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## Scotch Planners Eye Future And Traffic Problems

As Scotch Plains grows in population in years ahead, traffic will grow accordingly. As the Scotch Plains Planning Board considers revision of the municipal Master Plan in months ahead, traffic will be one area of concern. The planners will base their considerations upon recommendations of a professional planner who has conducted a study of the community. The professional planning consultant finds that the most serious traffic congestion in Scotch Plains today is to be found in the downtown area of Park Avenue. However, widening of the street is not necessary, the report of the consultants finds.

Even with a growth in traffic flow in years ahead, the capacity of Park Avenue could be more than doubled simply by eliminating parking on both sides of the street during rush hours and by prohibiting left turns at the corner of Bartle and Park Avenues. The planners suggest prohibiting parking between 7:30 and 9:30 a.m. and 4:00 and 6:00 p.m. from Mountain Avenue to Second Street.

The planners issue a warning regarding Route 78. The road connecting Route 78 to Route 22 should be built in the vicinity of Terrill Road, not Park Avenue. Otherwise, Park Avenue traffic would be increased far more.

The planners recommend construction of several new streets, Senger Place, which runs behind the Municipal Building and is now closed to through traffic between Second and Front, should be a through street, with a traffic signal controlling traffic only when a fire emergency requires that the street be closed to all but fire trucks.

Riverdale Drive should be extended to Lamberts Mill Road, to give access to land which the planners suggested be developed for office or multi-family in the land now zoned for an industrial park. In the same area, a road is needed south of the Lehigh Valley Railroad for access to land proposed for B-1A zoning, and the planners recommend that this access road south of the railroad be an extension of Cellar Avenue to meet Terminal Avenue in Clark.

## Asks Support For PATH

The Plainfield-Central Jersey Chamber of Commerce announced today that efforts are continuing to enlist citizen support of the proposed PATH extension to Plainfield. Chamber President Frank M. Meeks, III, indicated that support and cooperation among community groups is increasing. The Women's Division of the Chamber, many area churches, senior citizens, scout troops, the retail community, financial institutions, the media, and many others have responded in an excellent manner. Meeks noted that it is extremely difficult to assess progress at this point, "most of the petitions are still out, so it's nearly impossible to accurately estimate numbers."

Once again, Chamber officials strongly stressed the need for aid in circulating the petitions, and urged that anyone interested in helping contact the Chamber office at 119 Watchung Avenue, Plainfield, 754-7250.

Although Scotch Plains has already applied to the federal government for a bikeway program under federal funding, the application was only for Class III bikeways -- those shared with existing streets, due to limited federal bikeway funds available now. At the time of Master Plan revision, attention should be given to the possibility of bikeways along streams, the Public Service right-of-way, and to new bikeways as bicycle lanes, separated by curb or striping, parallel to collector and arterial streets. When streets are widened, bike lanes might be included in Rahway, Cooper, Raritan and West Broad when widening takes place, The Boorman - Dooram report finds.

If PATH service comes to Scotch Plains, Boorman-Dooram recommend that Fanwood and Netherwood stations be eliminated, and that a new station be built on vacant land at Terrill and North in Plainfield. The planners point out that a new Fanwood station with a raised platform would have to be built anyway if PATH comes, and that Fanwood cannot absorb the parking increases which PATH service would bring.

The most immediate solution to intra-township public transportation would be a bus line, to go south to Raritan Road, looping past Union County Technical Institute, with eventual extension to Martine Avenue extension as the far south side develops more.

Addressing themselves to recreation, Boorman-Dooram find that Scotch Hills does serve a relatively wide population and should be continued as a golfing facility, but other facilities such as tennis courts might be added at that location.

Three new recreation areas are proposed in the Boorman-Dooram report for the north side of Scotch Plains; one a new park and playground on township land at the corner of Westfield and Evergreen Avenues (land now used for Public Works Department storage); a playground and park in the 4.1 acre section of township land behind Muir School (now the Board of Education administration offices); and a 3.4 acre park in land now developed as a picnic area and small playground by a semi-public Jerseyland Association.

On the south side, the planners recommend that township-owned land across Hetfield Avenue from Brookside Park, extending along the brook to West Broad be developed for parkland. A brookside park with a bikeway and pedestrian walkway is mentioned.

The Boorman-Dooram report finds possible need for a municipal pool, to serve 800 families,

## Fanwood Officials Say "Terrill Bridge Is Falling Down"

### Scotch Plains Parks To Close

The Scotch Plains Recreation Commission will have the parks under supervision from 1 p.m. to 4 p.m. and 6 p.m. to 8 p.m. during the week commencing August 18th, after which there will be no supervision. The Teen Center at the High School closes tonight.

with parking for 150 cars, and if such a pool were to be built, the report recommends the north end of Brookside Park, accessible to north and south side residents.

