

ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

**COMMUNITY PARTNERING TEAM
MEETING NO. 6 REPORT**

October 8, 1999

DATE: September 28, 1999
TIME: 9:00 a.m. - 12:00 p.m.
LOCATION: Conference Room, Middlesex County Planning Dept.,
Elks Building, City of New Brunswick, NJ

ATTENDEES:

Members
Herb August
Mayor James Cahill
Robert Grimm
Linda Hunter
Tom Kelso
Thomas Loughlin
Glenn Patterson
Bob Spear
George Ververides
Frank Wong
Alternates
Brian Deegan
Helen Erdey
Tony Gambilonghi
Vincent Martino
Paul Morrissett
Jose Sosa

REPRESENTING:

Keep Middlesex Moving, Inc.
City of New Brunswick
New Jersey Turnpike Authority
University Mews Homeowners Assoc.
Dewey Heights Area Neighborhood
City of New Brunswick, Administration
City of New Brunswick, Planning
Rutgers, The State Univ. of NJ
Middlesex County Planning Dept.
Rutgers, The State Univ. of NJ

City of New Brunswick, Engineering
Carpender Road Area Neighborhood
Middlesex County Planning Dept.
Middlesex County Engineering
Newell Avenue Area Neighborhood
Johnson & Johnson

Invited Guests

James Baisley
Bob Belvin
John Donnelly
Michael Heenehan
Doug Joyce
Ken Koschek
Carl Nittinger

New Brunswick Development Corporation
New Brunswick Historical Association
Piscataway Township
NJ DEP, Green Acres
Township of East Brunswick
NJDEP, Office of Program Coordination
NJ DEP, State Historic Preservation Office



Steering Committee

Bill Birch	NJDOT, Division of Project Management
Elkins Green	NJDOT, Environmental Services
Mike Morgan	Gannett Fleming
Paul Nowicki	Gannett Fleming
Martine Culbertson	M. A. Culbertson

Visitors

Bob Abitz	NJDOT, Value Engineering
Doug Fadool	NJDOT, Value Engineering
Rick Jaffe	NJDOT, Value Engineering
Jay Pandya	NJDOT, Environmental Services
Glenn Stevens	Gannett Fleming
Al Tavares	NJDOT, Bureau of Mobility Strategies

1. PURPOSE OF MEETING

To continue and complete the summary discussions of the September 14th breakout groups; to develop CPT consensus on Route 27 interchange and the concepts for Paulus Boulevard intersection; and to review the project schedule and CPT meeting schedule. (Agenda attached)

2. MEETING SUMMARY

The meeting opened with introductions by CPT members. Martine then reviewed the agenda and purpose of the CPT and today's meeting goals. CPT members received their packets of previous handouts to complete their CPT Handbooks. She explained that we would begin with the Paulus Boulevard Intersection concepts and then move to the Route 27 Interchange.

Paul Nowicki then distributed a Summary of 9/14/99 Consensus discussions which listed the issues, proposed resolutions and each of the breakout groups consensus comments. He reviewed the information and presented some modifications to the previous concepts based upon the input from each of the breakout groups. He also distributed two maps - one of Route 18 - Paulus Boulevard IPA with Pedestrian Overpass and another titled Route 18 - Paulus Boulevard Frontage Road and Turn Around.

The following comments and questions were raised:

Q - What will happen to parking along Paulus Boulevard near Raritan Gardens which is a problem today?

A - Paulus Boulevard can be improved and modified in that area to allow for parking and school bus stop area. Need to coordinate with Apartment owner and traffic engineering.

Q - Can signage be placed on Route 18 northbound to indicate left turn only and no u-turn?

A - Yes, signage will be posted to aid motorists.

Q - Will people from Raritan Gardens have difficulty driving out of their lot to Paulus Boulevard to make left turns to Route 18 southbound at peak hour? Could traffic backup there?

A - The jug handle concept operates at acceptable service levels by the model.

Q - Can a barrier or some type of design element be added to discourage the u-turns which occur now at Paulus Boulevard?

A - Yes, the island shape can be designed and signage added to direct motorists to the jughandle for turning. Also signage should be added to Route 1 to encourage motorists to use Ryder's Lane.

Q - Can trailer trucks make the turn there?

A - No, the turning radius can be designed for autos and small box-type trucks.

Q - Could Paulus Boulevard West, on the west side of Route 18, be made one way eastbound only, to eliminate conflicting traffic and may improve the signal time?

A - Yes, if there is no turnaround thru move from Paulus Boulevard East, the traffic flow and signal time would improve.

- There is limited right-of-way between the Agnew House and the area needed for the wall and sidewalk. The sidewalk would be five (5) feet in width rather than twelve (12) feet.

Q - Can the house be moved to accommodate the needed width for the wall and sidewalk and improve the sight distance for motorists?

A - Further discussion and studies are needed since it is a historic property, so all options must be given consideration. Will coordinate with state and federal historic agencies.

Q - Can the tangent or radius be altered around the Agnew House for better sight distance and the needed wall?

A - It is not likely, and the design must meet the standards for speed and safety.

Q - The City had requested extending the sidewalk from Paulus Boulevard to Loewes Theater for pedestrian access and safety, and asked if this is still part of the design concept for the IPA.

A - NJDOT agreed that the sidewalk extension would be done.

Q - Would additional property need to be acquired to make improvements around Paulus Boulevard?

A - All Right-of-Way impacts on the approved alternative have not yet been assessed.

