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**MEET THE CANDIDATES**  
**Frank Arena, Candidate**  
 For Westfield Town Council, Ward 1



Honest and open communication - The ability to speak well is a necessary component to successful communication, but that is only part of the equation. I have been walking door-to-door since July and am using this time to understand what is important to the residents of the first ward.

It is a tremendous experience to meet the people of our great community at their homes and talk to them about what's on their mind. The main pillar of my campaign, and what will be the main pillar of my time in office if elected, is honest and open communication with the people of Westfield. This attribute is something that I have prided myself on and is a key reason for my success in both my personal and business life.

What will not be overlooked with my honest and open communication commitment is my accessibility and eagerness to listen. Too many people focus on their speaking ability believing that good speaking equals good communication. However, the ability to listen is equally

as important. I have taken some of my friends and also my daughter Carli, 10, and son Christopher, 12, on the campaign trail with me these past few months. My friends have enjoyed the time knocking on doors, and it has been an outstanding learning experience for my children. Not so much because of what I have to say, but what we hear from you.

In my 25 years in business, I have learned that the more I listen, the more satisfied my customers are. Likewise, as your first ward councilman, I will be eager to listen and understand your issues and, in turn, take the appropriate action to address your concerns. In fact, once in office, a further step I will take in this area will be to establish a 24-hour "hotline." With that in mind, if you have a question or concern or would like to learn more about me, you may visit my website at www.frank2007.com, send me an e-mail at frank@westfield2007.com or give me a call as my number is in the phone book. Thanks for listening.

**MEET THE CANDIDATES**  
**Joel Stroz, Candidate**  
 For Fanwood Borough Council



As I have walked door-to-door in Fanwood, I have discovered that many of the borough's residents are not aware of a potentially damaging development program poised for re-animation after this election cycle. This program is called the Transfer Development Rights Program ("TDR") and provides for the swapping of property rights belonging to North/Martine Avenue ("Historic District") homeowners for the right to conduct "high-density" development along South Avenue that goes beyond existing zoning limits and cannot be stopped by the planning board. This development tool was originally intended to preserve open spaces with developer funding, while allowing urban construction and has not previously been used to protect a designated historic district.

While we all want to develop Fanwood's business district, we must also respect the long-standing zoning laws and ordinary development process, which together have served to protect Fanwood's small town flavor. Currently, there is no comprehensive traffic study existing for the downtown area and surrounding roadways. Traffic congestion is already an issue in the borough; high-density development will only make the situation worse. We have a small town infrastructure that is limited, so convincing historic district homeowners to part with important property rights - forever - in exchange for "high-density" development along South Avenue is a critical mistake.

At the August borough council meeting, the all-Democrat borough council acknowledged the growing citizen resistance to TDR and, without even a formal

vote, placed any further discussion of the program on "hold" until December. This decision came after the council spent one hundred and sixty thousand New Jersey taxpayer dollars to have a consulting firm produce and implement a TDR plan. Additionally, the Fanwood Historic Preservation Commission was assigned the task of reviewing the borough's historic preservation ordinance to determine if it adequately protected the district. This is a question that should have been explored by the council two-and-a-half years ago - before the borough applied for participation in the TDR program.

Meanwhile, at that same August meeting, council members expressed nothing but praise for TDR. Members stated that they saw no downside to the program; Councilwoman Kathy Mitchell added that it would help to get a handle on the development of South Avenue and another member added that TDR was a major reason for his running for council. With such strong council support, and no formal rejection of the program, nothing prevents a return of TDR after the election spotlight has passed.

I invite the council to remove this issue from the election cycle - the right way. Instead of putting TDR discussions on hold until after the Tuesday, November 6 election, the council should pass a resolution at the October meeting that formally terminates Fanwood's involvement in the TDR program due to lack of citizen support. At the same time, the request for action by the Fanwood Historic Preservation Commission should also be formally withdrawn. Let's make Fanwood better, not denser.