If presently undeveloped land on the south side were to be rezoned to permit residential development, far more recreation land would be needed, the planning consultants suggest, and such new parks would require land acquisition. One site suggested would be just south of Sleepy Hollow Lane, on about 29 acres.

In downtown Scotch Plains, the land adjacent to the new Municipal Building is an appropriate site for a Bicentennial Park, enhanced by nearby Cannon Ball House Museum and Stage House Inn, the planners feel. The Bicentennial Park was a proposal of the local Bicentennial Committee and Plainfield Garden Club.

The Boorman-Dooram report and proposals will be used as

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### Crossing Guards Are Needed

The Scotch Plains Police Department is in need of substitute School Crossing Guards for the 1975-1976 school year. Please contact the office of Chief Joseph J. Powers at 322-7100 for applications. Applicants will be required to have their own transportation and be subject to 1 hour call.

### Warning On Check Artists

Think twice about accepting a certified check from a stranger. First check with the bank making the certification before accepting the check or releasing any merchandise.

This advice was issued to residents this week by the Fanwood police department after a resident accepted a seemingly certified \$6,500 check as payment for an auto valued at \$6,500. The check later proved to be worthless. An excellent forgery according to officials.

It is not known whether the forger was from the area since the car's owner had placed the advertisement in a New York paper. The FBI is investigating the incident.

### Say Structure Could Be Dangerous For Heavy Vehicles

The Terrill Road bridge is slowly but steadily coming apart and Fanwood officials want Union County officials to rectify the span's worsening condition as soon as possible.

For the second time in a year and a half the bridge was closed to traffic last week because a piece of pavement dropped to the Central Railroad tracks below. In April, 1974, a similar incident forced closing of the bridge for several days. This time, however, the bridge was closed an entire week.

Although both incidents occurred on the Plainfield side of the Plainfield-Fanwood bridge, local officials fear that the Fanwood side may also be weakening.

Borough officials are concerned that the bridge could collapse under the weight of a fire truck or that emergency operations could be hindered during rescue operations if the bridge was closed.

To ease the strain, railroad officials this week decreased the bridge's load limit from 20 to 10 tons. Fire trucks will be allowed to use the bridge; however, if the span shows signs of weakening the trucks won't be allowed across the bridge.

### Architects Named For New Fanwood Facility

A Princeton, N.J. firm has been appointed from a field of five applicants to design a new municipal facility for the borough. At Monday night's agenda session, the mayor and council stated that they were well satisfied with the selection and qualifications of The Hillier Group.

The firm was designed and constructed facilities at Mercer County Airport, Kean College and Drew University. In addition, the company has designed both the Bernards Township and West Windsor Township Libraries.

Final selection of the firm followed several months of consideration by council members, three public meetings with residents and the results of a questionnaire sent to borough homeowners.

A total of 3500 surveys were mailed out of which 1279 or 36 percent were returned with 8 percent of the respondents seeking a new municipal facility to replace the present Watson Road facility. The Borough Hall, police and fire departments and rescue squad are housed at the site.

Officials had also considered using the Slocum property purchased last October for \$237,000. The home of former mayor Clarence Slocum, the five-acre property is reported to be one of the largest undeveloped tracts in the borough.

It was originally thought that the house could be used for a new municipal facility. However, structural studies indicated that extensive and costly renovations would be required. In addition,

"It's been over a year since we complained to the freeholder board that the bridge was hazardous. It's time now for them to do something," Mayor Ted Trumpp said during Monday night's agenda session.

Trumpp and other officials are also upset over increased traffic flow on North and South Avenues because the reduced load limit will force heavy vehicles to seek alternate routes.

Railroad officials have stated that while replacement of the bridge is under consideration, this would not occur until 1977. Meanwhile, Union County has filed an application with the state Department of Transportation seeking federal funds for construction of a new bridge.

Also on Monday night, Councilman Robert McCarthy reported that a dozen homes and several yards were pumped following heavy rains earlier this

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maintenance and heating costs would be prohibitive.

In the questionnaire, residents had been offered various options. One of the choices called for razing the Slocum house and replacing it with new construction while retaining the parklike surroundings. All municipal services would be housed in the same building.

Other choices included; utilizing the present Slocum house for administrative services only while other municipal services would remain at the present site, but housed in a newly-constructed facility. Another option called for replacement of all facilities at the Watson Road site.

No final price tag has been set on the proposed construction. Estimates, however, range from \$730,000 to \$832,000. Councilman John Coulter explained that the firm would design a mock-up and had not received any specific instructions from the mayor and council on the style or size of the facility.

The other firms which the council had considered were: The Grad Partnership (Newark); Hutchins, Evans and Lefferts (New York); Harsen and Johns Partnership, (Tenafly); and Finne, Lyman, Finne and Reese (Elizabeth).