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## Memorandum

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Date: August 20, 2008  
To: File, Princeton Junction Redevelopment Area  
From: Gary Davies  
Subject: Summary of Meeting, Traffic and Site Circulation Working Group Meeting

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A meeting of the Traffic and Site Circulation Working Group Meeting was held at NJDOT on August 14, 2008. The purpose of the meeting was to review progress on the four design tracks (Traffic, Core Area, Parking, and Region Context), and to discuss the current understanding of the emerging Princeton Junction Redevelopment Area plan, focusing on traffic, transit, and parking-related matters.

The meeting agenda and list of attendees is attached.

The following key points were discussed:

### 1. Parking

Tom Calu (West Windsor Parking Authority) reported that the Desman parking demand study has been submitted and that WWPA members are reviewing the report, anticipating a meeting with Desman during the week of August 18. Demand estimates for additional / new parking spaces will emerge from that report and WWPA review. Tom suggested that it may be appropriate for the WWPA to defer investigation of alternative sites until overall redevelopment plan studies catch up.

### 2. Core Area

Jack Kanarek (NJ TRANSIT) reported that the Louis Berger Group has begun work on identifying Dinky, BRT, and Core Area design issues and investigating physical and operating plans. Gary Davies presented a sketch that he and John Madden developed as an initial investigation of possible Core Area layouts. Copies of the sketch plan are attached.

### 3. Traffic

Tom Phelan (Eng-Wong, Taub Associates) and Gary Davies presented current status of the traffic studies EWT has prepared. The tentative general conclusions are that grade separations will probably not be needed at the Washington Road intersections; that traffic volumes north of the Dinky are generally low and are compatible with residential/retail uses, whereas volumes south of the Dinky are higher and will need wider streets, but are compatible with office/parking uses; and that significant intersection improvements will

probably be needed on Alexander Road. Traffic estimates indicate that ongoing/approved changes in the street network east of the NEC line (CR-571 cross-section and Alexander/North Post roundabout in particular) will effectively constrain traffic volumes able to reach locations west of the NEC.

#### **4. Regional Context**

Jody Barankin (NJDOT) reported that agreement has been reached on a scope of services for regional travel modeling, and that investigations as to independent utility, regional traffic service, and effects on the Penns Neck EIS are beginning.

It was generally concluded that the joint studies are proceeding well, and that the process of having all interested agencies (West Windsor Township, West Windsor Parking Authority, Mercer County, NJ TRANSIT, NJDOT) meet together regularly and frequently is a very positive force to reach a conclusion.

Next steps are as follows:

**Traffic:** Continue investigations and analysis, integrate findings with those of the regional modeling.

**Core Area:** Continue investigations and layout of the Core Area. Begin examining a financial / feasibility plan for development of the NJ TRANSIT properties.

**Parking:** Continue with the Desman studies of parking demand. Perhaps defer alternative siting studies until overall redevelopment plan studies catch up.

**Region Context:** Begin travel modeling

Next meeting of the Working Group is scheduled for September 19 at 1:00pm at NJDOT.

Gary W. Davies  
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# **MEETING AGENDA**

