Alexander Street and University Place Transit Task Force
September 25, 2013
Meeting Minutes

In Attendance:
Committee Members: Appelget; Bottigheimer; Jackson; Liverman; Simon; Wilkes
Staff: J. West; R. Kiser
Also in attendance: C. Crider; R. Fisk; M. Reed; S. Sturges
Consultants: Mayuresh Khare; Georges Jacquesmart

AECOM Presentation and Responses to Task Force Questions
A power point presentation and handouts of the presentation were provided.

Question # 1: Can one-way loop be modified to use College Road or Dickinson Street?

- Expected traffic circulation improvements within the core area (Nassau Street between Bayard Lane and University Place) cannot be achieved
- Expected performance improvement for the intersection of Mercer Street & Alexander Street cannot be achieved
- Potential for a dedicated transit lane on University place is diminished
- Potential for multimodal opportunities is diminished
- May add significant confusion and traffic circling for unfamiliar drivers
- Modified and shorter one-way loop may not induce change in regional travel circulation patterns

Question # 2: Can two-way traffic be maintained on Mercer Street with one-way loop schemes?

- Expected traffic circulation improvements within the core area (Nassau Street between Bayard Lane and University Place) are significantly minimized
- Expected performance improvement for the intersection of Mercer Street & Alexander Street cannot be achieved
- Potential for multimodal opportunities is diminished

Question # 3: Can one-way loop be reversed in the AM & PM?
Not recommended because:

- Very difficult to implement and enforce
- Will require complex striping and signing schemes, which will result in driver confusion
- Will necessitate major signal architecture changes for Nassau Street and University Place
- intersection
- Not recommended due to traffic safety issues

Question # 4: Is there a difference between AM and PM peak? Why was PM peak chosen?

- Both peaks were analyzed, only one was presented to simplify the discussion
- PM peak contains more retail and university trips
- AM and PM peaks show similar directional traffic variations

Question # 5: Can the estimated change in traffic volumes be separated into two components – local vs. regional?

- Traffic will be doubled by 2027 with the no build option. AECOM was asked to break down the projection to determine the traffic percentage for Princeton only.

Question # 6: Would counter-clockwise loop make traffic circulation easier?

Counter-Clockwise Loop Benefits

- Significant traffic performance improvement at the proposed new roundabout at University Place and Alexander Street
- Potential for multimodal opportunities

- Opportunity for dedicated transit lane
- Better circulation benefits during AM peak vs.PM peak

Counter-Clockwise Loop Disadvantages

- All left turn movements – need to yield to major opposing flows on Nassau Street
- Significant performance impact on Nassau Street core area (between Bayard Lane and
- University Place)
- Reduces redundancy (conversion of 2 two-way streets into single one-way loop)

Question # 7: What will be the impacts of future transit options on peak hour traffic?

Not Assessed at this time during the study because it depends on:

- the type of transit option selected
- capacity of the selected transit option
- final alignment for the selected transit option
- frequency and schedule of operation
- overall travel time and attractiveness of transit option
- proportion of local traffic (which may use transit) vs. regional traffic (will not use local transit)

However the experience is, unless a transit option is connecting very high density and complementary generation-attraction nodes, the likely mode share for transit will not have significant impacts on vehicular traffic mode and performance

The likely mode share for transit will not have significant impacts on vehicular traffic and performance because most of the traffic in Princeton originates from surrounding communities. The packages being considered could be implemented for small periods of time as an experiment

Basic Performance Analysis

Witherspoon Street - One Way Circulation:
If southbound traffic is eliminated from Nassau this would redirect 290 vehicles to surrounding streets. Approximately 95 additional cars are anticipated on Vandeventer, although an adjustment to the traffic signal could be considered but there is a great amount of pedestrian traffic and yielding for pedestrians would still result in problems for this intersection. An agreement is in place for the Palmer Square development to remove five parking meters on Witherspoon and Vandeventer for two lanes of traffic in one direction. If this is desired then mitigation of Chambers and Vandeventer should be reviewed.

Mercer Street Closure
Streets cutting to Route 206 would be impacted although the intersections are improved. A three-way stop at the intersection on Alexander may be considered. No new light signals would be proposed.

Next Steps

AECOM was asked to attend the public discussions and reformat their presentation beforehand.

URS to receive a copy of the AECOM presentation. URS presentation is anticipated for late October.

Two public discussions will be scheduled, the first will be scheduled on a Saturday in late October or early November and the second will be before the Planning Board in December.

The next meeting is scheduled for October 9th