**MEET THE CANDIDATES**  
**Tony Parenti, Candidate**  
 For Fanwood Borough Council



Research and experience have shown that retiming traffic signals is one of the most cost-effective tasks that municipalities can do to improve traffic flow. Traffic-flow improvements of up to 26 percent have been reported.

In spite of this potential, many municipalities either do not have budgetary resources or the desire to conduct a signal-retiming program using the conventional methods.

Traffic signals provide orderly movement of traffic. They permit maximum-capacity flow at intersections, control speed, reduce right-angle collisions at intersections, provide for left-turn movements and create gaps in vehicular traffic, thus enabling pedestrians or vehicles to cross streets between the signalized intersections.

Installing a traffic signal should not be determined by guesswork, emotion or political favor. The installation should be based on factual evaluations of traffic behavior, traffic flow, crashes, speeds and physical conditions. This information can determine the proper signal type, its operation and promote public convenience and safety.

There are three types of traffic signals generally used in New Jersey. Fixed-time signals operate with a time clock and allot a certain amount of time to each approach to the intersection, regardless of traffic presence or volume.

Semi-actuated signals respond to traffic needs. They have sensing pads or magnetic loops installed in the secondary roadway. The signal remains green for the main street until a vehicle enters the secondary street pad or loop.

When vehicle presence is detected on the secondary street, and the main street com-

pletes its green cycle, the signal will turn green for the secondary street. The secondary green time depends on the volume of vehicles moving over the pads or loop.

Multi-phase signals can accommodate as many as eight approaches to an intersection. This type of traffic signal moves traffic in single or multi lanes at the same time, either in a fixed- or semi-actuated sequence.

How many times have you said, "I pushed the button to change the traffic light, but nothing happened?"

When the button is pushed, a signal is sent to the traffic-control box. Before the light can turn green for the pedestrian, it has to finish servicing traffic in its current cycle. When the cycle does turn green for the direction the pedestrian is crossing, the light will remain longer than if the button wasn't pushed.

The button will not change the signal, but it will make the light aware that someone wants to cross and allow more time for the person to cross. I often see someone repeatedly push the button in a desperate attempt to change the light. The first push sends the signal; the pushes that follow are meaningless.

New Jersey traffic signals must be approved by the Department of Transportation. They signal must comply with New Jersey Statutes and conform to the National Manual on Uniform Traffic Control Devices for Streets and Highways.

Traffic signals that are not approved by the N.J.D.O.T. are not operating as they were approved have very dubious status in a court of law.

So, to avoid unwanted lawsuits and burdening taxpayers, municipalities must diligently maintain their traffic signals and keep them in compliance.

**MEET THE CANDIDATES**  
**County and Area Candidates**  
 Meet for Election Planning



Union County Democratic Chairman Charlotte DeFilippo was the special guest speaker at a joint meeting of the Scotch Plains and Fanwood Democratic Clubs held and hosted by Barbara and Connie Baldassarre at their home in Scotch Plains. Chairman DeFilippo shared her perspectives on national, state and local issues, including her thoughts on this November's elections. Other speakers included Scotch Plains Councilman Kevin Glover, Fanwood Mayor Colleen Mahr, Freeholder Chairman Betty Jane Kowalski, Assemblyman Jerry Green and Assemblywoman Linda Stender.

Joanne Glover, president of the Democratic Club of Scotch Plains, stated that although a large turnout was expected, she was delighted that attendance exceeded all expectations.

