

ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

**COMMUNITY PARTNERING TEAM
MEETING NO. 15 REPORT**

DATE: July 26, 2002
TIME: 9:00 a.m. – 2:00 p.m.
LOCATION: Conference Room, Rutgers University Inn and Conference Center
City of New Brunswick, NJ
ATTENDEES: Listed at the end of the report

1. PURPOSE OF MEETING

To present the project status and progress of the CPT Groups; to discuss the design elements and recommendations; to identify actions items and next steps including the public information center. (Agenda attached)

2. MEETING SUMMARY

Martine Culbertson welcomed everyone to the meeting on behalf of the NJDOT and asked members and guests to introduce themselves. After reviewing the agenda and goals for the meeting, she explained the handouts to be placed in the CPT Handbook Volume 2 under the appropriate sections.

Paul Nowicki provided the project update. The right-of-way process has a number of associated issues (listed on the PowerPoint presentation handout). Owners will be contacted to inform them of the impacts to their properties.

Paul also presented a number of design refinements as follows (listed on PowerPoint presentation handout):

1. Due to New Street Development there is a need to adjust the roadway to accommodate the construction of the new building.
Q – What will be the speed posted due to the tighter curve?
A - The anticipated posted speed for the CD-Road is 35 mph and the anticipated posted speed on the Southbound CD-Road to New Street movement will be 15 mph.



2. The Multi-use path at Commercial Avenue will be modified to be more in line and a flatter grade right to the CD roadway and into Boyd Park. This will ease the grade and allow a better gateway into the park.
 Q – Will there be a signal at Neilson and Commercial as part of the project?
 A – Yes, the study of the traffic flow will determine the signal need and timing.

3. Richmond Street was previously designed at a cul-de-sac but with the proposed building, limited the ability to put it in. There are opportunities to approve circulation such as:
 - (1) dead end Richmond Street
 - (2) right turn out only (right-of-way issues with parking lot)
 - (3) the pedestrian overpass options are effected and impact property owners
 Q – Before the pedestrian overpass, given the right only turn, is it OK to have 3 roads operating in that small an area?
 A – It is very tight and a valid concern.

4. Albany Street modification requested by the City to adjust the street in order to make it longer and smoother by revising the median and the curve line.

5. Adjustment around New Street to have no median barrier curb. An open guide rail system is required to address the flood plain requirements.
 Q – What type of aesthetic treatment is being considered for the open guide rail in this area?
 A – The Corridor Aesthetics Group will be reviewing the guide rail along with the other roadway apparatuses such as streetscapes at their next meeting.
 Q – Could you consider other materials for the barrier such as slot barriers or very impervious materials?
 A – Due to the high amount of water drainage required, slot barriers will not provide the amount of drainage required, however other impervious materials may be considered in the area to assist such as porous brick rather than black top.

Darryl Johnson reviewed the Design Development group efforts. He emphasized the need for coordination with the City. As a result of the number of refinements, Tom Loughlin is now a member of the Steering Committee. In order to improve the coordination with the City, monthly status meetings have been added to work closely with the City and DEVCO given the high amount of projects in the area and the need to resolve design issues efficiently and effectively. The following comments were noted:

- Item #7 – bikeway vertical barriers are not feasible given safety, maintenance and width, however it was suggested that ballad lighting and wall lighting could help to distinguish the bikes and provide visual assistance in separating the car, bikes and pedestrians.

- Item #44 – Establish coordination with Hope VI development to ensure no encroachment on the Route 18 design in that area (ACTION ITEM).

Q – Does each item have a deadline date?

A – Yes, we must have resolution on these items. By November, the right-of-way plans must be finalized in order to maintain the project schedule

- The City has been working diligently on the Newell and Phelps Avenue issue, which needs to be addressed during this time frame. There are three options to consider: (1) as presented in the design presently with both roads open to Route 18, (2) close Phelps and open the roadway out to Clifton, and (3) to close Phelps and Newell Avenue and connect the two with one opening out to Route 18.

Q – Will a traffic signal be placed at New Street and Neilsen to address the traffic concerns?

A – Yes, the design will be revised to include a traffic signal. The Commercial and George Street intersection is currently being studied to determine potential improvements.

- Regarding Livingston and New intersection, Rutgers and DEVCO are to provide information to the project team. Coordination needs to be established and maintained via the Design Development Group. Tom Loughlin as the City rep will be replaced by Glenn Patterson for future meetings of this group. George Ververides representing the County will also be included in the on-going coordination (ACTION ITEM).
- A request was made to be informed of the status and progress of the Route 1 and Route 18 interchange improvements being studied. ITS facilities are proposed for this area. The representative for the New Jersey Turnpike is now Steve Buentes. He will be contacted to provide an update to the CPT on the study in that area (ACTION ITEM).

