

Alexander Street and University Place Transit Task Force

July 16, 2014

Meeting Minutes

In Attendance:

Committee Members: Appelget; Bottigheimer; Jackson; Liverman; Wilkes

Staff: J. West

Also in attendance: K. Cherry, C. Crider; R. Fisk; M. Reed; R. Widner; Alexander Street Residents Tom and Anne Chaplain

Discussion – Alignment Options Along University Place

Wilkes advised that he met with the Mercer Hill Historic district group and stated that their issues relate to truck traffic.

Appelget stated that the University's transportation consultant, Georges Jacquemart, was given the various alignment scenarios being considered, his primary comment was the impact to the character of the street since it is where pedestrians, bikes and car parking co-exist. He asked for a copy of the traffic study to review. For options involving widening the road, he has concern about impact to trees and sidewalks. Counter clockwise movements were recommended for one way traffic circulation for the round-a-bout to work properly but this is not preferred since it would result in a challenging parking situation for McCarter theater patrons. Buses are preferred over light rail.

Wilkes discussed the six scenarios for providing rail service on University Place up to Nassau Street.

- No Widening – 2 Way In-Street Track – No Parking (A)
- No Widening – One-Way Traffic – Single Track – Exclusive ROW (B)
- No Widening – One-Way Traffic – Single Track (C)
- No Widening – Single Track/One-Way Street With Parking (D)
- Widening – 2 Way In-Street Track With Parking (E)
- Widening – Exclusive ROW – No parking (F)

Appelget advised that scenario A results in conflicts with delivery trucks on University Place. Crider stated that he will get information about all the bus traffic in the area. All options for one way circulation puts more traffic on Alexander and this is not desired by the residents. For Scenario C, there would be difficulty in maneuvering around the round-a-bout and some property on the eastern edge of University and Alexander would have to be taken. Also of concern is the width of the road because if a vehicle is stopped, all traffic is halted because there is no room to maneuver around the halted vehicle. Committee members felt that keeping all truck traffic on University may be the best option.

Widner recommended another scenario for a driverless bus in an exclusive ROW with bi-directional ROW. It will be a two seat ride that connects with the Dinky. An easement from the University would be needed for a direct connection to the dinky line. Widner was asked to provide a summary to Wilkes for consideration. Wilkes stated that the final report will provide a section for alternative scenarios.

Widner recommends one location to service all of the ridership because more than 800 riders are needed to make this improvement a valid improvement.

Minutes:

- March 26, 2014 – postponed to next meeting
- April 9, 2014 – postponed to next meeting
- May 14, 2014 – postponed to next meeting
- June 4, 2014 – postponed to next meeting

Next Meeting: Undetermined