

ROUTE 18

RECEIVED

SEP 16 1976

J. M. PEI AND PARTNERS

New Jersey School of Architecture
323 High Street
Newark, New Jersey 07102

September 9, 1976

*orig / Hoglund
c/ I.M. Pei
→ Have file
WBT*

I.M. Pei and Partners
600 Madison Avenue
New York, N.Y. 10022

ATTN: I.M. PEI

Dear Mr. Pei:

We, the undersigned, all students and faculty at the New Jersey School of Architecture, strongly question your support of the widening of Route 18 along the Raritan River in the New Brunswick area.

That project has been criticized by every environmental group in the state, including the League for Conservation Legislation, the state's only environmental lobby. They are against the project because making Route 18 a six-lane highway would permanently affect the Raritan, one of the few remaining free-flowing rivers on the east coast--certainly one of the few left in New Jersey.

New Jersey is the most highly urbanized state in the country. We should be doing all we can to preserve what few natural resources we have left. The League has proposed alternative strategies for revitalizing the transportation network in the New Brunswick area that would leave the Raritan River open for public access. We hope you will reconsider your support of the highway project in favor of a more environmentally-sound alternative.

Thank you for your consideration.

Sincerely,

Richard Likou

Michael G. Foster

*M. Maloney
Maureen Ann Corcoran*

Helen Demchynsky

Devin [unclear]

Christine Lindqvist

M. Panasiuk Hryniuk

Dean M. Minley
Gregory Kolodny
Thomas Siegrich
Steve Tucson
William R. Infield Jr
John DeFun
Kurt V. Swanson
Joseph Salvatore
Peter J. Kici
Carol Mayda
Victor Armilia
Peter A. Guico
Renee Pacific
Michael E. Byrne
Don Brothman
JM VOORHEIS
Alex Sengily
Sed Price
Tom McDonald
Joe Flock

Al Dinty
J. B. Bink
Richard W. Baker
Joseph Manna
Wm. FRA Wm Frankford
Jay Klein
Christy O. Donahy
Anthony Tapp
Don Wallace
Gerald M. Jahn
Agnis A. Jurek, A.P.A.
Chuck
Haynes M. Jurek
Alfred
M. J. Jahn
Frank Galli
Wm. J. Jurek

file copy
I. M. PEI & PARTNERS Architects

I. M. Pei FAIA
Eason H. Leonard FAIA
Henry N. Cobb FAIA

Associates Partners
Leonard Jacobson AIA
James L. Freed AIA
Werner Wandelmayer AIA

September 23, 1976

Mr. Richard L. Korn
New Jersey School of Architecture
323 High Street
Newark, New Jersey 07102

Dear Mr. Korn:

I thank you for your letter of September 9 expressing the concern of you and your colleagues over the proposed extension of Route 18 in the New Brunswick area. The existence of this controversial and complex issue was a difficult part of our downtown planning effort and I should like to review for you our position on Route 18 and the reasons behind it.

Our assignment, commissioned by New Brunswick Tomorrow (NBT), was to prepare a development concept for the downtown core area in the first four months of this year. Relative to the Route 18 extension, our mandate was severely limited in both time and scope. Our study area involved the Route 18 corridor for a short distance north of Albany Street. To the south, along most of the downtown's edge, the highway already exists.

The need for a new Raritan River crossing had existed in New Brunswick for over 50 years and the extension of Route 18 north of Albany Street will finally fulfill that need. Route 18 also has been a center of concern and controversy because of its environmental effects. We, too, shared that concern. In terms of our planning responsibilities, the greatest shortcoming was that it further reinforced the isolation of downtown New Brunswick from the River.

After reviewing in great detail the status and background of Route 18, we concluded that the basic plan should be accepted as a given for the purposes of our assignment. Our primary role, we felt, was to investigate ways to make the highway serve the downtown more effectively and to minimize it as a physical barrier. Our proposals to NBT included modifications in the highway's design within the downtown corridor and recommendations for enlarging and enhancing riverfront parkland and reuniting the downtown with its river.

I. M. PEI & PARTNERS Architects

Mr. Richard L. Korn
New Jersey School of Architecture
September 23, 1976
Page 2

I hope this will serve to clarify our role in the Route 18 issue and the judgments we made related to it.

Yours very truly,

I. M. Pei

IMP:sea

Jim & All

457 Highland Avenue--Apt. 5J
Orange, N.J. 07050

October 5, 1976

I.M. Pei & Partners
600 Madison Avenue
New York, N.Y. 10022

Attn: Mr. Pei

Dear Mr. Pei:

I'd like to respond to your recent letter which was a response to doubts my colleagues and I have about the New Brunswick, N.J., master plan. Allow me to say from the outset that this letter is being written entirely on my own without the knowledge of anyone else. Also, let me tell you that I have the utmost respect for you as a designer and planner.

I understand your plan calls only for a new bridge across the Raritan River to relieve congestion from the confluence of state Routes 18 and 27 on the north side of the river. I further understand that Route 18 is largely a limited access highway on the New Brunswick side. That is unfortunate and unretrievable for the time being.

One does not have to be a student of planning to realize that, when a six lane, limited access highway is narrowed down to a two-lane road as would be the case here, there will eventually be pressure from road users to continue the road-widening. As you said in your letter, they've been trying to get the Raritan bridge widened for fifty years. Maybe it will take another fifty years, but eventually someone will come up with another master plan, this time calling for the widening of Route 18 north of the bridge effectively ruining what is considered to be a beautiful, unspoiled river bank area. This has been the way of all American highways, especially New Jersey highways.

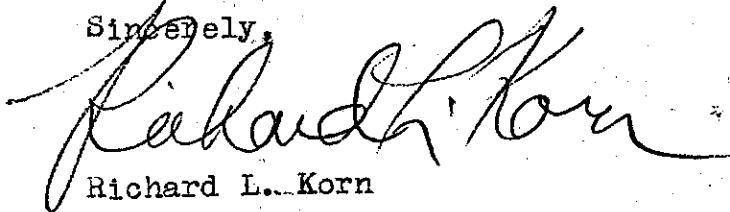
The League for Conservation Legislation is merely calling for a radical, but logical concept: use of a mass transit

masterplan to encourage commuters to transfer from automobiles to public transportation. Since New Brunswick is not a large city by New York and Chicago standards, it would be an interesting and instructive experiment.

According to my information, Johnson and Johnson, which practically owns New Brunswick and Middlesex County, is using economic blackmail to force this plan by threatening to move out if the bridge isn't built. Since J & J owns a large facility north on Route 18, a new Raritan Bridge and eventual widening of the highway to their doorstep would make it easier for workers from New Brunswick to get to the plant. Of course, it would also help make citizens of the area and of this state helpless slaves of the automobile.

I had hoped you would use the influence of your good offices to bring some relief to the beleaguered citizens of New Jersey, but, instead, I think you are aggravating his plight.

Sincerely,

A handwritten signature in cursive script that reads "Richard L. Korn". The signature is written in dark ink and is positioned above the typed name.

Richard L. Korn

457 Highland Avenue--Apt. 5J
Orange, N.J. 07050

October 28, 1976

I.M. Pei & Partners
600 Madison Avenue
New York, N.Y. 10022

Attn: Mr. I.M. Pei

Dear Mr. Pei:

I would like to acknowledge an error I made in my last letter to you (October 5) in which I assumed you were condoning the widening of the Albany Street Bridge from four to six lanes. I now know, after spending an afternoon at the site, that the plan calls for the extension of Route 18 on the same side of the Raritan to a point about two miles north of the Rutgers campus.

I cannot agree more with the charges of the League for Conservation Legislation that this would effectively destroy the riverbank at this stretch of one of the few remaining free-flowing rivers on the east coast. I am enclosing an image I took last week from the top floor of one of the Rutgers dorms. That highway will somehow have to fit itself between the dormitory (sparing the parking lot of course) and the river. If you've ever seen Route 21 outside of Newark along the Passaic River, you'll know what a travesty this is.

I had hoped that through our correspondence and petition, we could persuade you to use the considerable influence of your office to force the New Brunswick Tomorrow people to take a stand against the automobile. NBT could have been one of the first examples of an American city master plan to include a comprehensive public transportation plan. Public pressure is swinging in that direction anyway, but highways like Route 18 are awfully permanent artifacts of a bygone era.

This Thursday, November 4, I will be making a slide presentation in class on the Route 18 extension of which the enclosed image will be a part. I have invited representatives of the press. I would consider it a great honor if you could be there. It starts at 12:30 p.m. I understand that your heavy schedule would make it difficult at this short notice.

At any rate, it has been interesting and enlightening corresponding with you. Thank you for your consideration.

Sincerely,


Richard L. Korn

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I. M. Pei FAIA
Eason H. Leonard FAIA
Henry N. Cobb FAIA

I. M. PEI & PARTNERS Architects

H. Alan Hoglund AIP
Associate

Associate Partners
Leonard Jacobson AIA
James I. Freed AIA
Werner Wandelaar AIA

November 2, 1976

Mr. Richard L. Korn
457 Highland Avenue, Apt. 5J
Orange, New Jersey 07050

Dear Mr. Korn:

Mr. Pei has asked me to respond to your letter of October 28. Unfortunately, his travel schedule will not permit him to attend your presentation this Thursday.

Mr. Pei's recent letter to you outlined the nature of our downtown planning assignment in New Brunswick as well as our peripheral involvement in the overall Route 18 issue. I should like to add one observation and that concerns your hope that we would "take a stand against the automobile."

If you have the opportunity to examine our proposals for downtown New Brunswick, you will find that controlling the automobile was a top priority. Our plan reorganizes the circulation system to relieve the severe congestion that exists and provides a new level of amenity for the pedestrian. You will find also that we make substantial recommendations for public transit to and within the downtown core.

We wish you every success with your presentation.

Yours very truly,

I. M. PEI & PARTNERS


H. Alan Hoglund

HAH:sea

bbc: Mr. I. M. Pei

457 Highland Avenue--Apt. 5J
Orange, N.J. 07050

November 11, 1976

E. Alan Hoglund
I.M. Pei & Partners
600 Madison Avenue
New York, N.Y. 10022

Dear Mr. Hoglund:

Thank you for your letter of November 2. I was sorry to learn that neither you nor Mr. Pei were able to attend our presentation, but I understand that you both have heavy schedules.

I'm afraid that, as I learn more and more of the Route 18 proposal, I get more and more suspicious. Your letter didn't exactly answer my questions and hopes that your firm would take a stand against the automobile.

I have the NBT presentation brochure in front of me and I am and was familiar with what your firm has planned for New Brunswick. I'm aware that you plan to turn George Street into a pedestrian mall and that three "nodes" (parking garages?) are planned to soak up the expected traffic like huge blotters. I think what bothers me the most about this solution is the way you've ignored the lessons all planners should have learned about this sort of solution.

You don't have to look any further than New York City to see where this approach has failed miserably. Robert Moses and his TriBorough Bridge and Tunnel Authority tried the same thing. They designed huge garages at strategic nodes like the mouth of the Brooklyn Battery Tunnel. As a result of Moses' highway mania, I can think of no city more enslaved by the automobile than New York. We can only get an idea of how bad things could really have been because the subway system fortunately takes up much of the load.

At any rate, I wasn't referring to your in-town plans when I asked you to do something about the automobile. I was obviously referring to Route 18. I even enclosed blowups of the proposed right-of-way between the Rutgers dorms and the river. In a previous letter Mr. Pei said he was concerned about the environmental effects of the highway, but he has accepted it as a given and would work at minimizing the isolation the highway will

bring to downtown from from the river. I still can't understand why your firm can't use its considerable prestige and influence to help kill that highway. If our planners won't do this, who is left to protect the interests of the public? I'm concerned about more than just the environmental effects of the highway. How about the social effects? A new stretch of highway will only reinforce a trend toward a regional highway network and make it easier for firms to abandon New Brunswick for the suburbs. What about the collective psychic cost of all those extra commutation hours each week?

If you have even the slightest knowledge of New Jersey you would be aware that the state has a suicidal love affair with highways. We already have two major north south highways and I'm quite sure the Highway Department has a third on the drawing boards right now to take northerners to Atlantic City's gambling mecca. I'm afraid your firm has been duped into lending support to this deplorable project.

