

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

In Attendance:

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

Staff: L. Solow; J. West; R. Kiser

Also in attendance: C. Crider; R. Fisk; L. Lempert, M. Reed; S. Sturges, R. Widener

Consultants Steve Gazillo, Stephen Mitchell and Donald Yuratovac (URS)

Minutes:

March 27, 2013 - motion was made and seconded to approve the minutes of March 27, 2013.

April 10, 2013 - motion was made and seconded to approve the minutes from April 10, 2013

URS presentation:

A preliminary table entitled "Evaluation of Mode Alternatives" was handed out to the task force members. The table indicates the following Objectives and Evaluation Criteria and each method (LRT, Streetcar, PRT-above grade, PRT-at grade, and; BRT) is scored on a scale as to whether or not it meets the criteria.

Project Goals and Criteria:

1. Improve Transit Mobility, Connectivity, and Accessibility
 - Provide connections to existing and future transit services
 - Increase transit demand
 - Accommodate future transit demand
 - Maintain existing commuter level of service
 - Minimize transfers within the transportation system
 - Improve operating speed
 - Maintain bicycle friendly atmosphere (change to improve bicycle friendly ...)
2. Provide Cost Effective and Efficient Transportation Services
 - Implement within a reasonable time frame
 - Implement at a reasonable capital cost
 - Minimize operating and maintenance costs per passenger mile
 - Consistent with NJT or Princeton University operating technologies
 - Maintain emergency vehicles access to system
 - Maintain access to arterial roadways
 - Maintain access to existing and future users
 - Minimize property acquisition
 - Ability to phase construction
 - Minimize turning radii that meet current alignments (change to turning radii criteria)
3. Encourage Sustainable Economic Development
 - Stimulate economic development
 - Improve connection between residential / commercial / educational destinations
4. Maintain/enhance Liability and Quality of Life
 - Minimize/avoid impacts on historic resources
 - Minimize encroachment on view corridors
 - Minimize construction impacts
 - Reduce vehicle congestion emissions and noise
 - Reduce system congestion emissions and noise
 - Improve energy efficiency

The following alternatives (Maps) were presented:

- Light Rail Transit (LRT) - Option A - LRT are single cars/short trains; generally in exclusive or separated right of way; occasionally in streets; higher capacity and speeds (up to 60 mph) and have larger curves (min 82 ft.)
- Light Rail Transit (LRT) - Option B
- Streetcar - Basic Route - Streetcars are single cars; generally in streets with traffic; moderate capacity; speeds up to 40/45 mph; tight curves possible (min 50 ft.); 3 stock options available.
- Streetcar - Southern Alignment
- Streetcar - Faculty Road Alignment
- Personal Rapid Transit (PRT) - PRT are single cars, separated guide way required; low capacity; speeds up to 25 mph; generally demand responsive; broad curves needed at speeds; tight turns possible for maneuvering
- Bus Rapid Transit (BRT) - BRT are standard bus or special vehicles; separated guide way typical but street operations possible; moderate capacity; highway speeds; normal street geometry acceptable

Review of Alignment Options

A document entitled "Proposed Princeton Mode/Alignment Evaluation/Screening Criteria beginning at Princeton Junction" was generated to the task force members previously.

LRT: Need larger curves, short trains, exclusive ROW, hi capacity and speed, 82' radius causes problem at Nassau. Different results may occur if there is a dedicated transit lane.

Street Car: Single car, in street, moderate capacity and speed, 50' radii, fits within existing road pattern.

PRT: Single cars, above grade or at grade, separate guide way, 4-6 persons or 20 persons, demand responsive, 25 mph, loop around Nassau, pull off station, elevated structures, conflict with trees.

BRT - Standard or special buses, separate guide way, can be in street, moderate capacity, highway speeds, station to collect fares prior to bus arrival

Discussion on AECOM Presentation

A memorandum dated 6/20/13 from AECOM from Mayuresh Khare identifying key travel demand observations was received by the Planning Office and copies handed out to the task force members for consideration. Discussion on the AECOM memorandum was postponed to the next meeting.

Next Steps

- Send Steve Gazillo AECOM report
- Provide status report to Council and Community