Darryl Johnson emphasized the need to review the draft list of items and provide comments on any notations. Communication and coordination with the stakeholders, agencies and other entities such as utilities, during this part of the design process is crucial to meet the project schedule and have successful implementation.

Jeff Grob then presented an overview of the New Brunswick features which helped the Corridor Aesthetics Group to begin to identify the type of style or characteristics they felt were in context with their community. Jeff reviewed the structures, treatments, noise walls and retaining walls.

Q – Is the height of the walls 19 16 feet on both sides of the roadway?

A – Yes, both sides will have 19 16 foot noise walls so minimizing the visual height of these structures is an important consideration. The use of solid panels with stone treatment and clear panels on top were recommended together with a rod iron type of black steel fencing to offset the height and assist with limiting graffiti on the surfaces.

- A comment was made that the PowerPoint images do not reveal the colors and images as well as the color copies distributed to the Corridor Aesthetics Group. Also the black and white PowerPoint presentation handout does not do justice to the images. A request was made to have color copies of the latest version of concepts distributed to the CPT members (ACTION ITEM).

Martine reviewed a list of issues noted during the meeting and asked members to discuss the draft matrix of issues over lunch. Prior to continuing the next agenda topic after lunch, the CPT discussed the next steps as follows:

Schedule of Meetings

Steering Committee Meeting.	August 2002
Corridor Aesthetics Group	August / September 2002
Boyd Park Group	August / September 2002
Design Development. Group	August / September 2002
Local officials briefing	mid September 2002
Public Information Center	end September/October 2002
CPT Meeting No. 16	October/November 2002

Jeff Grob then presented the concepts developed by the Boyd Park Enhancements Group. He explained the need to minimize the height of the walls by adding fill and thus building less wall surface and maintaining a gateway entrance into the Park.

Q - During flood time will this fill erode? How do you protect it?

A – Soil erosion consideration is a part of the design process and stabilization of this fill is required. The grass surface will aid.

Q – Do the concepts for Boyd Park fit in the financial picture?

A – Yes, the Boyd Park enhancement concepts are a part of the project funding.

Q – Where are the bus stops in the corridor and is the location appropriate for ease of access by the users?

A - There is one NJTRANSIT bus stop at Paulus Boulevard and three other stops in the corridor by other bus companies. Yes, consideration for the users of the transit service was taken into consideration. The location of the NJTRANSIT bus stop was selected based upon accessibility of the users and to allow appropriate sight distance for the traffic signal.

Q – Will signage be mounted on the pedestrian overpass structure?

A – No, the signage will be located elsewhere and will be developed in coordination with the Corridor Aesthetics Group.

- The City would like to see the transparent walls and successful examples of its use. The City and other members are also interested in seeing examples of the materials to be used and not just rendering. However at this point in the process, the concepts are supported by the CPT.

NJDOT is interested in acknowledging a level of support for the concepts for Boyd Park and for Corridor Aesthetics as developed to date. An indication of support for concepts shown to date was confirmed by a raising of the hands by a majority of the members present.

Design Development Comments

- Retention basins - aesthetic concerns
- Waste/hazard materials consideration - safety workshop
- High priority to examine intersections - DEVCO and development plans
 - New Street/Richmond
 - Commercial/George
- Add County to coordination status meetings
- Rt. 1/Rt. 18 study status - (ballast wall)
- Lighting to assist ped/bike safety
- Newell/Phelps options:
 - #3 closure to one opening
 - #2 back way past Tov Manor to Clifton Avenue
 - #1 as is

Corridor Aesthetics Comments

- Protect fill/berm in Boyd Park - flood concern impacts
- Rutgers would like dual wall w/landscaping (irrigation opportunity)
- CPT agrees to design elements, reserves right to examine clear panels and surface texture and colors
- Signage not on structures - not in contrast to aesthetics

In summary, Paul Nowicki reviewed the project schedule and the steps needed over the next two months by the CPT. Martine noted the following feedback comments:

Feedback Comments

- Color copies
- Future steps for implementation
- Coordination meeting with DEVCO (part of Design Development Group)
- Status report from RT. 1/RT. 18 study (NJ Turnpike contact)
- Wall to be examined at Boyd Park
- Location and position of trees and landscaping
- Daylighting stream
- Boyd Park - color copies to be distributed
- City giving direction - good progress on right path
- Accurate translation of the community's interests and character
- Permeability design
- Coming into place - good visual ideas
- Percent of fill - identify profile
- Noise wall to the north – will show retaining wall with and without noise wall for PIC
- Looking forward to more meetings and progress
- Clearer understanding
- Tier approach to Boyd Park appears workable
- Move to gateway
- Environmental considerations and design are coming together well

To close, Martine thanked the CPT members for their continued support and participation. The CPT members will receive notices of the Group meetings to be scheduled and for the next CPT meeting, which is tentatively scheduled for September/October 2002. The meeting was adjourned at 2:30 p.m.

