review CPT Charter and Resolution
- III. Public Information Center Discussion
 - Location and Meeting Date
 - Agenda
- IV. Summary and Close
 - Project Schedule
 - Action Items and Feedback



State of New Jersey Department of Transportation

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