Of course, I can't prove that allegation, but why not look at some of the facts? Johnson & Johnson owns New Brunswick in the same sense that Kodak owns Rochester, Hallmark owns Kansas City and Dupont owns Delaware. Several years ago J & J threatened to move its international headquarters out of town unless the new highway project was approved. The existing headquarters lies right in the path of the proposed highway. (Yes I know the firm has purchased a new tract of land in town on which to build its new headquarters.) It seems to me that this is a hollow threat. J & J has already sold out to the suburbs. It has branch plants all around the region. Do they plan to move these also if they don't get their way? If I weren't deadly serious about this whole business, I'd call that highway robbery. Is it any surprise that John J. Aldrich of J & J is on NBT? Don't you think he is there partially to further his firm's selfish interests in this highway project?

Finally, if leading urban planners like your firm cannot think of reasonable alternatives to highways in this day and age, we're in a lot of trouble. Did it ever occur to you to advance something a little bit radical? Did you ever consider a commuter hydrofoil service down the Raritan in place of this highway? It seems to me that would do much more for the revitalization of New Brunswick than a six-lane highway.

One more thing: It occurred to me that you were swayed by a seemingly nice solution to a similar river/highway problem in Boston. I refer of course to Storrow Drive and the Esplanade along the Charles. First of all, aside from the charms of the park itself, I don't consider putting a highway along a river-

side a nice solution or any solution at all. That highway is an effective barrier to pedestrian access to the river regardless of how many pedestrian bridges are provided. Secondly, I don't think the two situations are identical. The Charles is a dammed up river, almost a lake, while the Raritan is one of the few free-flowing rivers left in the east. Also, at least the highway men left enough land between the river and the highway for a substantial park. That's not going to be true on a highway that's got a right-of-way so narrow it has to built on piers right in the water. Also, Storow Drive is a parkway, while route 18 will be a six-lane limited access highway. That means trucks round the clock. As a matter of fact, I'll bet most of its traffic won't be bound for New Brunswick at all, but for the Turnpike a few miles south and east. I pity those poor Rutgers students who must put up with the constant noise and fumes.

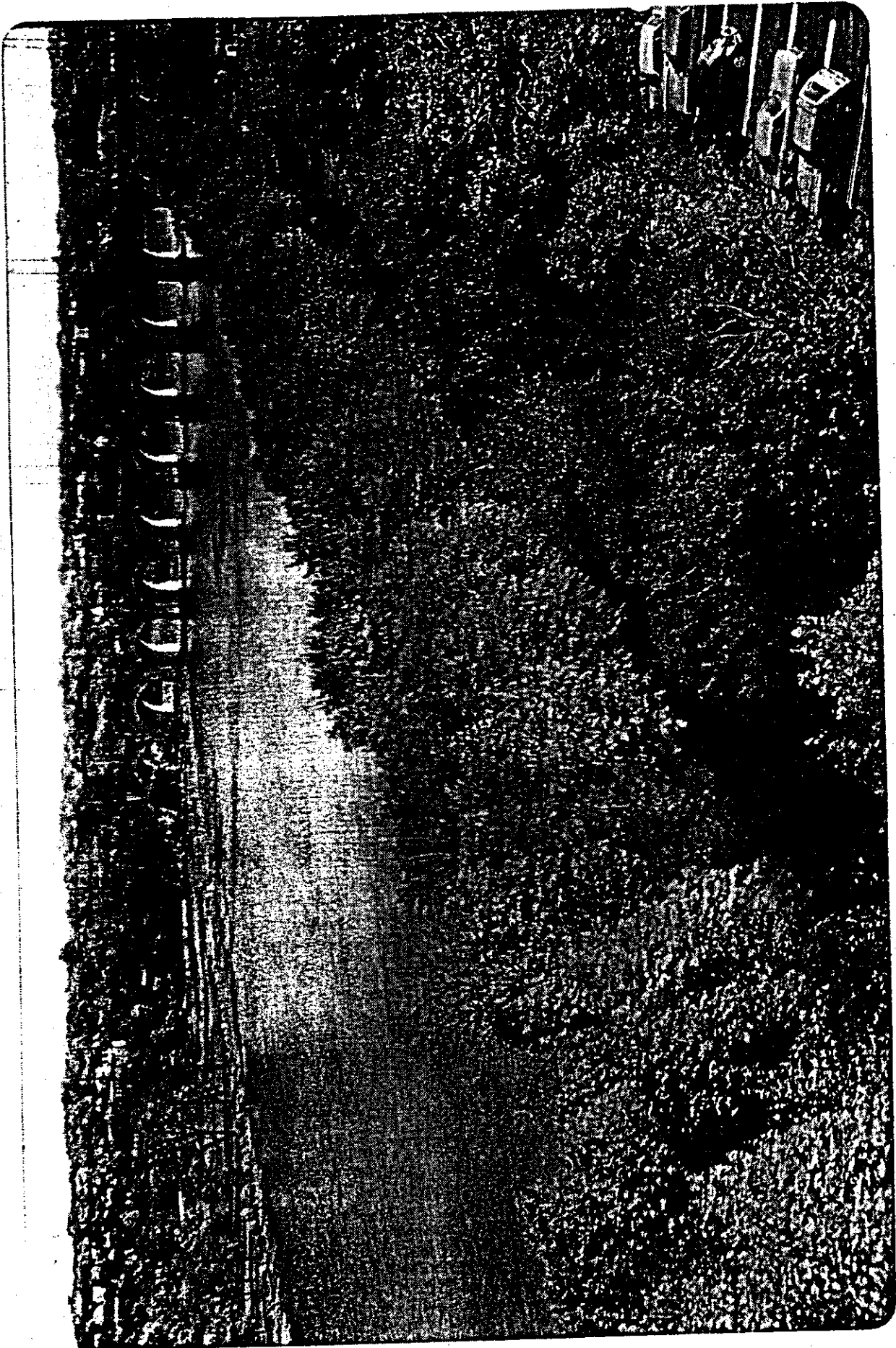
There's probably a lot more I could say if time permitted. Just let me remind you that I am a student at the New Jersey School of Architecture in Newark, the state school. We've already sent one petition to Mr. Pei asking him to change his mind on Route 18. Signatures included most of the faculty and the dean. I hope you'll try to answer some of the questions I've asked of you in this letter.

Thank you for your patience and your attention.

Sincerely,



Richard L. Korn





STATEMENT SUBMITTED BEFORE THE
ADVISORY COUNCIL ON HISTORIC PRESERVATION
ON THE
PROPOSED ROUTE 18 EXTENSION
NEW BRUNSWICK-PISCATAWAY TOWNSHIP
AT THE
PUBLIC INFORMATION MEETING OF SEPTEMBER 18, 1974
PURSUANT TO THE COUNCIL'S "PROCEDURES
FOR THE PROTECTION OF HISTORIC AND CULTURAL
PROPERTIES" (SECTION 800.5 (C)).

BY THE
MIDDLESEX COUNTY PLANNING BOARD

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I. INTRODUCTION

My name is Douglas Powell Director of County Planning for Middlesex County. My presentation is in behalf of the Middlesex County Planning Board. It is designed to amplify and emphasize various points made in the presentation by the New Jersey Department of Transportation.

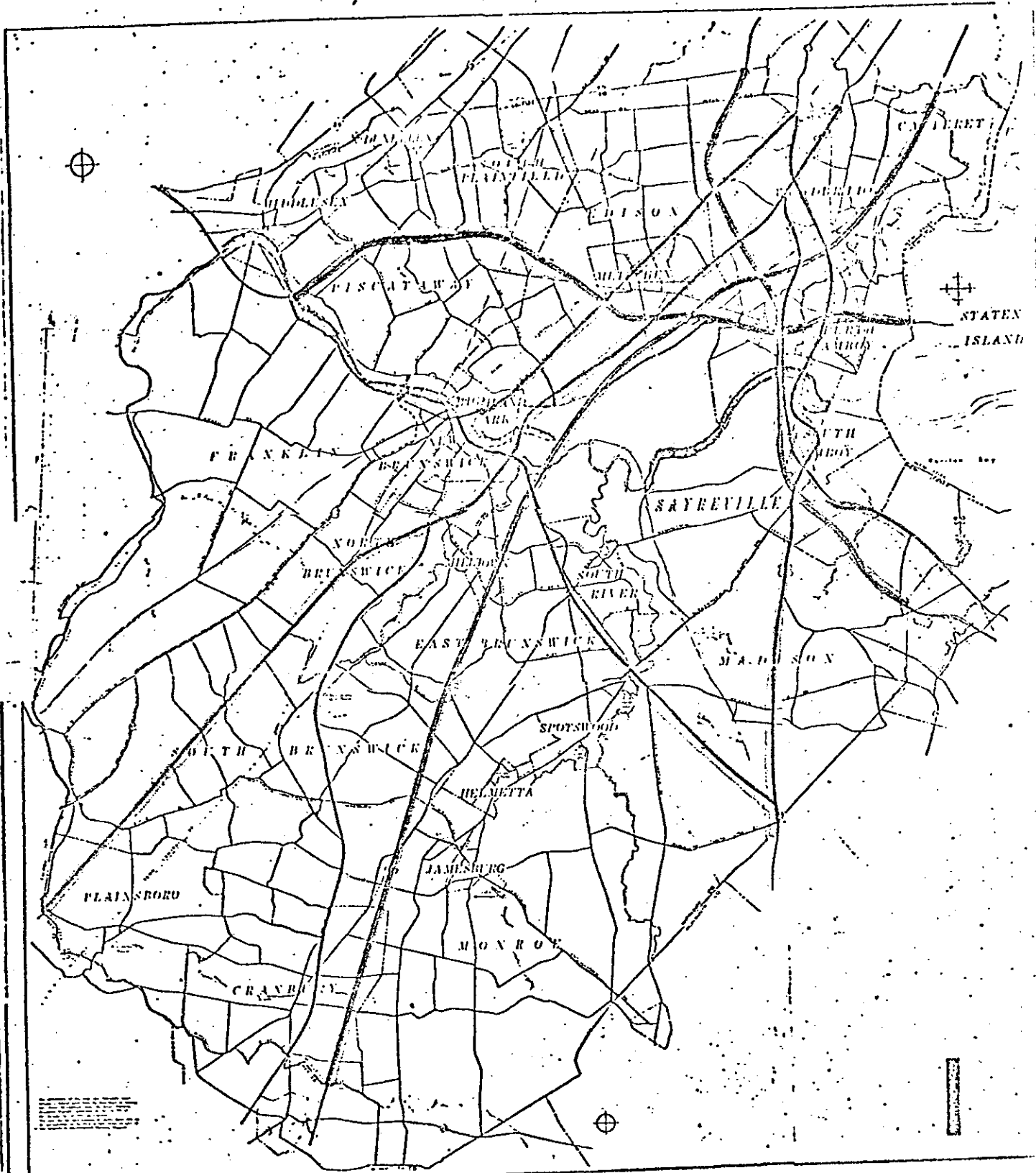
I shall not discuss extensively the needs for the Route 18 Extension nor the various origin and destination studies upon which the highway was designed. I shall not discuss the tests conducted by Middlesex County to determine whether circumferential routes around New Brunswick or whether transit improvements through the New Brunswick area could replace the need for a Route 18 Extension. It is sufficient to say that such tests were made and that they revealed that neither the circumferentials nor transit could replace the need for a Route 18 Extension. Furthermore, all of these data have previously been entered into the records of the Coast Guard in its considerations of the Route 18 Project.

I shall say only two points concerning the transportation needs. At present Middlesex County ranks with Suffolk, Bergen, Nassau and Queens in carrying the highest vehicular traffic loads in the entire New York Metropolitan Region.

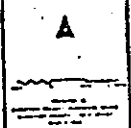
But the County must carry these loads on one of the most deficient road systems in the region. The results are massive congestions throughout much of Middlesex County.

One of the greatest traffic bottlenecks in the County occurs in the New Brunswick area.

