

Alexander Street and University Place Transit Task Force

May 14, 2014

Meeting Minutes

In Attendance:

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

Staff: L. Solow; R. Kiser

Also in attendance: K. Cherry, C. Crider; R. Fisk; H. Kisilywicz; M. Reed; S. Sturges; R. Widner
Steve Gazillo, URS; Steven Mitchell; URS; David Fields, Nelson/Nygaard

Presentation/Discussion

a) Nelson/Nygaard Consulting Associates Ridership Forecasts

David Fields from Nelson/Nygaard presented a powerpoint presentation "Princeton Transit Extension Demand Analysis". Mr. Fields stated that transit demand is based on population and employment numbers. He noted that the LRT and BRT modes were reviewed and coordinated with the NJ Transit Northeast Corridor train transfers. He reported diminished ridership with the BRT alternative and no change in ridership with the LRT alternative without the extension to Nassau Street. Increased ridership is anticipated with a connection to Nassau, 140 commuters inbound and outbound with 82 new riders of the Dinky. Fields advised that they are not considering additional stops in West Windsor along the route from Princeton Junction.

Fields was advised that the number quoted in the new planned development chart for Merwick and the "Y" is incorrect. In addition Toll Brothers is proposing a large development in West Windsor which may impact the numbers for commuters. The numbers must be adjusted to have the same denominator for the summary of LRT and BRT alignment alternatives. Also the Lakeside project (Hibben Magie) is included in new development but this is not a neighborhood development and Stanworth is for University faculty housing so the number represented may not be accurate.

b) Alignment Options Along University Place

Steve Gazillo, URS, posted renderings of several LRT and BRT scenarios along University Place:

- Existing Conditions (29 feet curb to curb)
- No Widening – 2 Way In-Street Track – No Parking
- No Widening – One-Way Traffic – Single Track
- No Widening – One-Way Traffic – Single Track – Exclusive ROW
- No Widening – Single Track/One-Way Street With Parking
- Widening – 2 Way In-Street Track With Parking
- Widening – Exclusive ROW – No parking

He also presented a powerpoint presentation "Princeton Transit Study – May 14, 2014". The LRT is a single track vehicle that can travel up to 40 to 45 MPH, remains on the ROW of the dinky line, leaves the ROW and travels up to Nassau. Tight radius curves are available and it fits in to the street network. With LRT passing sidings may be needed, double track will be needed at all stations to meet all trains. BRT is a standard bus and fares are collected off board. No dedicated roadway is required. With BRT all trains but two were met at Princeton Junction daily. A space time diagram was presented along with the train schedules for Princeton and Princeton Junction. Three cars were recommended so four cars should be purchased in order to keep three running daily.

Along University Place, 12 feet is needed for the track and the roadway is 29 feet wide so there is no room for parked vehicles. If University Place is widened, tree loss would occur on one side of the road along with a reduced sidewalk width. Wilkes advised that he prefers the option to stay in the ROW with a one way loop. The task force members are considering LRT because one track is needed for north and

south bound travel, BRT will not be recommended. An estimate of the timing will be presented at the next meeting. In lieu of a separation barrier, a gradual hump in the road could be considered so a car can cross it when needed.

Next steps:

- The costs involved with each scenario is needed to determine which option is cost effective
- URS to provide an estimate of travel time in the street vs. dedicated ROW
- A final report was requested for Council presentation on June 23rd.

Minutes:

- a) March 26, 2014 - postponed to next meeting
- b) April 9, 2014 - postponed to next meeting

Next Meeting: June 4, 2014