## **PRINCETON JUNCTION REDEVELOPMENT AREA TRAFFIC AND SITE CIRCULATION WORKING GROUP MEETING**

August 14, 2008

At New Jersey Department of Transportation

### **1. Report and review of the four design tracks:**

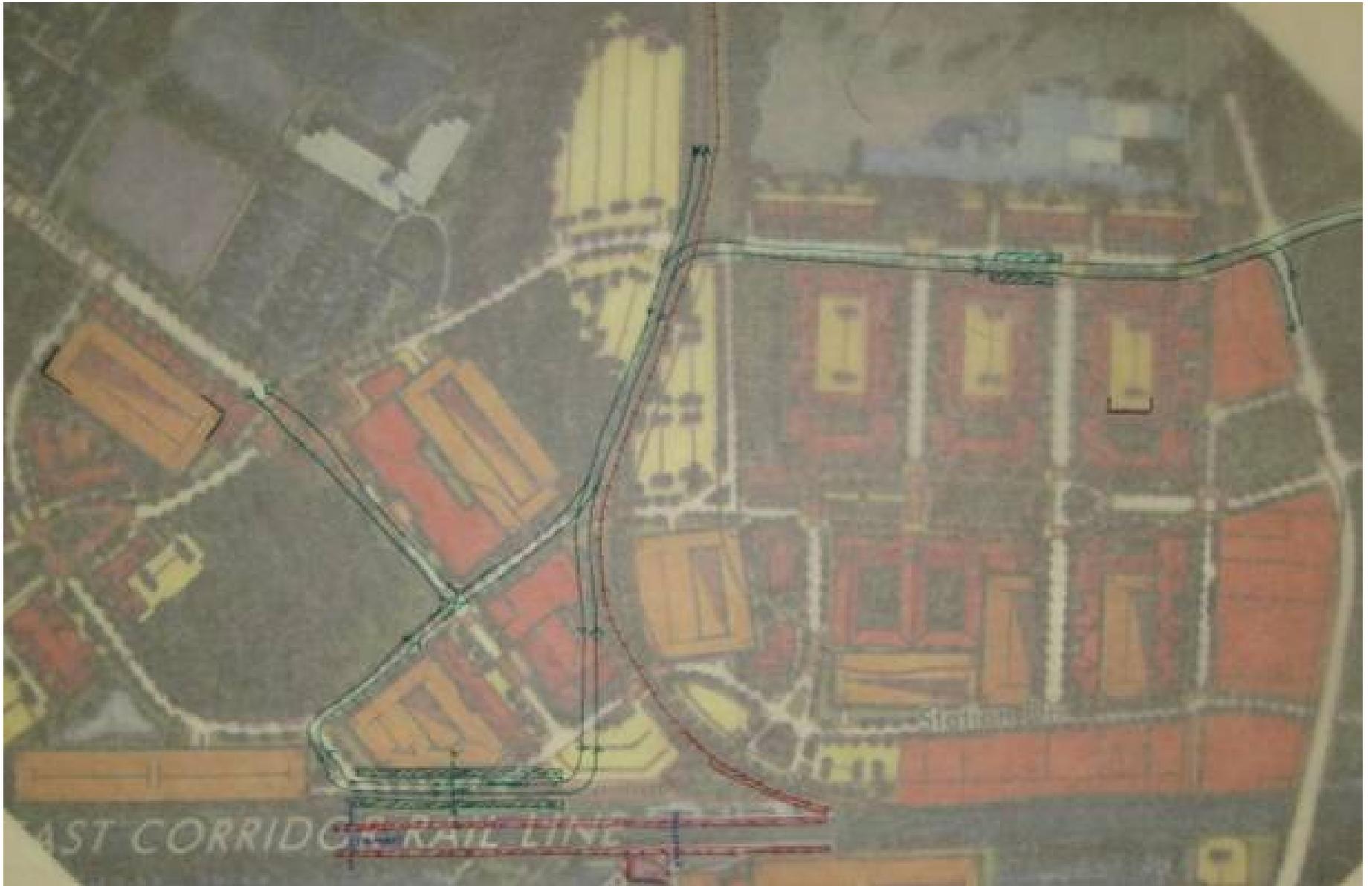
- Traffic (Davies / Eng-Wong)
- Core Area (Kanarek)
- Parking (Lupo / Calu)
- Region Context (Davies / Saylor)