3. ACTION ITEMS

- CPT Members review materials with their constituents and continue to provide input on design features to the project team.
- NJDOT and Gannett Fleming will continue the design development process steps and contact the City and DEVCO regarding coordination meetings with respect to the other projects in the area.
- Vollmer Associates will produce and distribute color copies of the concepts supported by the CPT for inclusion in their Handbooks and to share with constituents.
- Martine Culbertson will provide CPT meeting report, assist with coordination and scheduling of Group meetings to be held in August and September.

4. NEXT CPT MEETING

Date: September/October 2002 (Groups to meet in August and September)
Time: 9:00 a.m. - Noon
Location: to be determined, City of New Brunswick, NJ

5. LIST OF ATTENDEES

ATTENDEES:

Members

Anna Ashkenes
Ranae Bacon
Jim Campbell
Tom Clark
Brian Deegan
Linda Hunter
Thomas Loughlin
Glenn Patterson
Paul Morrissett
Mel Scheinerman
Todd Smircina
Bob Spear
George Ververides

Alternates

Tom Bianchi
Brian Deegan
Helen Erdey
Seth Richter

Invited Guests

Morteza Ansari
Susan Kittredge
Ed Kozack
Linda LaSut
Charles Scott
Reuben Twersky
Jim Wilno

Steering Committee

Young Kim
Steve Lavelle
Bill Birch
Steve Mikulak
Pam Garrett
Paul Nowicki
Darryl Johnson
Robert Matthews
Mike Morgan
Jeff Grob
Noriko Maeda
Craig Church
Nick Tufaro
Martine Culbertson

Project Support

Cindy Bloom-Cronin
Sue Dill-Wendrzycki
Brenda Hammer
Thomas Kondash
Ed Tomazewski
Phyllis St. Onge

REPRESENTING:

Middlesex Cty. Cultural & Heritage Commission
New Brunswick Apartments
City of New Brunswick, Parks
NJ TRANSIT
City of New Brunswick, Engineering
University Mews Homeowners Assoc.
City of New Brunswick, Administration
City of New Brunswick, Planning
Newell Avenue Neighborhood
Riverside Towers (Kushner Companies)
Carpender Road Area Neighborhood
Rutgers, The State Univ. of NJ
Middlesex County Planning Dept.

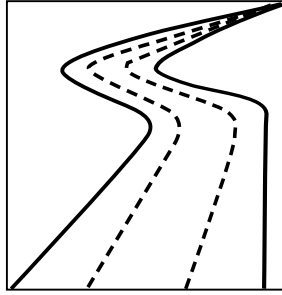
Riverside Towers (Kushner Companies)
City of New Brunswick, Engineering
Carpender Road Area Neighborhood
Rutgers, The State Univ. of NJ

Keep Middlesex Moving
Middlesex Cty. Cultural & Heritage Commission
Rutgers, The State Univ. of NJ
NJTPA
NJDEP, State Historic Preservation Office
Riverside Towers (Kushner Companies)
NJ TRANSIT

FHWA
NJDOT, Division of Project Management
NJDOT, Division of Project Management
NJDOT, Community Relations
NJDOT, Environmental Services
Gannett Fleming, Inc.
Gannett Fleming, Inc.
Gannett Fleming, Inc.
Gannett Fleming, Inc.
Vollmer Associates
Vollmer Associates
Vollmer Associates
Schlesinger Associates
M. A. Culbertson, LLC

NJDOT, Landscape & Urban Design
NJDOT, Environmental Services
NJDOT, Landscape & Urban Design
NJDOT, Value Engineering
NJDOT, Noise
M. A. Culbertson, LLC

Report prepared by:



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CPT MEETING No. 15

AGENDA

July 26, 2002

Rutgers University Inn and Conference Center, 9:00 a.m.

Objective: To present the project status and progress of the CPT Groups; to discuss the design elements and recommendations; to identify actions items and next steps including the public information center.

I. Welcome and Introductions

- Agenda and Goals
- CPT News

II. Project Update and Design Refinements

III. CPT Group Recommendations

- Design Development Group
- Corridor Aesthetics Group
- Boyd Park Enhancements Group

IV. CPT Group Consensus Building

- CPT Issues Tracking
- Group Discussions during Lunch
- Presentation of Results

V. Summary and Close

- Project Schedule – Next Steps
- Action Items /Feedback
- Closing Comments



State of New Jersey Department of Transportation

Division of Project Management