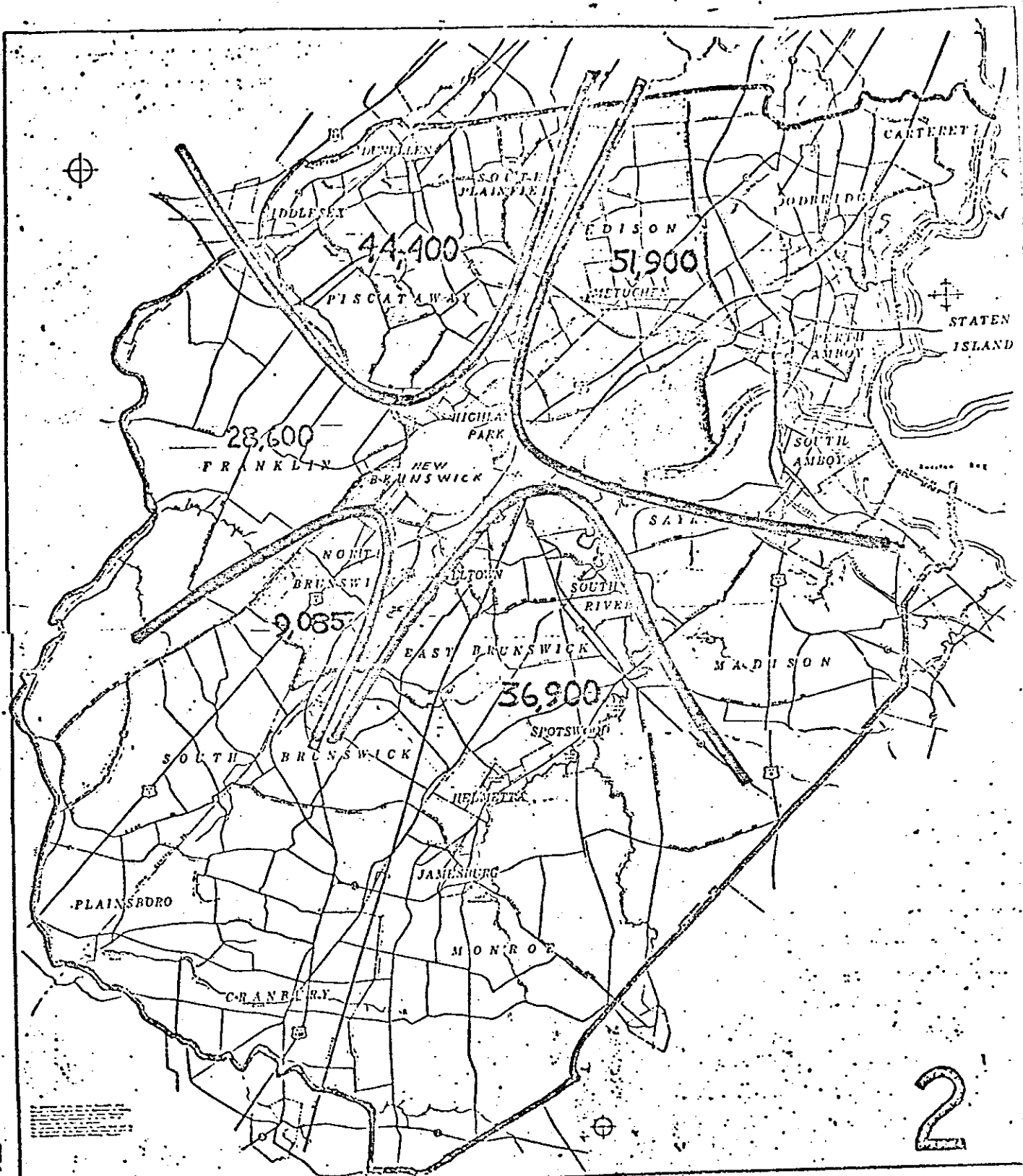
The reason for this can be best explained by these two maps (Exhibits 1 and 2). The first shows the existing major roads in Middlesex County which currently have 4 or more lanes. Note that the primary direction for these high capacity roadways is along a Northeast-Southwest corridor which represents the traditional pre World War II growth transportation corridors of the County. However, as this second map demonstrates, during the years from 1950 to 1966 a very large proportion of the growth in the New Brunswick region occurred in the wedge shaped areas directly north and south of the City. But this north-south growth is not served by an effective highway across and north of the Raritan River. The Route 18 Extension is designed to provide this service.



MIDDLESEX COUNTY
 COMPREHENSIVE MASTER PLAN



== 4 OR MORE LANES



2

<p>MIDDLESEX COUNTY COMPREHENSIVE MASTER PLAN</p>	<p>A</p>	<p>POPULATION GROWTH 1950-1966</p>
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II. TRANSPORTATION OBJECTIVES

Based upon this brief identification of the need for improved transportation services for the New Brunswick area, the County accepts all the transportation objectives for the Route 18 project as presented by the New Jersey Department of Transportation. However, of the full range of objectives, we believe the most crucial are:

- 1) to provide a high quality of access to all of the principal transportation generators in the corridor of the project;
- 2) to provide a new freeway bridge and highway across the barrier of the Raritan River that can relieve the present extreme congestion on the inadequate existing bridges and their approach roads;
- 3) to provide a basis for improving transit capabilities not only to serve the 12,000 daily inter-campus trips made by students among the Rutgers campuses but to serve the rising transit potentials in linking workers, elderly and others in the New Brunswick area with the increasing jobs, health and other social services institutions in the Route 18 corridor.

III. PROJECT DESCRIPTION: THE NJDOT PLAN

The NJDOT Plan meets the transportation objectives for the extension of Route 18 (Exhibit 3). It provides the required freeway link and bridge to serve that north-south corridor of the County that now lacks adequate transportation capacity. It provides a new river crossing to relieve congestion on the existing crossings.

More importantly, however, it provides the needed access and interconnection to the major transportation generators on both sides of the river in the immediate New Brunswick area. It does this by providing interchanges at the following locations:

first, two interchanges at New Street and Albany Street to serve the central business and governmental downtown district of New Brunswick;

second, two interchanges at Bishop Place and College Avenue to serve the College Avenue Campus of Rutgers University; and,

third, two interchanges at River Road and Sutphen Lane to interconnect with the northerly approach roads leading to New Brunswick and to connect with Metlars Lane leading directly to the Busch and Livingston Campuses of Rutgers.

Perhaps the most important element in the pattern of transportation generators is the distribution in the Route 18 corridor of the employees and students of Rutgers University (Exhibit 4).

Because Rutgers is the largest single employer in not only the New Brunswick area but in the entire County, the distributions of Rutgers 7,000 employees and 28,000 students are one of the most important determinants for the design of the alignment and interchange locations of the Route 18 project. It should be carefully noted that far and away the largest concentrations of Rutgers employees and students are at the College Avenue Campus where over half of the students are located.

It is also particularly important to note that over 7,000 of these students at College Avenue are evening students not living at the University and having to travel from various parts of the State into and out of that campus by car.

The alignment and all of the interchanges contained in the NJDOT Plan are essential to serve the pattern of transportation generation in the corridor of the Route 18 Extension.

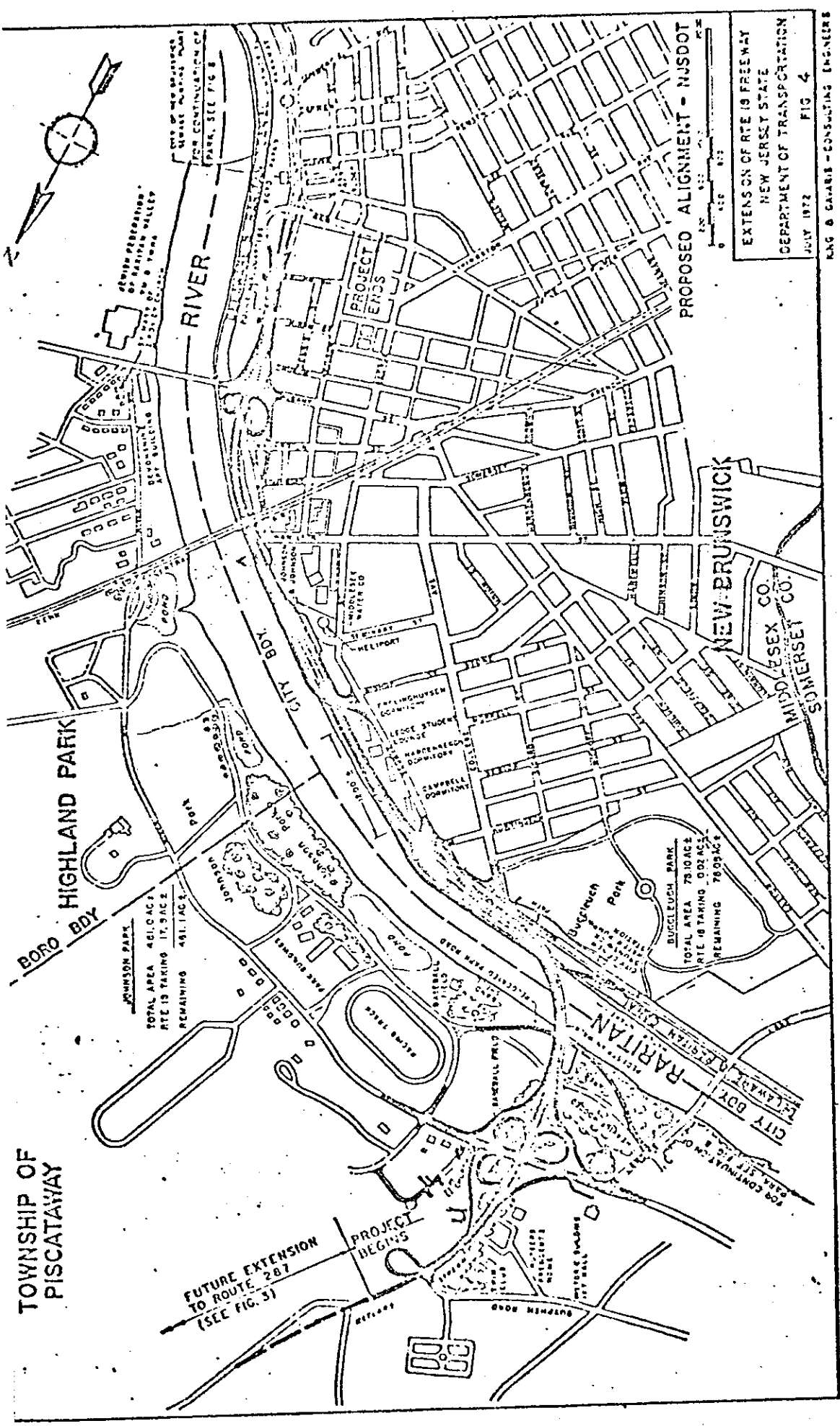
The NJDOT Plan presents the opportunity for two added potentials to increase the benefits to the County of the Route 18 Extension. These are first the development of a bike-pedestrian way. This will link the towpath of the Canals' beginning point downstream of the Albany Street bridge and the towpath of the preserved portion of the Canal upstream of the NJDOT Route 18 bridge (Exhibit 5).

This proposed pedestrian and bikeway would be set into the sloping embankment of the highway approximately 10 feet below the level of the Route 18 travelway (Exhibits 6 and 7). A landscaped screen of trees and shrubs would be provided between the

travelway and the pedestrian way. The pedestrian and bikeway would be linked as shown on the accompanying illustration to ramps leading to the walk-bikeway on the new Route 18 bridge thus providing a continuous pedestrian and bike travelway across the Raritan River to the proposed pedestrian bikeway system interconnecting the Rutgers Campuses on the northern side of the Raritan.

The second added potential of the NJDOT Plan is that it opens the door to the provision of a significant improvement of bus transit services to serve not only the 12,000 daily inter-campus trips of the Rutgers students but by extension of this line to serve the potentials for connecting the workers, elderly and others in the Route 18 corridor to the rising numbers of jobs, health and other services in that corridor.

