

ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

**CORRIDOR AESTHETICS GROUP
MEETING NO. 8 REPORT**

DATE: September 17, 2002
SUBJECT: Route 18 Corridor Aesthetics Meeting No. 8
PLACE: Middlesex Cty. Planning Dept, Elks Bldg., New Brunswick, NJ

ATTENDEES:

Jim Campbell	NB City Parks	732-745-5112
Helen Erdey	Carpender Road	732-247-3391
Steven Hardegen	NJDEP/HPO	609-984-0141
Linda Hunter	University Mews/Phelps Ave	732-249-5583
Susan Kitteredge	Middlesex Cty Cultural Heritage	732-745-4489
Paul Morrissett	Newell Avenue	732-828-7958
Todd Smircina	Carpender Road	732-545-5771
Frank Wong	Rutgers University	732-445-2430x604
Pamela Garrett	NJDOT	609-530-2721
Cindy Bloom-Cronin	NJDEP Landscape/Urban Design	609-530-5676
Brenda Hammer	NJDEP Landscape/Urban Design	609-530-5672
Paul Nowicki	Gannett Fleming	908-755-0040
George Campanella	Gannett Fleming	609-561-4800
Michael Morgan	Gannett Fleming	908-755-0040
Noriko Maeda	Vollmer Associates	212-366-5600
Craig Church	Vollmer Associates	212-366-5600
Jeff Grob	Vollmer Associates	212-366-5600
Nicholas Tufaro	Schlesinger Associates	609-924-1818

SUMMARY

Meeting Number 8 reviewed the sidewalk options in relationship to the noise wall treatments, presented the pedestrian bridge, berm and bus stop area elements, as well as an update on the lighting and signage options.



POINTS OF DISCUSSION

Jeff Grob (Vollmer Associates) introduced the proposed sidewalk paving types, dividing the multi-use paths into three types:

Type A--the most decorative pavement reserved to highest use portions of the path. Consists of a brick border with pavers inside.

Type B--partially decorative pavement; with scored concrete, bordered by brick.

Type C--concrete scoring, possibly colored concrete.

TYPE A designated areas to be located: From George St. to New St. and down New St.; From Paulus to Carpendar along the pedestrian overpass and near adjacent to the bus stops; Albany St. bridge to river side; New Street bridge to Boyd Park.

TYPE B areas include: George St. S/B to Newell; George St. N/B; Carpendar Rd N/B to George St.; New St. to Albany N/B; and New St. to Albany S/B.

TYPE C areas include: Rte 1 at project beginning to Raritan Gardens N/B, Rte 1 to Paulus S/B.

Some treatments will connect and match certain existing path designs (i.e. @Albany St. and leading into the Rutgers/Douglas campus.)

There was a discussion on how the pathway treatments will blend and or contrast with the agreed upon wall treatments. Jeff and his team will present further drawings on these elements in the corridor aesthetics meeting.

Carpender Pedestrian Overpass

Detailed sketches of the overpass were presented with the following key elements: on the S/B side there will be two sets of stairs on either end of the ramp; the back wall will flow into the proposed landscaped berm and the bus stop will be located underneath the overpass.

On the Carpendar Road side, it was agreed that only one entrance to the ramp is necessary. Todd Smircina mentioned that one resident continually has requested an entrance door to be located near the proposed cul-de-sac. It was agreed that do to security, and practicality, this was infeasible to be maintained long-term and should not be included.

SIGNAGE UPDATE

Mike Morgan (GF) presented an update on the signage questions raised in meeting #7, subsequent to a meeting he had with DOT, which included:

1. We will be allowed to reduce the sign size on the local roadways since the posted speed will be lowered in this area.
2. Although the signs can be smaller, the standard size posts must be used.
3. Mainline roadways must have the larger signs, since posted speeds will be 50-65 mph.
4. The design can include a „streamline" look similar CO and MA standards, which will permit the caging that surrounds the signs to be eliminated.

There was considerable discussion on the Variable Message traffic signs. Due to the relatively short project area, coupled with a high number of mandatory proposed new signs, it was decided that it was not feasible, nor practically useful, to include one within the project limits. There will be one located N/B on Rte 18, prior to crossing Rte 1, and one to be located S/B on 18, prior to reaching Albany St. Frank Wong (Rutgers) stressed that Rutgers at times uses a mobile variable sign to direct traffic for athletic and other events, as does the City for cultural events; and that to include a permanent one within the project area would be beneficial. Group consensus maintained that design constraints make this infeasible.

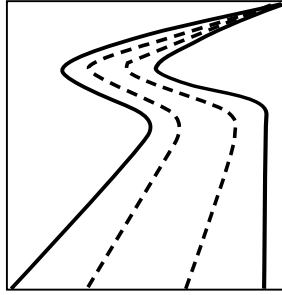
LIGHTING

After conferring with DOT, George Campanella (GF), reported that so long as a standard DOT pole is used, they would be flexible on the type of fixture used. It was decided the project area would include a „teardrop" fixture, and that the State has agreed to fund them and maintain them throughout the project area. Further, DOT will allow the City to place their own lower level streetlights along the local access roads, similar to the existing City lights. The State will initially fund these lamps and the City will maintain them. Jeff Grob mentioned this was a great success, allowing for a cohesive, design story throughout the project area.

It was decided this group will meet one additional time prior to the public information center, tentatively scheduled for the end of October. This meeting is planned to tie up any loose ends in the entire design scheme. It was unanimously agreed that Jeff, Norika and rest of those at Vollmer Assoc. have put together a great design in a rather short time frame. Many thanks.

Respectively submitted by:

Todd Smircina
Carpender Road Representative



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AGENDA

September 17, 2002

Middlesex County Planning Dept. Conference Room
Elks Building, New Brunswick, NJ, 1:30 p.m.

Objective: To review the sidewalk options in relationship to the noise wall treatments, to present pedestrian bridge, berm, and bus stop area elements and to provide status of the lighting and signage options.

I. Welcome and Introductions

- Agenda and Goals
- Corridor Aesthetics Mtg. No. 7 Review

II. Corridor Aesthetics Discussion

- Status of Lighting and Signage
- Sidewalk/Wall Relationship Evaluation
- Pedestrian Bridge, Berm Area, and Bus Stop
- Group Discussion and Recommendations

III. Summary and Close

- Action Items / Next Meeting
- Feedback / Closing Comments