## Questions of Basic Importance as Downtown Development Succeeds

As downtown development succeeds, such as in Westfield, Cranford and Fanwood, questions arise. The highly publicized and controversial question has been, "Where do I park?" There are other questions raised by newcomers, such as those coming to Westfield by train, wanting to visit the Union County offices on North Avenue. They wander around the train

station area looking for 300 North Avenue. Bewildered, they ask for assistance. The answer, of course, is that they are searching in the downtown area where North Avenue is west. The county offices are on North Avenue, but one must cross over to the other side of Central Avenue, where North Avenue addresses become numbered east, about three

blocks east of Central Avenue, within walking distance of the train station. Also an emerging question of basic importance in downtowns involves not where to park their cars, but where to park their derrieres. There are no public toilets in our downtowns. So as "smart growth" plans promulgate, let's not be laissez-faire about the derrieres - pardon our French.

### Letters to the Editor

#### Engineer Notes that to Keep Your Kids Safe, Keep Cell Phones Away from Their Brain

This is in response to Dick Samuel's September 20 letter to the editor, and many other similar letters I have read in the past few years regarding cell phone towers.

I am an electrical engineer that has designed and installed cell phone networks throughout the United States. One thing I have learned is that everyone wants a cell phone plan that has great coverage, but nobody wants a cell phone tower near where they live. I have attended many local town meetings where I have had to explain to the public why the cell tower is needed in a specific location.

Companies like Verizon and AT&T want to fill in the coverage holes that exist in their networks so that they can satisfy their customers. Also, as cell phone usage increases, capacity issues become a concern. The networks can handle a certain amount of callers at one time. If this maximum number of users is exceeded,

initiated calls get blocked and customers become dissatisfied.

The public always seems to want to have the cake and eat it too. I can understand the issues, because I wouldn't want the tower in my back yard either. The effect on the human body, due to exposure to RF (radio frequency) energy, has been studied extensively, but I do not believe that anything conclusive has been determined yet.

There are two major concerns. These are the level of exposure to the RF energy and the duration of the exposure. Residing close to the tower exposes the body to higher levels of RF energy. It would evidently increase the duration considering you live there and probably spend at least 12 hours a day there.

The thing that bothers me is when cell phone tower opponents use the "we have to keep our kids safe" argument. This is emotional and doesn't address the facts.

Do these people know that their kids are exposed to the same RF energy when they use their cell phones? In this case, the transmitter is right next to their children's head. Some kids are on the phone for hours at a time. This is what concerns me.

This is why I tell my children to use the speaker phone whenever possible and to keep the phone away from their head, if possible. Does the average person know that they will get better reception if they keep the phone away from their head? That's right. The body absorbs energy and attenuates the signals between the phone and the cell tower.

I don't know what effect this has on our brain cells. I don't think there is enough study on this yet.

It is my understanding that the Telecommunications Act allows the service providers to prove where they need the towers to improve service, and all of these emotional concerns cannot be used to prevent the tower from being built. If their proposed sites meeting zoning requirements, then the towers can be built. Service providers can go to court and will usually win. Refer to the Fanwood issues outlined by Greg Cummings, the Fanwood Planning/Zoning Board chairman.

The key points are as follows:  
 If you don't want towers in your residential neighborhoods, don't complain if you don't have coverage

If you are concerned about your children's exposure to RF energy, then truly think about the phone that they hold up to their heads and how long they keep it there.

**Anthony Scaglione**  
Westfield

#### Westfielder Heartened by Religious Welcome

The past two weeks have marked the Jewish High Holidays, among the most important in the Jewish faith. As a member of Temple Emanu-El, I was particularly touched by two notable gestures in our community.

The First Congregational Church on Elm St. was gracious enough to allow Temple Emanu-El to use its sanctuary for worship. The setting was inspiring for worship and absolutely lovely.

The Westfield Police Department provided temporary parking permits to those temple members who were worshipping at the FCC, thereby alleviating concerns about parking tickets during the lengthy worship services.

In the world today, when religious observance can be a source of strife, I am heartened by these measures of tolerance and welcome. I did not want to let them pass without noting them to our larger community and expressing my genuine thanks.

**Michelle Ehrich**  
Westfield

should not be second-guessed by someone trying to gain political points.