The County is now completing a feasibility study of the potentials for a transit operation through this corridor that builds upon and utilizes the existing transit demand of the inter-campus line. This study indicates that a bus line such as that shown in Exhibit 8 will be the most feasible of several tested alternatives. However, while this improved and extended bus transit service in this corridor will absorb some of the transportation demands it will not and cannot eliminate the very substantial transportation demands that only vehicular travel can satisfy in the area served by the Route 18 Extension.

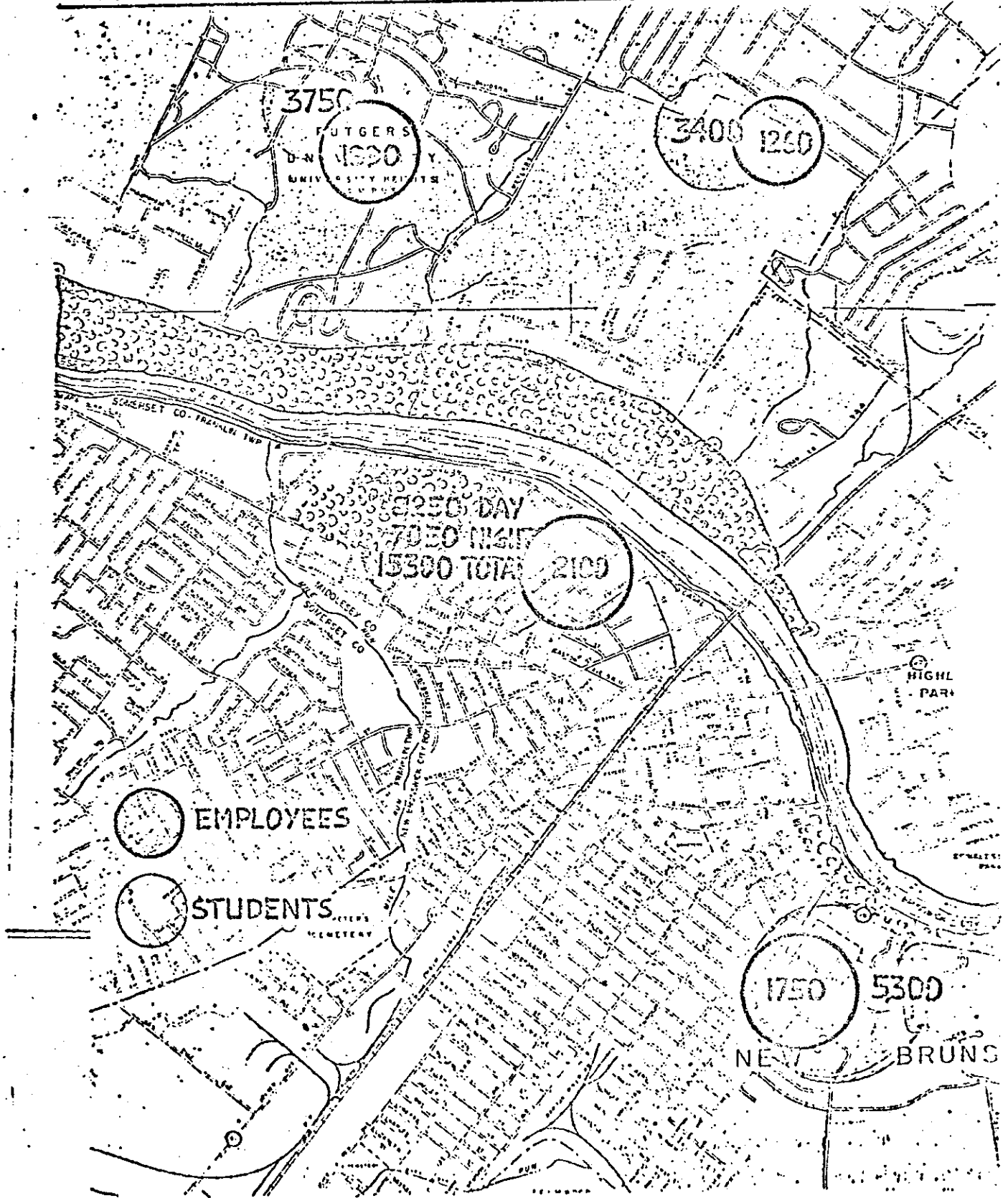


3

RUTGERS STUDENT AND EMPLOYEE POPULATIONS

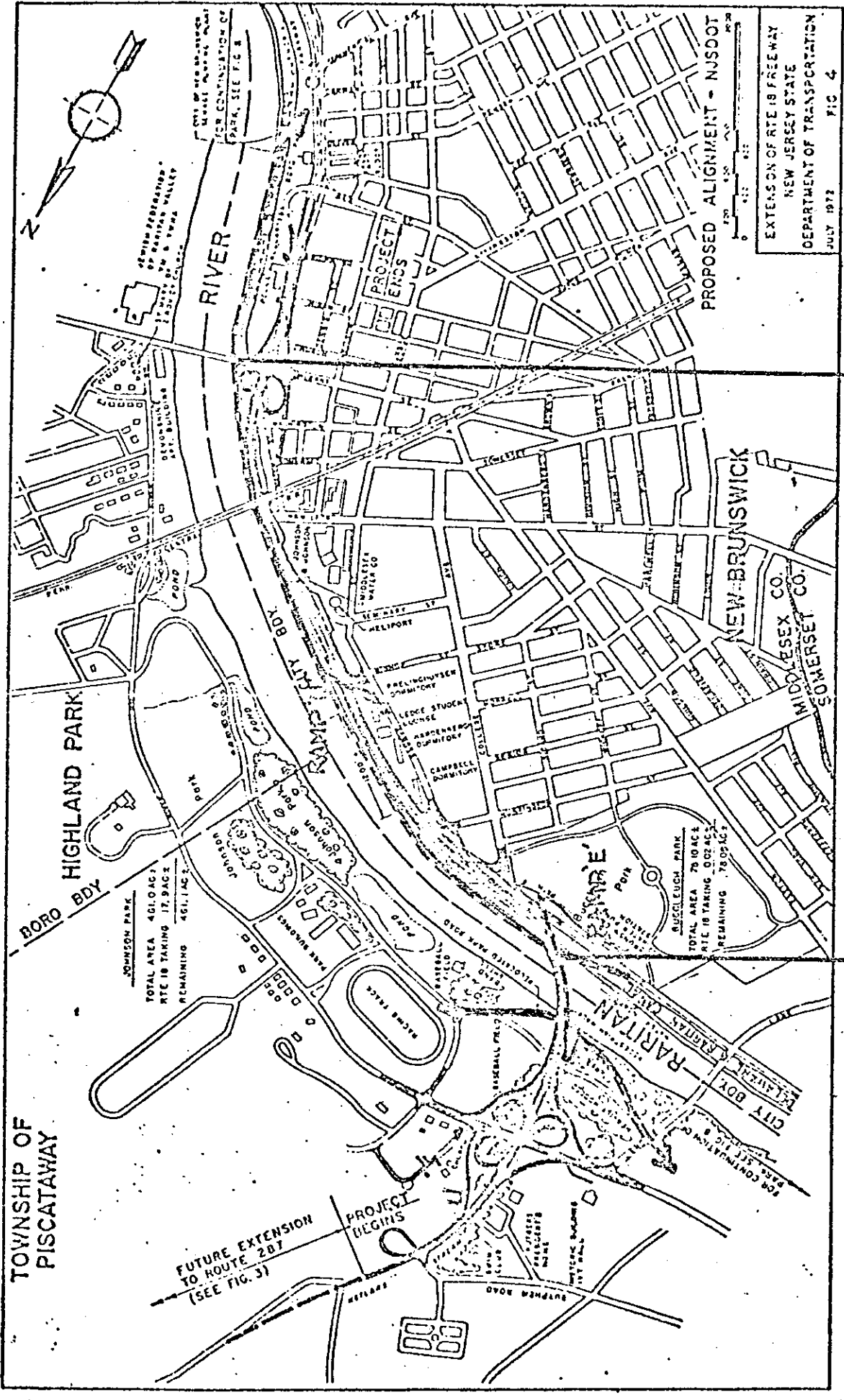
4

UNIVERSITY
(KILBURN CAMPUS)



