

# **Alexander Street and University Place Transit Task Force**

## **July 24, 2013**

### **Meeting Minutes**

#### In Attendance:

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

Staff: J. West; R. Kiser

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

#### Minutes:

June 19, 2013 - motion was made by Liverman and Appelget seconded to approve the minutes of June 19, 2013

June 26, 2013 - motion was made by Appelget and Jackson seconded to approve the minutes as amended from June 26, 2013

#### AECOM Alternatives

Traffic counts are needed for each entrance of the Spring Street garage to evaluate the impact, if any, to traffic in this part of town due to the circulation changes. AECOM should advise the three hours of peak hour traffic.

Revisions to the AECOM Feedback and Questions prepared by Solow were requested, the following wording is recommended: Can the peak AM impacts for packages 2 and 3 (one way loop in each direction) be provided? Is there a difference between AM and PM peak, and why did you choose PM peak? Witherspoon Street one-way northbound from Nassau Street to Spring Street should be considered as an optional component in each proposed package. Request AECOM to begin examining what, if any, impact future transit options would have on peak traffic counts. Slide 26 in your June 19th presentation indicates the traffic volume change in the PM peak hour from the 2012 base to the 2027 no build condition. There are two components of this change, new or modified traffic generated by regional development outside of Princeton. Can you quantify the difference and/or provide a slide that indicates the number or percentage of each?

- All hours considered "peak hours of traffic" should be reviewed
- Accident data should be obtained. Are there more accidents in the am or in the pm?
- The Conductors Count should be obtained for ridership information on the Dinky line
- The four parking meters on Nassau between Bank and Bayard could be removed for the installation of a left turn lane.
- Members decided not to pursue evaluating circulation changes that would require moving the M&O building for Route 206 to connect to Mercer Street.

#### URS Criteria and Evaluation

A draft document aggregating the ranking criteria prepared by Wilkes was handed to the members. Each criteria item within the Transit Matrix was ranked as Critical, High and Low. Wilkes provided numerical values to each ranking to come up with a weighted ratio. The results of the task force modified ratios were similar to the rankings presented by URS staff.

Two modes of transit were ranked at the top, LRT/Streetcar and BRT. LRT and Streetcar options could be considered one option, the ranking and technology are very close for both. A BRT study has been done by the NJDOT, NJ Transit and the State but this was never implemented. BRT is the only option to connect to what is happening in the region and could be most economically affordable. URS should look at the one seat ride concept, or one seat ride with a transfer, for each system under consideration for transit in the corridor. A dedicated ROW would be better for predictable time schedules. Within the dinky area there could be more than one option for connection. Overall the members endorsed a rail

option from Princeton Junction to the Arts and Transit terminus to connect to another service, such as BRT into town, or proceed directly to Nassau on a one seat rail ride.

- URS should:
  - a) look at an extension of rail with LRT/Streetcar.
  - b) review how a BRT system might work in conjunction with the Dinky line remaining or in place of the Dinky line.
  - c) determine time schedule changes to the Dinky line to be more in alignment with NJ Transit trains.
  - d) determine times of travel needed from Princeton Junction to the Dinky station and on to connecting modes of travel to Nassau.
  - e) determine if the total operating benefits of having two different modes are greater than having the option for a one seat ride.

#### Next Steps

- Members to discuss the results from the URS Matrix
- Outreach in August to prepare for September 9 Council Meeting presentation
- URS to review an extension and remaking of the rail line
- URS to look at BRT to determine the implications of a transfer