There are forces in the Middle East who are dedicated to the destruction of the United States and Israel; should either country be attacked again, Ms. Stender and other critics would be the first to blame President Bush and our military leaders for not doing enough.

As a Vietnam veteran, I saw what happened when the anti-war movement did nothing but encourage our enemy to continue the fight until we gave up. Many more of our troops will suffer as long as the enemy in Iraq believes some day we will just give up and leave.

**Thomas Lienhard**  
Westfield

#### Resident Offers Stender 'History Lesson' on Military Deployment

In "Meet The Candidates," Linda Stender is critical of President Bush and General Petraeus and their stand on Iraq. Ms. Stender was disappointed that Congressman Ferguson still refused to begin redeployment of American troops.

As many critics of our military, Ms. Stender has no military training and needs a history lesson.

We have troops stationed throughout Europe and Asia since the end of World War II and in Korea since the 1950s, yet she doesn't call to bring them home. Thanks to those who defeated our enemies, Europe, Japan and Korea have grown and become a productive part of the free world.

General Petraeus dedicated his life to serving our country in the military and

#### Testimony by Safety Expert Prompts Concerns Over Wychwood Road Site

The testimony of Ms. Dolan, the safety expert on behalf of Ms. Marsella, owner of 200 Canterbury Road who is applying for subdivision approval, left more questions than she answered at the September 6 planning board meeting.

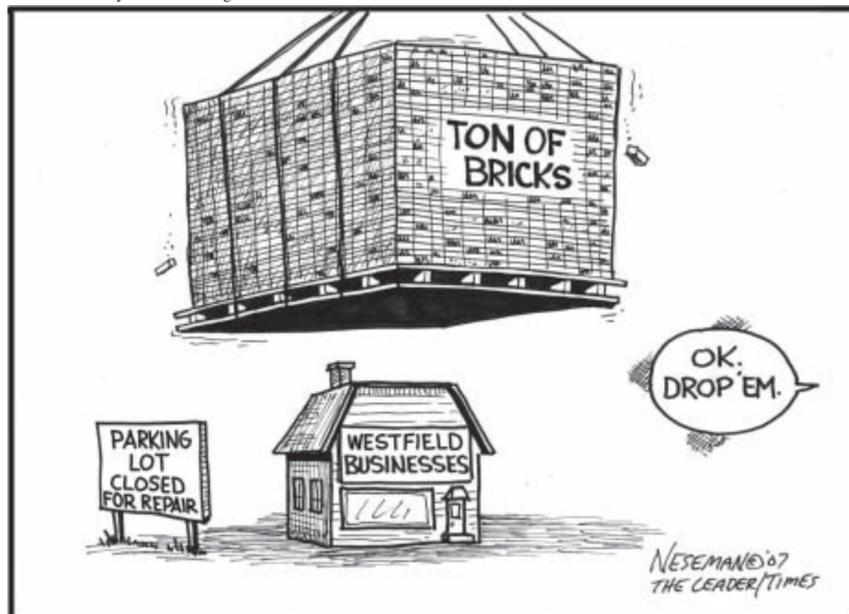
After declaring the proposed driveway location well situated, she added the need to eliminate many of the trees along the applicant's Wychwood Road site (many of them town-owned), and the need to clear vegetation along the East Broad Street side of 120 Wychwood Road Gatehouse property to meet visibility requirements - plus the possible need to remove the islands at the Wychwood/East Broad Street intersection for better traffic flow. Many feel these changes will

forever alter this beautiful landmark site, that most Westfielders consider historic.

Other concerns were about her traffic counts, conducted on July 24 when there are minimal residents in town, no students walking or biking to school, few pedestrians and no regard for religious holidays, leaf pile collections, snow conditions, etc.

Hopefully, some of these questions will be addressed at the next planning board meeting on Monday, October 1, at 7:30 p.m. in the municipal council chambers.

**Betty List, Chairman**  
Westfield Historic Preservation Commission



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