EMPLOYEES

STUDENTS

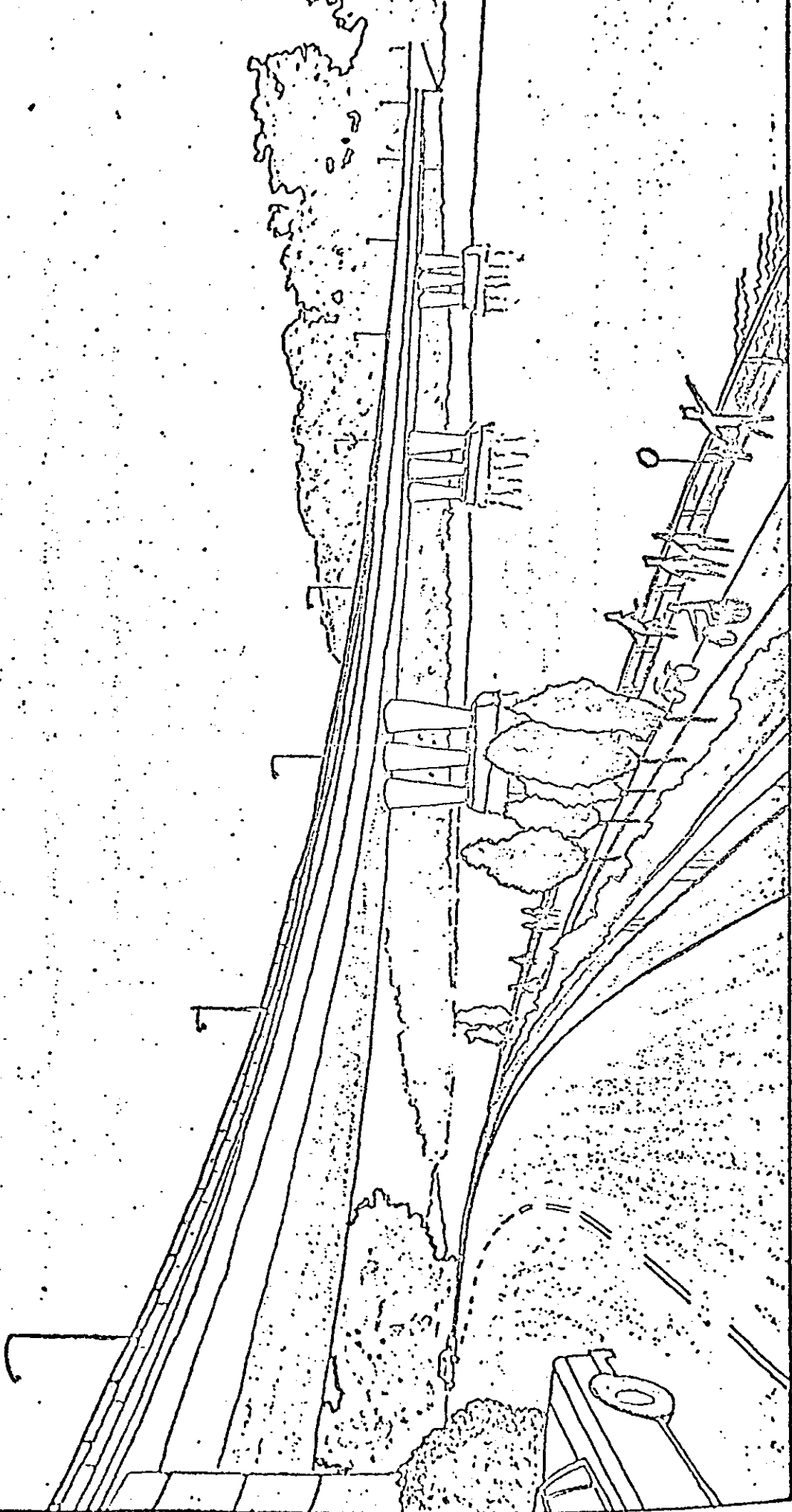


CANAL AS EXISTING

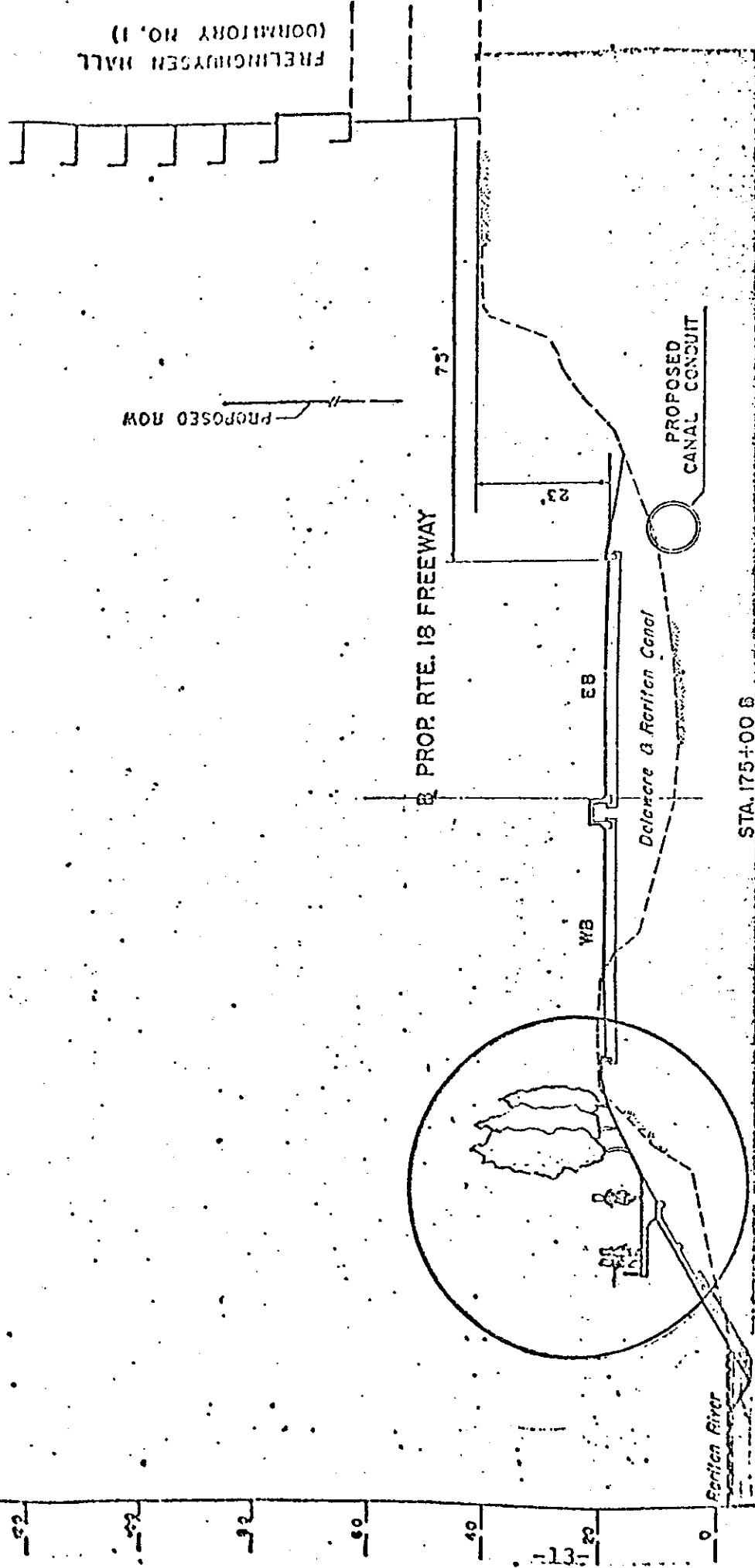
BIKE - WALKWAY

CANAL RESTORED

5



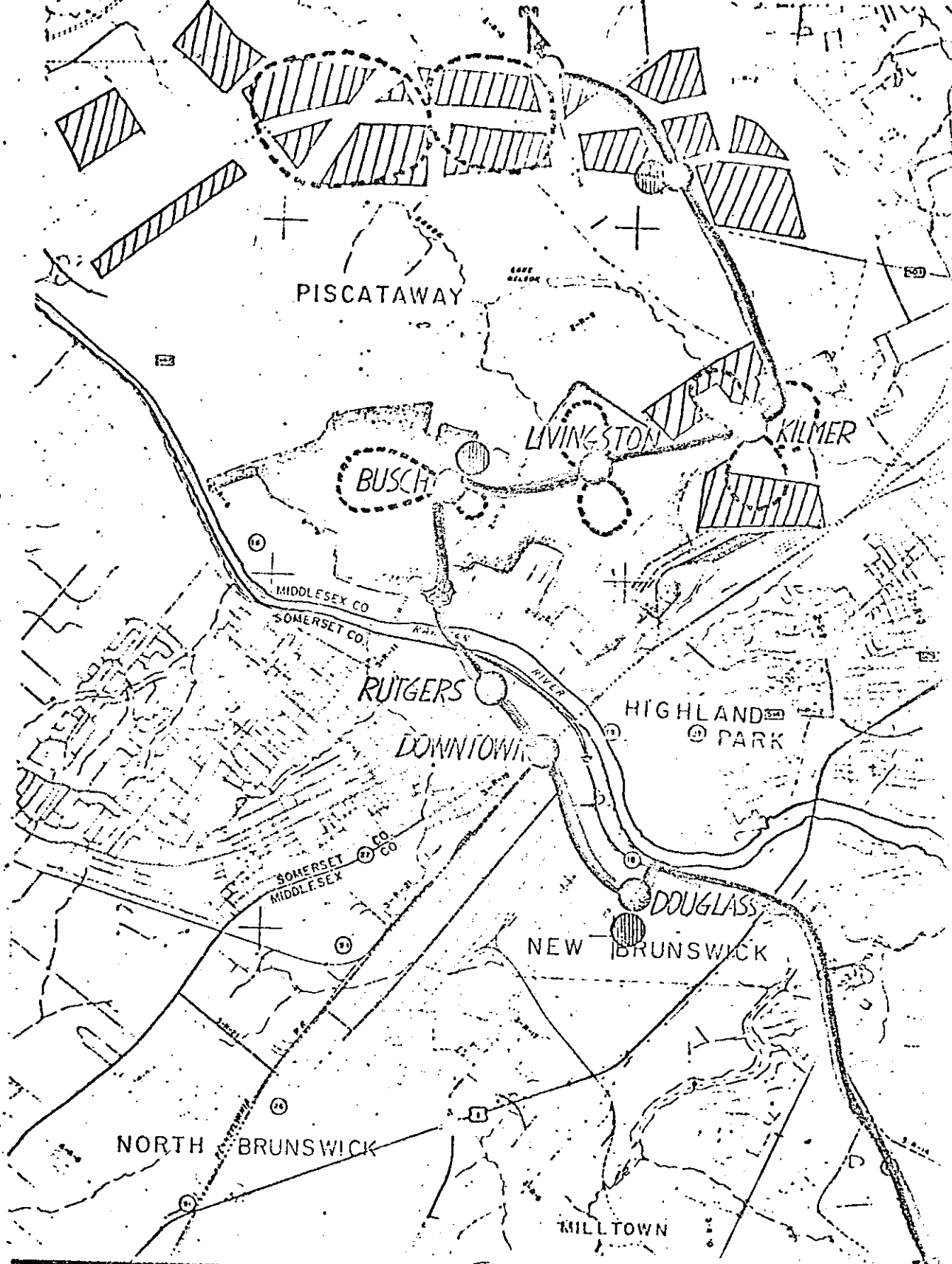
Bike-walkway at Ramp'E°



SECTION D-D

7

FREILINGHUYSEN HALL
(DORMITORY NO. 1)



- MAJOR FEEDER POINTS
- (with car icon) PARK AND RIDE
- - - FEEDER SYSTEMS
- ▭ PUBLIC LAND
- ▨ MAJOR INDUSTRIAL AREAS

LINE-HAUL TRANSIT

8

EAST BRUNSWICK

IV. COMPARISON OF NJDOT PLAN AND THE ALTERNATIVES
(For which specific plans have been presented)

The comparison of the plans is divided in two parts: 1) comparison of the environmental effects; and, 2) comparison of the achievement of transportation objectives.

Environmental Effects Comparisons

Recreation Land

The NJDOT Plan affects 18 acres of Johnson Park to accommodate the River Road interchange and .02 acres of Buccleuch Park to accommodate the College Avenue interchange. The recreation land aspect of the existing canal towpath would be replaced by the walk-bikeway, so that no loss is incurred here.

The Center for Transportation Studies plan requires at least 15 acres of Johnson Park to accommodate its River Road-Landing Lane interchange plus an undetermined amount of additional parkland to accommodate the widening of River Road called for in this alternative. These figures are based upon the proposal as described by the Center. However, as noted by the State's consultant, the taking of parkland in Johnson Park would be much greater if the CTS Plan is designed according to freeway standards.

Without a River Road interchange the Yacenda Plan would affect approximately 10 acres of the park, i.e., the area immediately adjacent and beneath the roadway plus a triangle of open land rendered unusable in practical park terms surrounded by the elevated structure and the railway bridge. With an interchange--which would be needed as noted by the State--at least 18 acres would be taken.

The Canal Coalition plan would affect 16 acres of Johnson Park, i.e. the area between the elevated structure and the railway bridge, the area east of the railway bridge with pylons along the river, and the area required for a transit connection. The above effect would be without the River Road interchange in the vicinity of Cedar Lane. With the interchange, a total of 24 acres would be affected.

Thus all of the alternatives affect and take parkland, and the amounts taken are generally comparable. But the relatively modest amounts of parkland taking are not considered by the County to be a significant problem. This is so for two reasons.

First, the original acreage of Johnson Park was donated by General Robert Johnson with the understanding that some portion would be needed at a future date to accommodate a future Raritan River highway crossing.

Second, in the past 12 years the County has expanded its Johnson Park holdings in Piscataway and Highland Park from 342 acres owned in 1962 to over 489 acres owned now. In addition, the County is completing the acquisition of the 363 acre Ambrose & Doty's Brook Park in Piscataway. The combined acreages of Johnson and Ambrose Parks in Piscataway of some 794 acres will provide the second greatest concentration of County park holdings in any one township in the County--a concentration appropriately large to serve the populated New Brunswick region and large enough to offset the loss of the range 10 to 24 acres needed by the various alternatives.

Noise and Air Pollution

In the NJDOT Plan, the highway is set at the base of a bluff that rises well above the river and at the top of which bluff certain Rutgers buildings are located.

This NJDOT Plan will have a direct impact on the George Street Rutgers Dormitories, affecting (900 residents for the school year of 250 days per year) or a total of 225,000 resident days per year. However, it has been agreed by officials of Rutgers and the New Jersey Department of Transportation that these dormitories will be protected from potential noise and air problems either by air conditioning them in a way that will meet legal limits for noise and air quality or by considering the possibility of constructing a deck over the highway adjacent to the dormitories to achieve the same results.

The CTS Plan would have a direct impact on a high density residential area of Highland Park and on additional areas along River Road in Piscataway. An estimated total of 600 residents would be affected for 365 days per year or a total of 221,000 resident-days per year.

The Yacenda and Canal Coalition plans impact on the approximately 400 units in the Cedar Lane apartment complex affecting (1,100 residents for 365 days per year), or a total of 400,000 resident days per year. In addition these plans affect residences on Rose Hall Boulevard.

Further, the inadequate and limited number of access points to downtown activities in all alternates to the NJDOT Plan will have the effect of producing more air and noise pollution in the CBD and residential areas of New Brunswick caused by congestion, slow speeds, and through traffic on local streets. We will

address this point in the Traffic Objectives Comparison.

In conclusion, there are air and noise pollution impacts among all the alternatives. All affect residential populations that are adjacent to or near to the proposed route locations.

Raritan River Encroachment

The NJDOT Plan has the greatest impact here, with a predicted increase in future flood crests of four inches. However, as related by State consultants on the subject, this increased flood crest will be contained within the public parklands of Johnson Park--a park that has been acquired among other purposes to contain the floodways of the Raritan River to prevent impacts of such floods on existing or future private development. Similarly, the increased flood flow velocities that will result from the encroachments of the NJDOT Plans will be small from 4.6 to 5.4 feet per second and again this will be contained on the public lands of Johnson Park.

