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Memorandum

Date: September 24, 2008
To: File, Princeton Junction Redevelopment Area
From: Gary Davies
Subject: Summary of Meeting, Traffic and Site Circulation Working Group Meeting

A meeting of the Traffic and Site Circulation Working Group Meeting was held at NJDOT on September 19, 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 following key points were discussed:

1. Traffic

Gary Davies provided copies of the traffic review memorandum of the InterCap proposal, dated September 4, 2008, which was presented to West Windsor Township Council at its September 8, 2008 meeting. The memo analyzed both the traffic assessment prepared by Eng-Wong, Taub Associates, and details of the redevelopment plan that was prepared by InterCap. Then Mr. Davies presented the "Synthesis of a Redevelopment Plan for the Princeton Junction Station Redevelopment Area", which was also presented to Township Council at the September 8 meeting. This document built upon the various plans, review, and inputs from public and stakeholders, and provided guidance to Township Council in moving toward an agreed redevelopment plan, starting with traffic circulation elements as the initial framework for discussion. It was also mentioned that alternatives suggested by Heidi Kleinman to reduce the number of traffic signals on Alexander and Washington will be investigated.

2. Core Area

Jack Kanarek (NJ TRANSIT) reported that the Louis Berger Group has continued to work on identifying Dinky, BRT, and Core Area design issues and investigating physical and operating plans. He presented three general massing concepts for a parking garage, mixed use development, and BRT platforms in the core area which were prepared by Berger and which illustrated a range of options. The concepts were general, and will be refined in coming weeks.

3. Parking

Tom Calu (West Windsor Parking Authority) reported that the Desman parking demand study has been submitted and that WWPA members are continuing to review the report. It

appears that a total of 6,000 commuter spaces continues to be a reasonable design target. He also indicated that a replacement ratio of 1.7 to 1 should be considered for each development block. This means that for every 1 space removed by new construction, 1.7 new spaces should be provided in that phase. This is the ratio between 3,500 existing spaces and 6,000 future spaces, and achieving this ratio at each phase will result in an orderly path to the ultimate 6,000 space total. The group generally agreed that this would be a reasonable objective.

4. Regional Context

Gary Davies indicated that the regional modeling has begun. Initial (preliminary) results indicate that build vs. no-build of the Route 1 / Penns Neck interchange appears to have minimal impact on traffic volumes in the vicinity of the redevelopment area., and vice versa. Jody Barankin indicated his concern over shared parking analysis, impacts on trip generation and traffic volumes, and resulting levels of service. These issues will be addressed as the regional studies and site traffic studies proceed.

RMJM Hillier is moving toward submission to Township Council of a redevelopment plan on October 13. In support of that, it was agreed that more discussion will be needed between NJ TRANSIT and RMJM Hillier. Mr. Davies agreed to facilitate a work session, to be scheduled sometime in the week of September 22.

Next steps are as follows:

Traffic: Continue investigations and analysis, including analysis of the Road B / Washington and Old Bear Brook / Alexander intersections. Provide further input to the site design process relating to street widths and related features.

Core Area: Continue investigations and layout of the Core Area. Meet with and support RMJM Hillier's preparation of the redevelopment plan document.

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

Region Context: Continue travel modeling and identify (1) traffic volume changes indicating independent utility or lack thereof; (2) regional traffic volumes; (3) shared parking impacts; and (4) resulting levels of service.

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