Q - Will there be a stairwell to Phelps and Newell similar to the one for Carpenter road?

A - It can be considered if needed to maximize access. It will be dependent on the wall and the transit bus stop locations.

Q - Will the existing wall at Carpenter Road remain, or if replaced, will it also be a solid wall?

A - The existing wall may be improved or replaced based upon the noise study results and the aesthetic improvements to be done in the corridor. The actual wall height and appearance will be both functional and coordinate with the other wall designs for the corridor. These details are determined during final design.

Martine then asked the CPT for further comments on each issue regarding the left turn jug handle concept and the access road concept. She then asked for comments on the pedestrian overpass, transit improvements, and noise or aesthetic walls. The comments were recorded on newsprint and are listed as an attachment to this report.

The CPT took a five minute break and then proceeded to discuss the Route 27 Interchange Area. Paul Nowicki distributed a Summary of 9/14/99 Consensus Discussions and a map titled Route 18/Route 27 Interchange. He then presented the issues, proposed resolutions and the three breakout groups' consensus comments. The comments were noted on newsprint and are transcribed on the attachment with this report.

Paul Nowicki then discussed the project schedule and suggested that the CPT meet two more times prior to holding a public information meeting. The CPT agreed to meet Tuesday, October 19th and Tuesday, November 9th to discuss the Commercial Avenue concepts and the George Street area concepts (same CPT meeting location and time). Depending on the outcome of those meetings, the public information meeting would tentatively be the third week of November.

Martine asked each member for action items for the next meeting or feedback comments: the large group discussion went well, the process is going well, productive, discussions went well, be sure there is access from one point to another for pedestrians and cyclists, process going well, concern of meeting schedule to go to the public, great group effort, hope acceptance of CPT will echo with the public, diverse input improves the project, public may understand compromise more than consensus, identify environmental issues prior to going to the public for IPA or other options, big group discussion worked today and showed progress, CPT review public meeting information and materials. In closing, Paul and Martine commended the CPT their hard work as a team and thanked them for their participation and valuable input. The meeting was adjourned at 12:15 p.m.

3. ACTION ITEMS

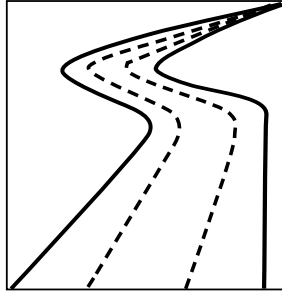
- Members and Guests review Paulus Boulevard and Route 27 concepts and maps with your constituents. Provide any comments to Mike Morgan at Gannett Fleming or bring them to the next meeting. CPT issues or comments, please contact Martine Culbertson.
- Gannett Fleming will examine CPT comments to summarize large group discussions and develop similar materials and maps for Commercial and George Street issues and concepts for the next CPT meeting.
- Martine Culbertson to track CPT issues, prepare agenda and materials for next meeting, write and distribute meeting report and handouts.

4. NEXT MEETING

Date: Tuesday, October 19, 1999
Time: 9:00 a.m. - Noon
Location: Middlesex County Planning Dept. Conference Room
Elks Building, City of New Brunswick

Report prepared by:

Martine Culbertson, CPT Facilitator



ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

CPT MEETING No. 6

AGENDA

September 28, 1999

Objective: To continue and complete the summary discussions of the September 14 breakout groups; to develop CPT consensus on Route 27 interchange and the concepts for Paulus Boulevard intersection; and to review the project schedule and CPT meeting schedule.

- I. Welcome and Review
 - Agenda and Goals
 - CPT Update

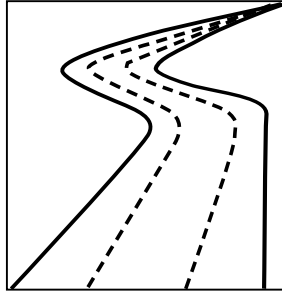
- II. CPT Discussions and Consensus Building
 - Paulus Boulevard Intersection
 - Route 27 Interchange

- III. Summary and Close
 - Project Status and CPT Meeting Schedule
 - Action Items and Feedback



State of New Jersey Department of Transportation

Division of Project Management



ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

COMMENTS FROM CONSENSUS DISCUSSION

COMMERCIAL AVENUE AREA

OCTOBER 19, 1999

- Prefer modified IPA - northbound with out a traffic light
- Prefer modified IPA - a single traffic light rather than two lights
- Prefer modified IPA - due to better access for pedestrians and their safety
- Refinements to IPA makes it more functional and better choice

COMMENTS FROM CONSENSUS DISCUSSIONS

ROUTE 27 AREA

SEPTEMBER 28, 1999

- Flood prevention and drainage consideration.
- Must maintain vehicle and pedestrian access to police station property for development.
- Improve signage at Route 18 and Route 27 (now states Highland Park North and Princeton South) needs to indicate as downtown New Brunswick exit.
- VMS unit is in the median - consider an overhead VMS as a permanent for messages.
- Signage for Rutgers University needs to improve so to indicate each Campus clearly.
- Bikeway access to Boyd Park from Johnson Park is an important connection point to consider.
- Examine circulation of traffic in New Brunswick area trying to go to the new slip ramp.
- Concern for site development in that area.
- Regarding development of police station site, be certain to coordinate with Department of Environmental Protection (DEP) regarding potential usage and access.
- Route 18 bikeway needs to still consider connections and ties to existing areas.



State of New Jersey Department of Transportation

Division of Project Management