While changes in the flood crests and flood velocities resulting from the other alternatives have not been calculated, it may be assumed that they are lower than those of the NJDOT Plan.

But since the changes in the flood crests and velocities from the encroachments of the NJDOT Plan and alternatives will be contained on the public lands, the County concludes that the encroachments do not pose problems of significance since they are mitigated with no adverse affect on private property.

Historic Sites

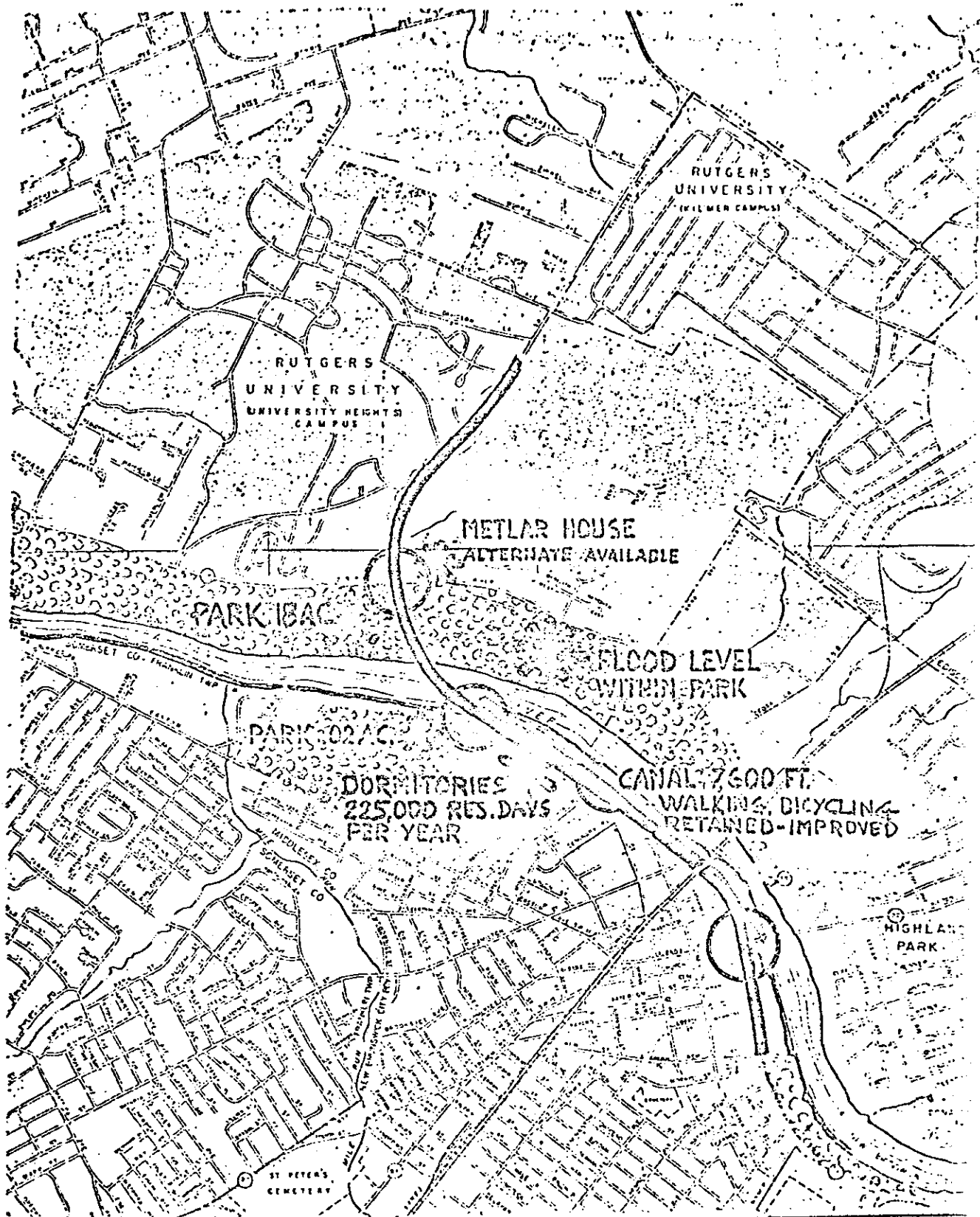
The Historic Sites Section of the New Jersey Department of Environmental Protection has determined that the NJDOT Plan would

have "little effect on Ivy Hall" but "serious adverse effect on Metlar House." Further, the Sites Committee of the Historic Sites Council has made no recommendations covering Ivy Hall and has concluded that the adverse effect on Metlar House would be "mitigated or minimized" by shifting River Road 16 feet towards the park side, requiring one more acre of parkland.

On this point we urge the State to adopt the recommendations of the Historic Sites Council, thereby minimizing the effect of the proposal on Ivy Hall and Metlar House. While all alternates affect the D and R Canal, the NJDOT Plan would have the worst effect on it requiring the filling of 7,600 feet. The CTS alternate would affect approximately 200 feet in the Albany Street area, the Canal Coalition's elevated structure and ramp would affect 800 feet in the same area and the Yacenda Plan would fill 2,400 feet.

Cultural Lands

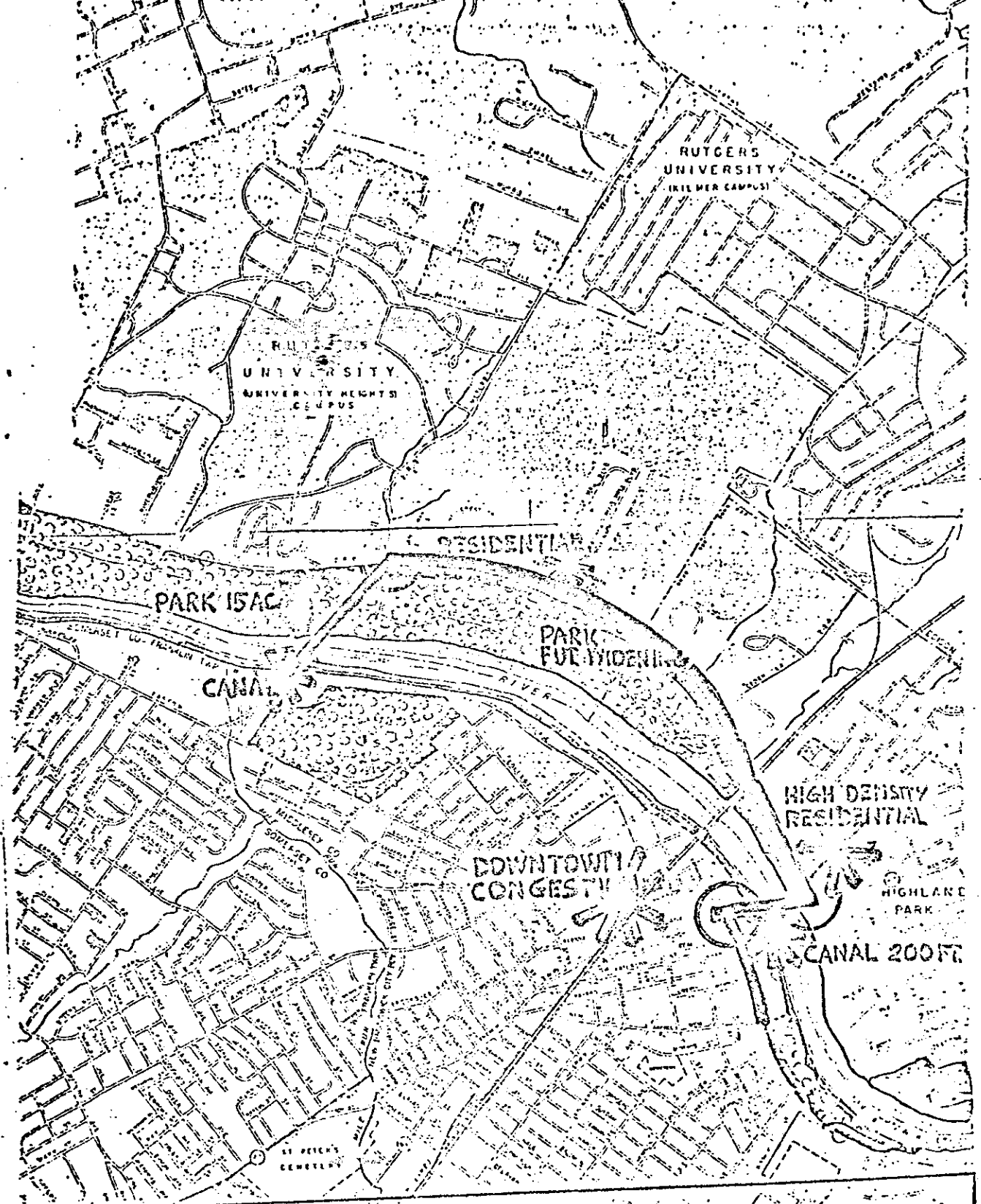
The NJDOT proposal was developed in conjunction with Rutgers University and its master plan for the future, and runs between major campuses, and along an existing artery and physical division. Two of the alternates, the Yacenda and Canal Coalition require that the road cut 7,200 feet or 1.36 miles across lands of Rutgers University, affecting their unity, character and the capabilities for the future expansion of educational facilities.



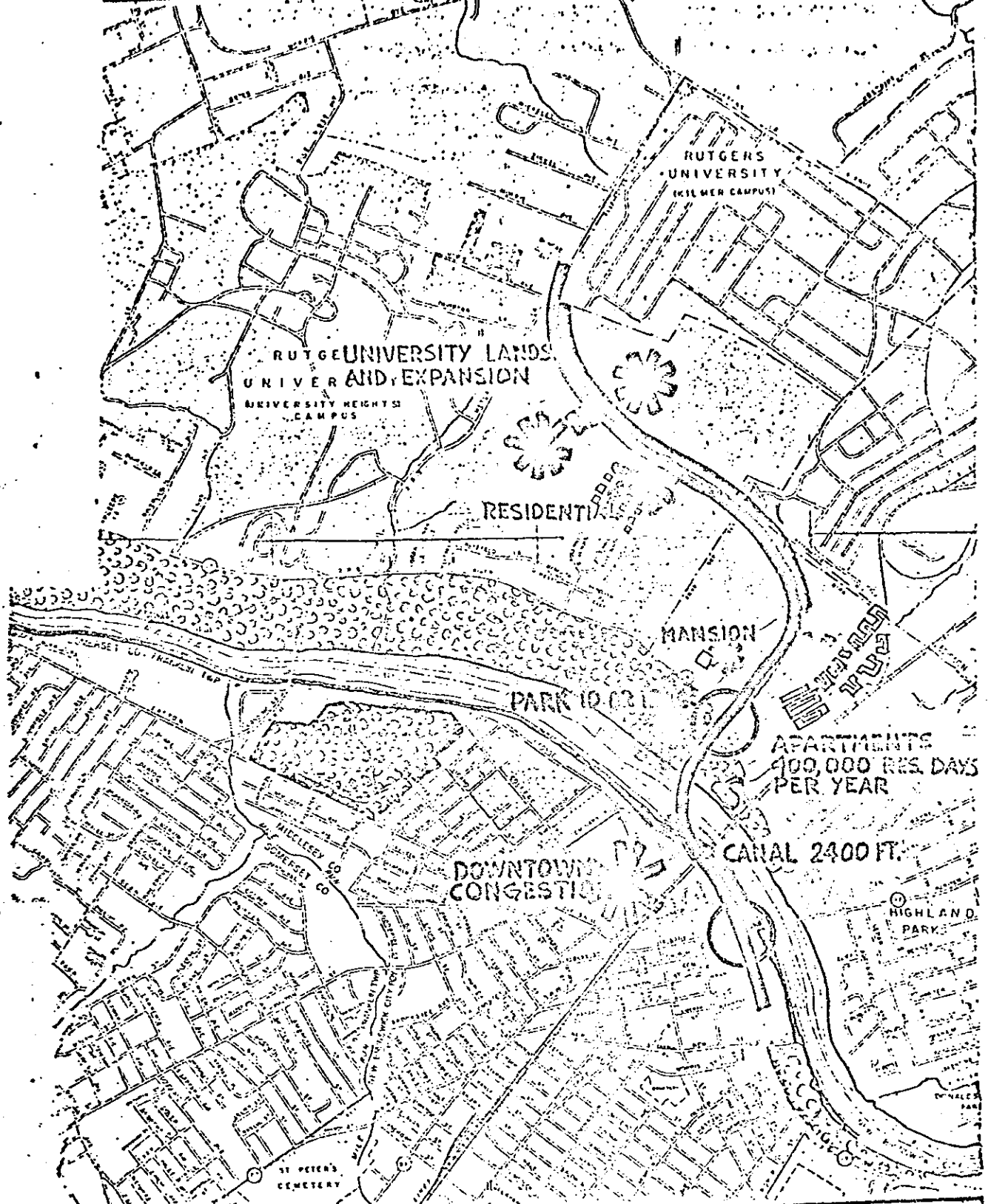
N.J.D.O.T.

