

BOROUGH OF WENONAH

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COUNCIL MINUTES – SPECIAL MEETING

MARCH 20, 2014

Pledge of Allegiance

Call to Order: 7:30 p.m. by Mayor Thomas A. Lombardo
Wenonah Elementary School N. Clinton Ave Wenonah, NJ 08090

Roll Call: Present: Dominy, Howard, Kaeferle, Lader, Norris, Sheppard

Open Public Meetings Act Statement:

This is a Special Informational Meeting on the topic of Glassboro Camden Light Rail Line “Walk Up Station.” No other topic can be discussed.

Open to Public

JD/JH

Mayor Lombardo introduced the STV, Inc. Glassboro Camden Light Rail Team: John P. Manzoni, Senior Transportation Planner, Michael Fuhrman, and Brooke Schmoll, team members. The GCL team was available to answer question pertaining to the station.

It was stated that at this time there was little to no information available to the Borough regarding the impact studies being done as the study results were still being determined.

The purpose of this meeting is to provide information concerning a train station and get an idea whether or not the residents of Wenonah want a walk up station or not. The light rail representative stated that Wenonah would have the choice to opt out of having a station/stop on the light rail line.

The borough council developed a list of 10 questions about the station, ranging from parking and traffic to security and lighting. The group of four representatives from the Glassboro-Camden Line project team fielded questions from the audience.

Wenonah’s light rail train station would be situated next to the town’s historic train station and stretch 280 feet north along North East and North West Avenues. There would be two new sets of tracks, with two 20 Foot wide platforms (one on each side of the tracks.) The station platforms would be a little longer than the length of two light rail cars. The station would accommodate trains coming and going as often as every seven and 1/2 minutes at peak hours. Each train would be composed of two cars, carrying a maximum of 280 passengers per train.

Wenonah’s stop would be a walk up station with no parking. Nearby stations would offer parking spaces, one in Woodbury Heights (50 parking spaces) and one along Mantua Blvd. in Sewell (500 parking spaces.)

There were many resident concerns about a walk up station. Some concerns given: Wenonah residents and outside Wenonah people driving and parking in front of nearby residential properties to ride the train, rather than driving to other close by stations with parking. Lower property values with a large commercial-looking station located in close proximity to residential homes. Also concerns about the station's bright lighting entering homes, late night rider noise from passengers who parked their cars along residential streets, extra borough expense with rider trash, security, police calls, medical emergencies, etc.

There was also concern if the two car train stopping for passengers, versus not having to stop, would cause a longer back up of traffic at Mantua Avenue, especially during peak hours. The team did not think this would happen.

GCL representatives said the borough would have time after the release of the impact study to officially decide whether Wenonah wants a station.

Councilman Norris took a quick straw poll and asks all those in favor of a station to raise their hands. An overwhelming majority of those in attendance made it very clear they did not want a train station/stop in Wenonah, when other stations were available close by.

Councilman Sheppard was glad to at least have answers about the logistics and location of the potential station. Councilman Sheppard indicated that nothing was certain at this time due to unavailability of impact study results. Council would be discussing the matter.

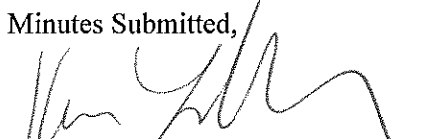
Close to Public

JD/JS

Motion to Adjourn:

JD/JS AIF 9:11pm

Minutes Submitted,


Karen L. Sweeney, RMC/Treasurer

Approved: April 24, 2014