### **2. Review and synthesis of the site plan**

### **3. Process discussion**

- How to obtain closure / buy-in
- Limitations / constraints
- Schedule

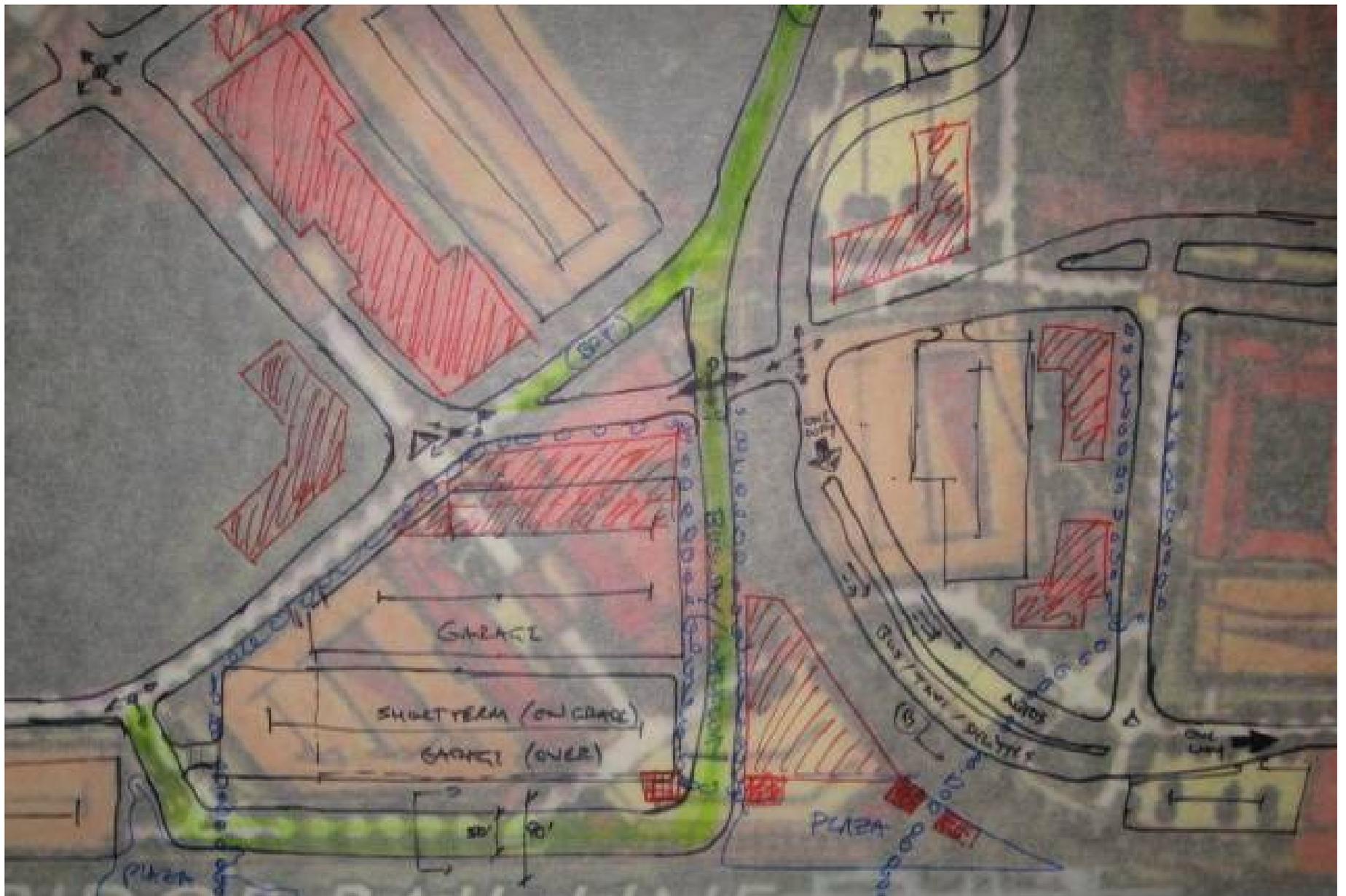
### **6. Next meeting and next steps**



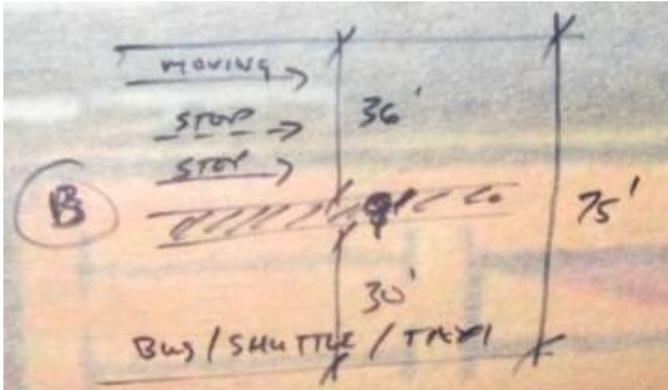
BRT / RAIL ROUTE LAYOUT



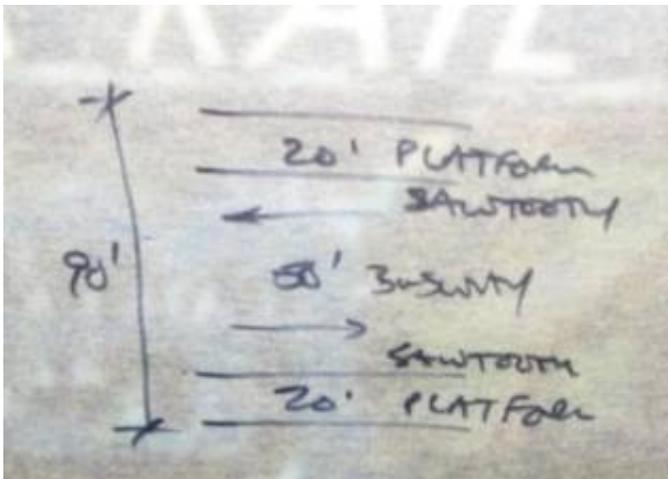
SITE CIRCULATION



CORE AREA LAYOUT



Auto / Bus Lay-By Dimension



BRT Platform Dimension



Conference Center / Restaurant