ENVIRONMENTAL IMPACT

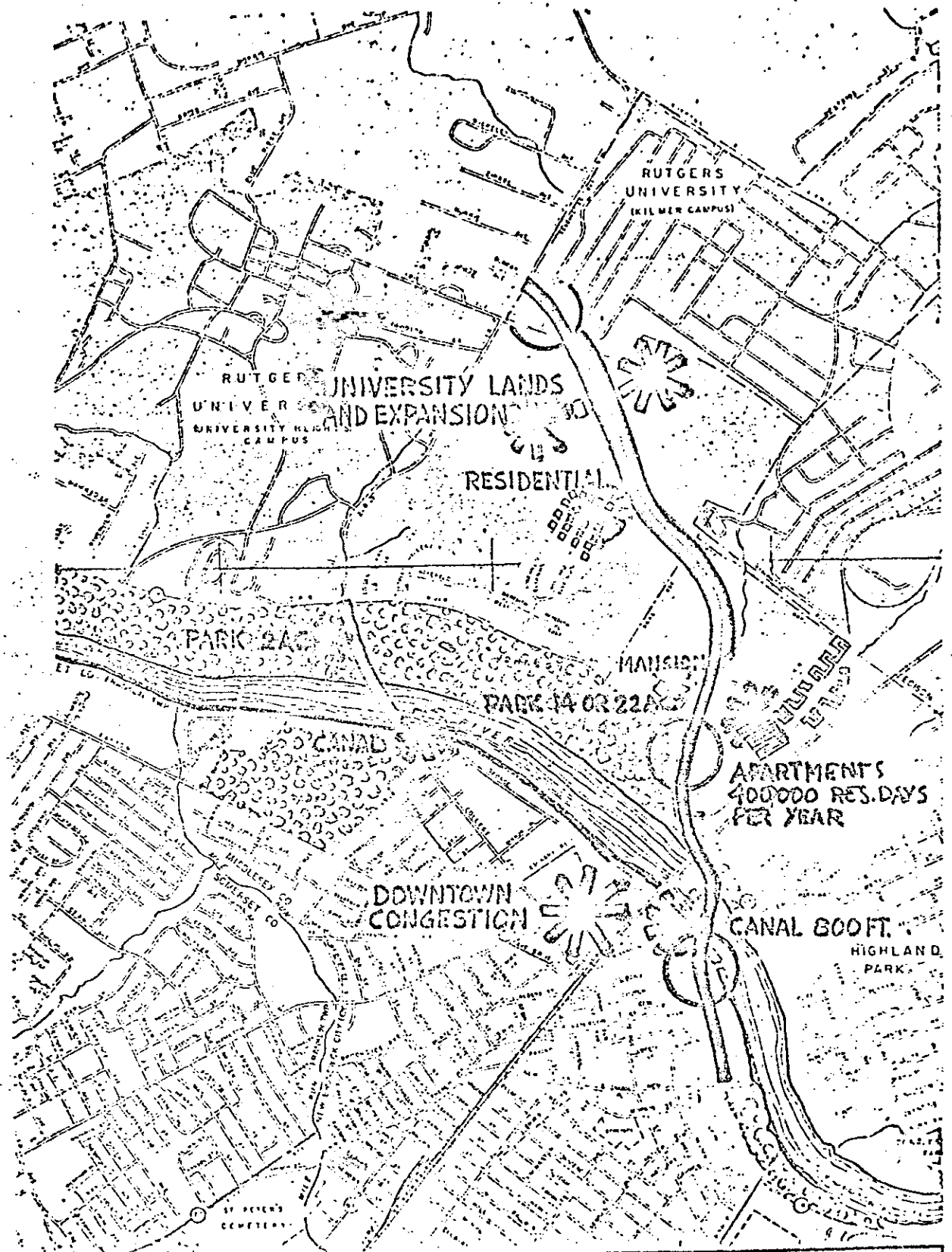
NEW 9 RUN



C.T.S. ALTERNATE ENVIRONMENTAL IMPACT NEW BRUNSWICK



YACENDA ALTERNATE NEW RUNS
 ENVIRONMENTAL IMPACT



CANAL COALITION ALTERNATE
 ENVIRONMENTAL IMPACT

12
 PAGES

Achievement of Traffic Objectives Comparison

We have already identified that the NJDOT Plan meets the transportation objectives of the Route 18 Extension: To repeat it does this by providing an alignment and a set of interchanges that are directly related and scaled to the weightings of the major traffic generators on both sides of the river in the immediate New Brunswick area. Of particular importance are the location of the Route 18 highway adjacent to the College Avenue Campus and the provision of two interchanges to this area which contains the greatest Rutgers student and employment concentrations.

The CTS Plan is the most ineffective in meeting the transportation objectives. First it cannot effectively meet proper freeway standards. Since its design requires all Route 18 through traffic to move at 25 mile per hour speeds through the Albany Street and Raritan Avenue interchanges, these interchanges will be subjected to new congestion.

But more importantly the CTS route does not provide the needed access and interconnection capability to meet the uniquely high traffic generations of the College Avenue area. Because of this deficiency traffic to and from the College Avenue Campus, for example, will be forced to use and therefore overload the Albany Street interchange which is designed to serve the Central Business District primarily. At the northern end of the CTS Plan the lack of direct connection to the College Avenue Campus will force traffic seeking this destination to use the Landing Lane Bridge and to continue to overcrowd the local streets including George Street,

Easton Avenue and others. This is a plan that is clearly inferior to the NJDOT Plan in meeting the transportation objectives.

The Yacenda and Canal Coalition Plan are similar in their freeway alignments and their proposed or implied interchange distributions. While there is a difference relating to a transit provision in the Coalition Plan, they attempt to meet the highway transportation objective in basically the same way. Therefore we shall analyze the Canal Coalition Plan.

While this plan provides a new freeway connection across the Raritan River, it is deficient in the same way as the CTS Plan in not providing an alignment adjacent to the College Avenue area and not providing necessary direct interchange connections to serve the heavy transportation generations of this area. Again because of this major deficiency highway traffic to and from Memorial Parkway seeking access to the College Avenue Area will be forced to use the Albany Street interchange and the existing streets all of which will continue to be overloaded. Again, at the northern end, traffic from the north seeking the College Avenue area and other nearby points will be forced to use the Landing Lane Bridge and to continue to overload it and the local streets.

The campus transit bus line of the Coalition Plan which will be routed over a bridge built upon the existing piers in the Raritan River will connect College Avenue and the Piscataway Campuses of Rutgers University. According to the designer of the Coalition Plan, the bridge is planned to carry only pedestrians,

bicycles, transit vehicles and service vehicles. The design will not provide for the total transportation generation of this College Avenue area. It may provide for the transit potentials of this area but it clearly does not provide for the vehicular transportation demands created in this College Avenue Area.

In summation of this comparison of the alternatives in meeting the transportation objectives of the Route 18 extension the County concludes that all are deficient and none are equivalent to NJDOT Plan in meeting the transportation objectives.

The Do Nothing Alternative

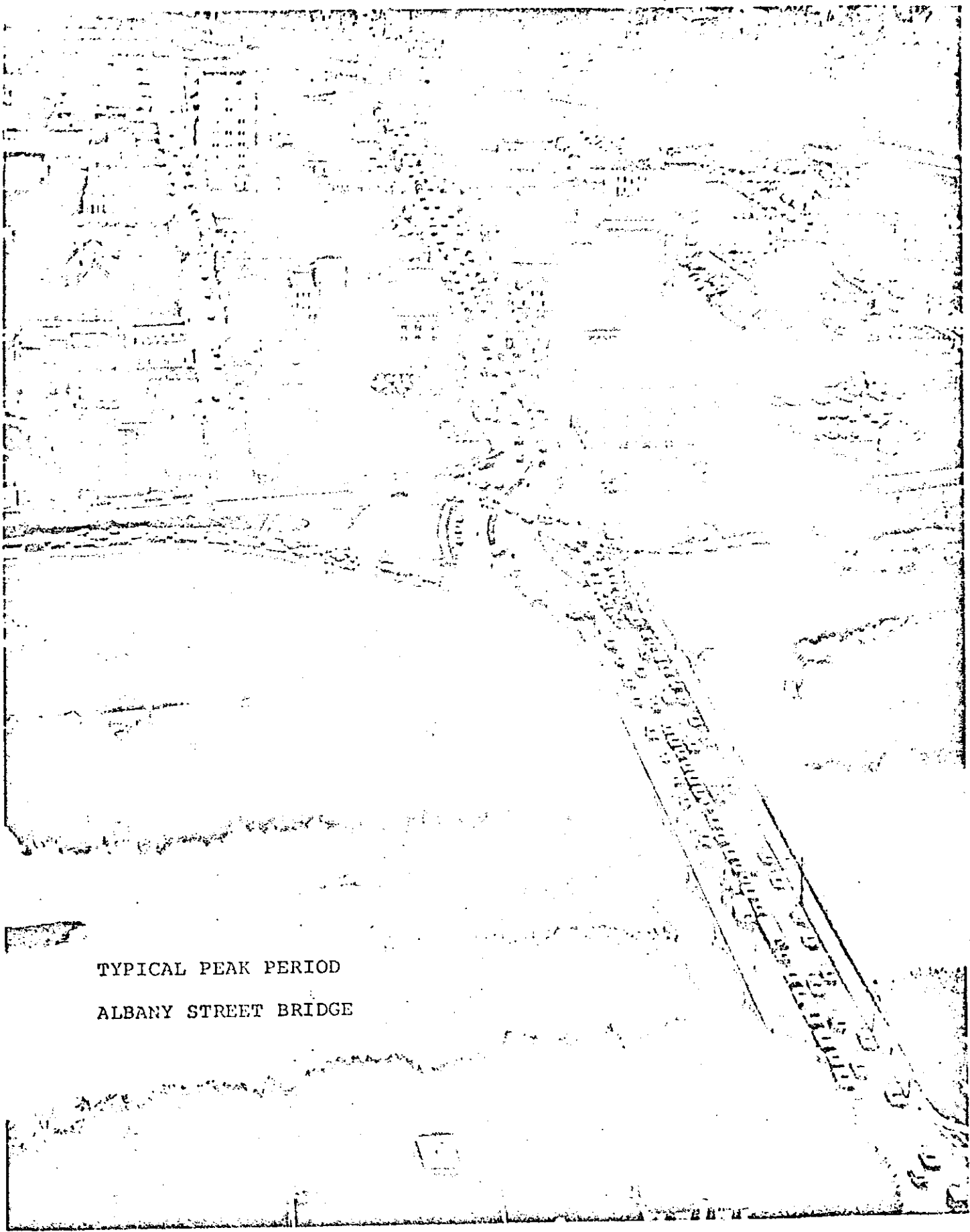
To "Do Nothing" is the worst of all alternatives. While the adverse effects on the Delaware and Raritan Canal, the parks and the river would be eliminated the consequences of doing nothing pose the most serious problems environmentally, economically and in inhibiting the improvement of the quality of life for the persons using this Central New Brunswick area--those living in it, those working in it, and those travelling through it.

