

Alexander Street and University Place Transit Task Force
August 26, 2013
Meeting Minutes

In Attendance:

Committee Members: Appelget, Bottigheimer, Jackson, Liverman, Simon, Wilkes

Staff: R. Kiser, L. Solow

Also in attendance: K. Cherry, C. Crider; R. Fisk; M. Reed; S. Sturges

Discussion Points for Public Presentation: September 9, 2013

Task Force reached consensus on the high points that are important to present. If available the date of the public forums should be announced at that meeting in addition to the strategies to get feedback after the forums.

The Planning Office was asked to create a link for ASUP agendas, minutes and presentations for the web page.

- Provide mission statement and background about the consultants chosen
- Stress that work is in the beginning phase
- Discuss baseline conditions
- Outline consultant recommendations and discuss next phase
- Present the "No Build" option
- Describe Streetcar and LRT option differences

URS - Study Recommendation

Data from NJ Transit is needed about rapid transit through and around Princeton. Discuss what can be done to make transit more financially feasible. Option 2B should identify transit options from the Arts and Transit development to Nassau Street only.

The following transit options were discussed:

- BRT utilizing the Dinky ROW and/or traveling along/within Alexander Street
- All options from Princeton Junction to Nassau
- All options from Princeton Station to Nassau
- Heavy rail from Princeton Junction to Princeton Station
- Option for new light rail and streetcar from Princeton Junction to Nassau Street

The following recommendations were made:

HEAVY RAIL (baseline): Princeton Junction Station to Princeton Station (1 seat ride)

LIGHT RAIL: Princeton Junction Station to Nassau Street (1 seat ride)
Option A: Light Rail
Option B: Streetcar

NOTE: Both Light Rail options leave flexible for URS to study using either the current Dinky ROW or a different ROW

BUS RAPID TRANSIT Option 1: Princeton Junction Station to Nassau Street/and beyond (1 seat)
Option 2: Princeton Station to Nassau Street and beyond (2 seats);

NOTE: both BRT options assume that heavy rail is still operating from Princeton Junction Station to Princeton Station. Dinky ROW should not be used as BRT alignment.

Additional notes to include in the study recommendation document:

- Costs associated with each option
- Options that involve Alexander Street should include the costs to widen the bridge over the Stony Brook
- Alignment options
- Environmental impacts

Next Steps

- URS to review constraints of the County bridge over the Stony Brook
- All options should be presented at the public forum
- Option for BRT to remain as an option considered

There was discussion after a request to continue to include PRT as one of the options that would be studied by URS. At the conclusion of this conversation, the committee members decided to not include PRT as an option for URS to study further.

K. Wilkes agreed that he would incorporate these changes into the document, and that he would circulate the updated draft prior to the next meeting.

Minutes: July 24, 2013 - postponed

Next Meetings: September 11th and September 25th