

Alexander Street and University Place Transit Task Force

November 27, 2013

Meeting Minutes

In Attendance:

Committee Members: Appelget; Bottigheimer, Jackson, Simon

Staff: L. Solow; R. Kiser

Also in attendance: C. Crider; R. Fisk; A. Lahnston; R. Widener

Minutes:

- August 26, 2013 - motion was made by Appelget and Jackson seconded to approve the minutes of August 26, 2013
- September 11, 2013 - motion was made by Appelget and Jackson seconded to approve the minutes from September 11, 2013
- September 25, 2013 – motion was made by Appelget and Jackson seconded to approve the minutes from September 25, 2013

Recap on the November 9th meeting:

Comment forms collected from the November 9th public presentation were handed out to members. A condensed presentation will be given before the Planning Board on December 5th. The members briefly discussed the December 5th presentation. The task force suggested the presentation should focus on the transit alternatives, traffic improvements and anticipated increased traffic on local roads. Task force members and others in attendance commented on the limited public involvement. The November 9th meeting did not result in any Letters to the Editor or telephone calls to the elected or University officials objecting. Task force members discussed undertaking more outreach.

The costs of the various transit options are still to be determined as are projected ridership numbers. This information should be presented to Council along with the traffic improvement packages. There was a brief discussion on what should be presented to Council.

P. Simon recommended removing the BRT option for travel from Princeton Junction. N. Bottigheimer asked to keep this option for the time being. The task force agreed to keep BRT as an option. Mr. Crider suggested that the task force consider automated cars as an option. After a brief discussion the task force concluded not to include automated cars at this time.

Task force members stated the need to make it clear whether future traffic will originate from Princeton or is it regional. The study appears to show that two-thirds of the traffic is generated from external development.

Next Steps

- A summary of what the next steps will be should be prepared by the transit consultant
- Costs for transit improvements should be determined.
- AECOM should clarify information about where the traffic originates (Princeton or non-Princeton) and the destination.

Next Meeting: December 11, 2013