1. Under the conditions of present congestion thousands of people are subjected to at least 20 minutes* per day of lost time in the morning and evening rush hour traffic on the roads leading and immediately adjacent to the existing river crossings that provide direct accessways to the Rutgers College Avenue campus and Central Business District of New Brunswick. We

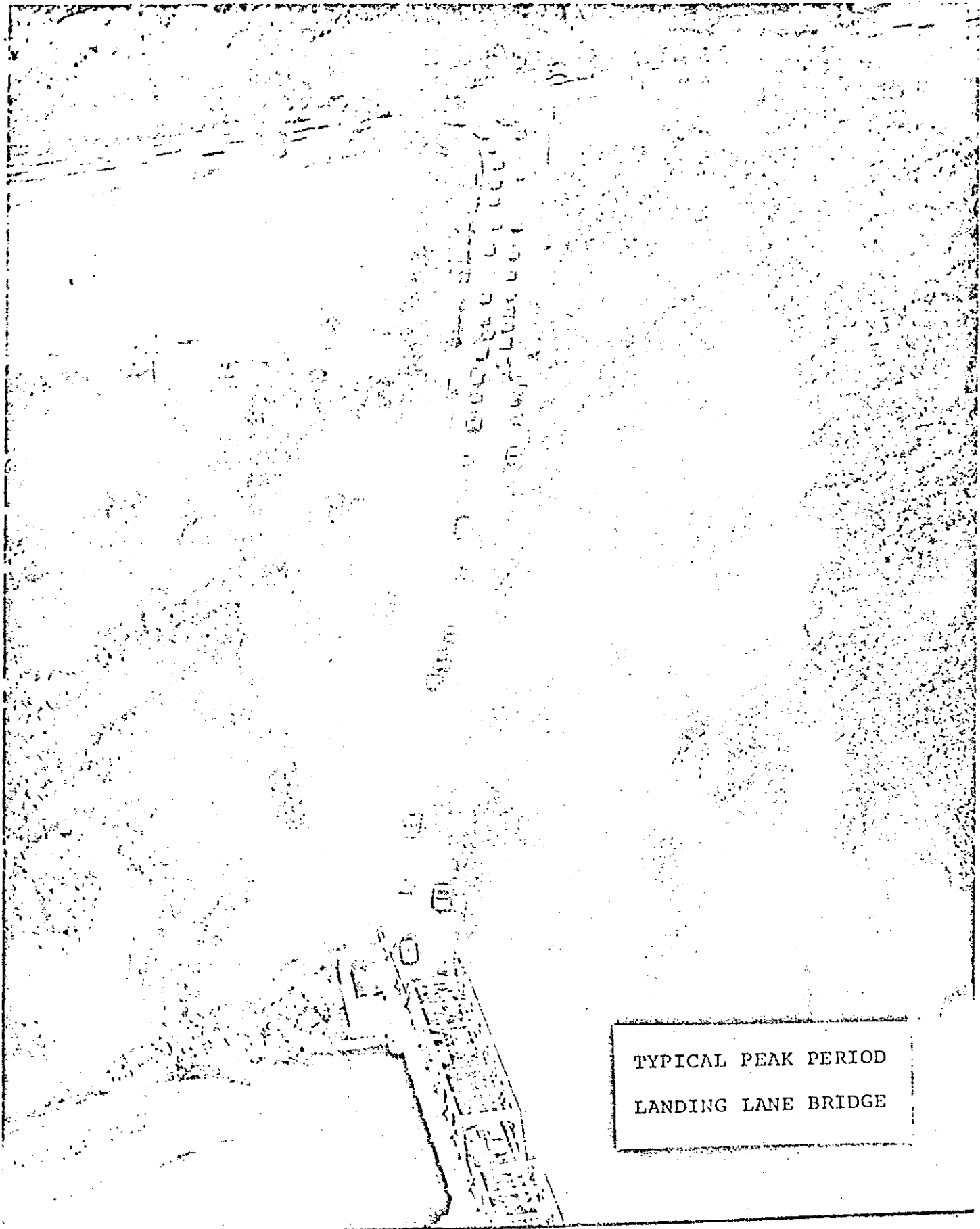
*each person losing the equivalent of 5.5 working hour days per year

estimate that at least 37,000 waking hour days are lost each year to the persons travelling in this area during the peak hours on these roads. This figure does not take into account those delayed on public transportation nor those delayed outside peak hours. And this lost time will continue to increase. We do not consider that doing nothing about loss of personal time for so many people for so many years is an alternative.

2. The noise and particularly the air pollution created by slow, stop-start idling congested traffic in the City streets, College Avenue Campus, and areas around the approaches to the bridges affect those travelling, those working and shopping and those living in the area. We do not consider that doing nothing about this is an alternative.
3. The opportunity to develop financially feasible public transportation would be lost by the do nothing alternative, thereby worsening the conditions noted above. And to do nothing about public transportation is not an alternative.
4. The economic revival of the City of New Brunswick either could not be realized or may be severely endangered, for the City could not compete effectively with areas outside where access would continue to be better. And we do not consider that doing nothing is an alternative for the betterment of the governmental, social and cultural center of the County.



TYPICAL PEAK PERIOD
ALBANY STREET BRIDGE



TYPICAL PEAK PERIOD
LANDING LANE BRIDGE

V. APPROACHING A SUMMATION OF THE COMPARISON

In approaching a summation the County concludes as follows:

- 1) Environmentally, the alternatives and the NJDOT Plan are not significantly different in their effects on recreational lands and in their adverse noise and air pollution effects. Therefore, the principal difference among them is that the NJDOT Plan has a definitive adverse effect on the historic value of a small portion of the Canal, while the alternative plans have an adverse effect on cultural lands of the University.
- 2) The NJDOT Plan meets all the transportation objectives. On the other hand all the alternatives to the NJDOT Plan sacrifice one or more of these objectives thus rendering them not equivalent and indeed inferior in providing the needed transportation services to the New Brunswick Area.

VI. SUMMATION AND CONCLUSION

In summation the County would make the following points.

First: We question whether it is in the spirit of the laws and regulations that guide the protection of historical sites to require that in the face of an extraordinarily serious transportation needs of this area that while preserving 60 miles of the historic Delaware and Raritan Canal an additional two percent or 1.25 miles of the Canal must be preserved in trade for inferior transportation alternatives.

It has been demonstrated here that none of the proposed alternatives are equivalent to the NJDOT Plans meeting the transportation needs and services of this area but indeed that the proposed alternatives are seriously deficient.

Second: In a State replete with important and protected historic sites relating to the revolutionary war that gained the independence of this nation, the Delaware and Raritan Canal cannot be ranked as New Jersey's principal historic site. Therefore, observing that 60 miles of this lesser ranking site are preserved, we question whether it is in the spirit of the laws and regulations that guide the protection of historic sites to require the preservation of an additional two percent of the Canal in trade for alternatives that cut across what is above and beyond any other-- the State's principal cultural institution--Rutgers University.

Third: We question whether it is in the spirit of the laws and regulations that guide the protection of historic sites to require, while preserving 60 miles of the Canal, the preservation of an additional two percent of Canal in trade for transportation alternatives that transfer air and noise pollution impacts--that can be resolved at the Rutgers dormitories--from the population that resides in those dormitories for nine months per year to equivalently large populations that permanently reside 12 months per year adjacent to the alternative locations.

Fourth: In association with the three previous points, we question whether it is in the spirit of the laws and regulations that guide the protection of historic sites in conjunction with transportation needs to require--while preserving 60 miles of the historic Canal--the preservation of the additional two percent of the Canal length in trade for alternatives that not only are inferior in transportation service but are from 22 to 40 percent more costly.

Fifth and in conclusion: We believe that it is thoroughly within the spirit of the laws and regulations that guide the protection of historic sites in conjunction with the meeting of transportation needs to trade--while preserving 60 miles of the Delaware and Raritan Canal--the loss of two percent of 1.25 miles of its length in order to gain: first, a transportation plan that is superior to any alternative in meeting this area's transportation needs and services; second, a plan that is less costly in meeting

this area's transportation needs and services than any alternative; third, a plan that with the addition of the proposed 1.25 mile-long walkway and bikeway preserves a continuity and connection for pedestrian and bicyclists between the beginning of the Canal in downtown New Brunswick and the remaining 60 miles of preserved Canal; fourth, a plan that can be built quickly and without six or more years of delay that would certainly be associated with any of the alternatives; and finally, a plan that opens the door to important transit improvements in the New Brunswick region in serving not only the 12,000 daily inter-campus trips of the Rutgers students but in serving the rising potentials for connecting the workless, elderly and others to the rising numbers of jobs and health and other social service institutions in the Route 18 corridor.

ADDENDUM

This addendum provides comments of the Middlesex County Planning Board on presentations made at the public hearing conducted in New Brunswick on September 18 by the Historic Sites Council.

At the hearing, the Canal Coalition or Weeks alternative was submitted under the title "New Brunswick Regional Transportation Recreation and University Study" which was assessed in the statement enclosed herein without the benefit of the authors' views.

On page 22 of this report, the provisions of the alignment considered significant by the authors are detailed. A comparison of these provisions between this plan and the NJDOT continues to show as we have detailed in the statement, that this alternate is deficient and inferior to the NJDOT in meeting the transportation needs of the area and that the main environmental difference is that the NJDOT has a greater adverse effect on the historic value of a small portion of the canal, while the Canal Coalition alternate has an adverse effect on cultural lands of the University.

The comparison of points below correspond to the sequence of points in the report.

1. One connection south of the river fails to solve the area's traffic needs and will result in congestion at the interchange and city streets.

The NJDOT Plan provides two additional connections, meeting the traffic demands and removing traffic from city streets. (See Achievement of Traffic Objectives Comparison.)

2. Neither the NJDOT nor the alternate affects the residential character of the area. Under the NJDOT Plan, the road would run at the edge of the area, some 20 feet below a bluff. In fact, by failing to serve the area the effect of the alternate, as compared to the NJDOT, will be to place more traffic through residential streets thereby affecting their character.
3. The NJDOT alignment affects 7,000 feet of the Canal and the alternate affects 800 feet. The Canal is sixty miles long, and while parts of it have been affected in the Trenton area, its value as a recreational and historical asset remains. Further, the NJDOT alignment with the walk-bikeway proposed by the County retains the existing linear recreational facility and it interconnects the towpath downstream of Albany Street bridge (the beginning and historically one of the most significant parts of the Canal) and the towpath upstream of the College Avenue area. The NJDOT Plan also allows for the storm drainage and water supply functions of the Canal to remain.

4. The alignment's impact to Johnson Park cannot be characterized as minimal, or by implication less than the NJDOT Plan, with or without an adequate interchange (see Environmental Effects Comparison). We note that the sketch on page 20 is misleading in that the ~~existing~~ structure should be forty feet in the air ~~on~~ the proposed River Road interchange), ~~and~~ the railroad bridge and arches should be immediately behind it.
5. In both plans, the increased flood crest will be contained within the public lands of Johnson Park.
6. Both south and north of the river the alternate fails to meet the transportation objectives of the Route 18 Extension and is inferior to the NJDOT alignment. Certainly, the most rationally basic connection--the New Brunswick CBD and downtown Rutgers area--are inadequately handled and not handled at all.
7. We have shown that in terms of recreational land and noise and air pollution all alternatives (including NJDOT) are comparable. The main difference remains the greater effect on the Canal of the NJDOT and the greater effect on the cultural lands of the University of the alternate. In order to remove this objection of the alternate, a further alternate alignment is shown in the

form of an Appendix. This alignment has the same park land and pollution effects as the original and moves further away from meeting the transportation objectives, the salient points, being: 1) it continues to underserve the major traffic generator of the area in trade for a lesser generator which would have links to Route 18 and 287 under any plan; 2) it provides a long, roundabout alignment between the major New Brunswick area generators and to Route 287 resulting in a greater usage of existing roads.

In passing, we note that design of the proposed interchange at River Road is physically impossible and that the transit link across the River connects to park roads which cannot provide a viable basis for transit improvement. And we are not able to relate the contents of the report with its title.