

The background of the slide is a photograph of a Princeton University campus. It features a large, multi-story red brick building with many windows, partially covered in ivy. In the foreground, there is a grassy lawn with several trees, some of which have autumn-colored leaves. The overall scene is bright and slightly hazy.

Princeton University's Student Arts Campus Expansion and Proposal to Relocate the Dinky Station

Why does the University Administration want to do this project at this location?

Nassau Hall's rationale:

- Large donor for new student arts buildings
- Has invested heavily in land along Alexander Street
- Wishes to build new campus without a track running through it
- Wishes to integrate Forbes campus with the rest of campus
- Wishes to provide access to parking garage from Alexander Road

Why are some residents opposed?

Princeton Residents:

- Present Dinky station is already a substantial walk from Nassau St.
- Taxi stand and train station are in prime location
- Location adjacent to street is open and welcoming to public
- Well designed existing station for fast and easy drop-off
 - No traffic lights between Nassau Street and station
 - Pull over from street and out again
- Street-side location provides safety at night
- Track currently does not run through campus – Princeton is creating this “problem” by expanding the campus.



Well-designed Dinky Station



Proposed Plan for buildings, repurposing of present station and new station

**PRESENT
STATION**

**PROPOSED
STATION**

Is it necessary to relocate the Dinky?

Many believe that with creative design . . .

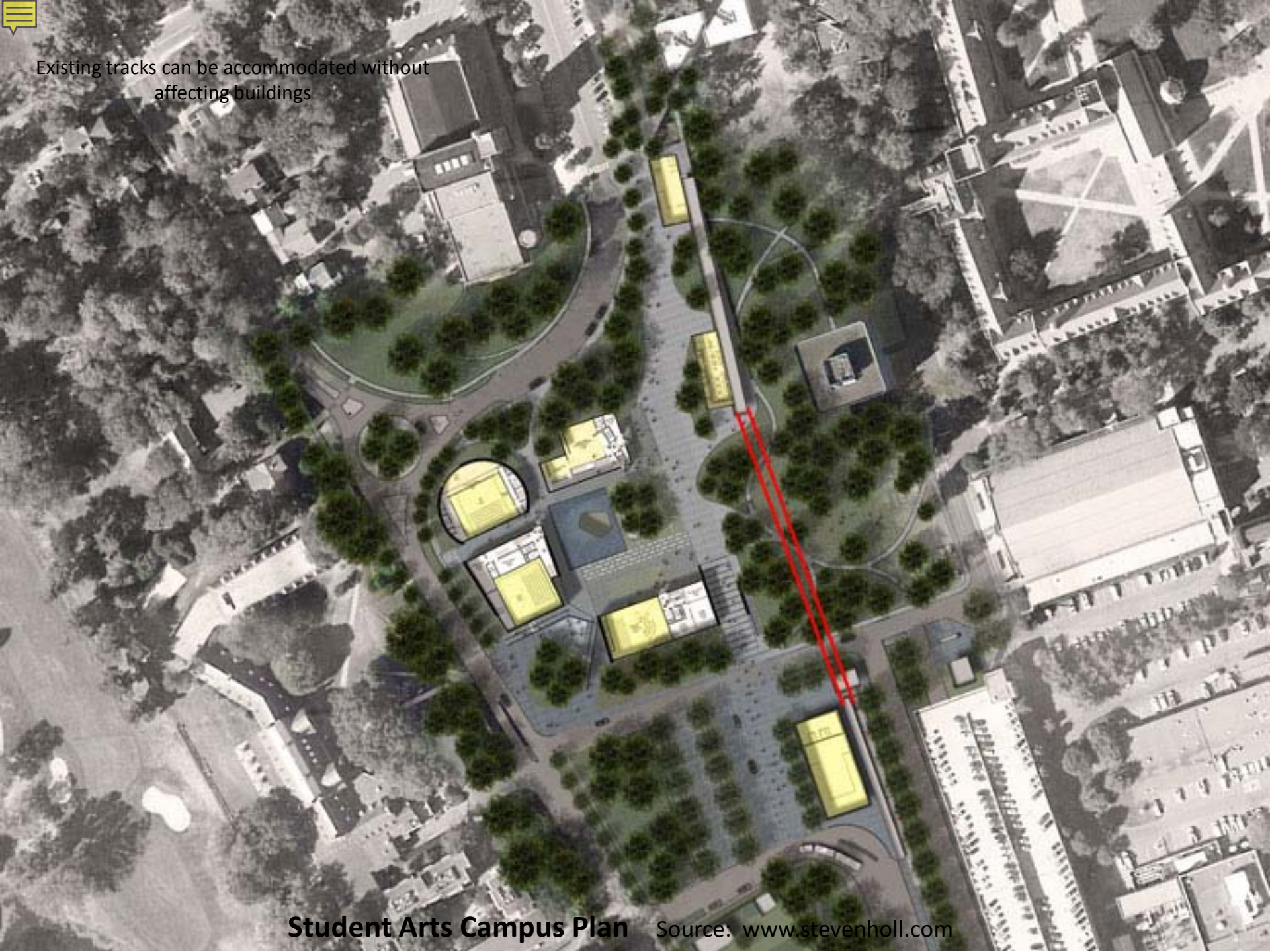
The tracks could be accommodated easily without affecting the buildings.

Access to the parking garage could be achieved through an underpass or through a grade-crossing

There is no evidence of a moratorium on grade crossings, despite misleading NJ Transit statements to that effect



Existing tracks can be accommodated without affecting buildings



Walking distance has always been a concern

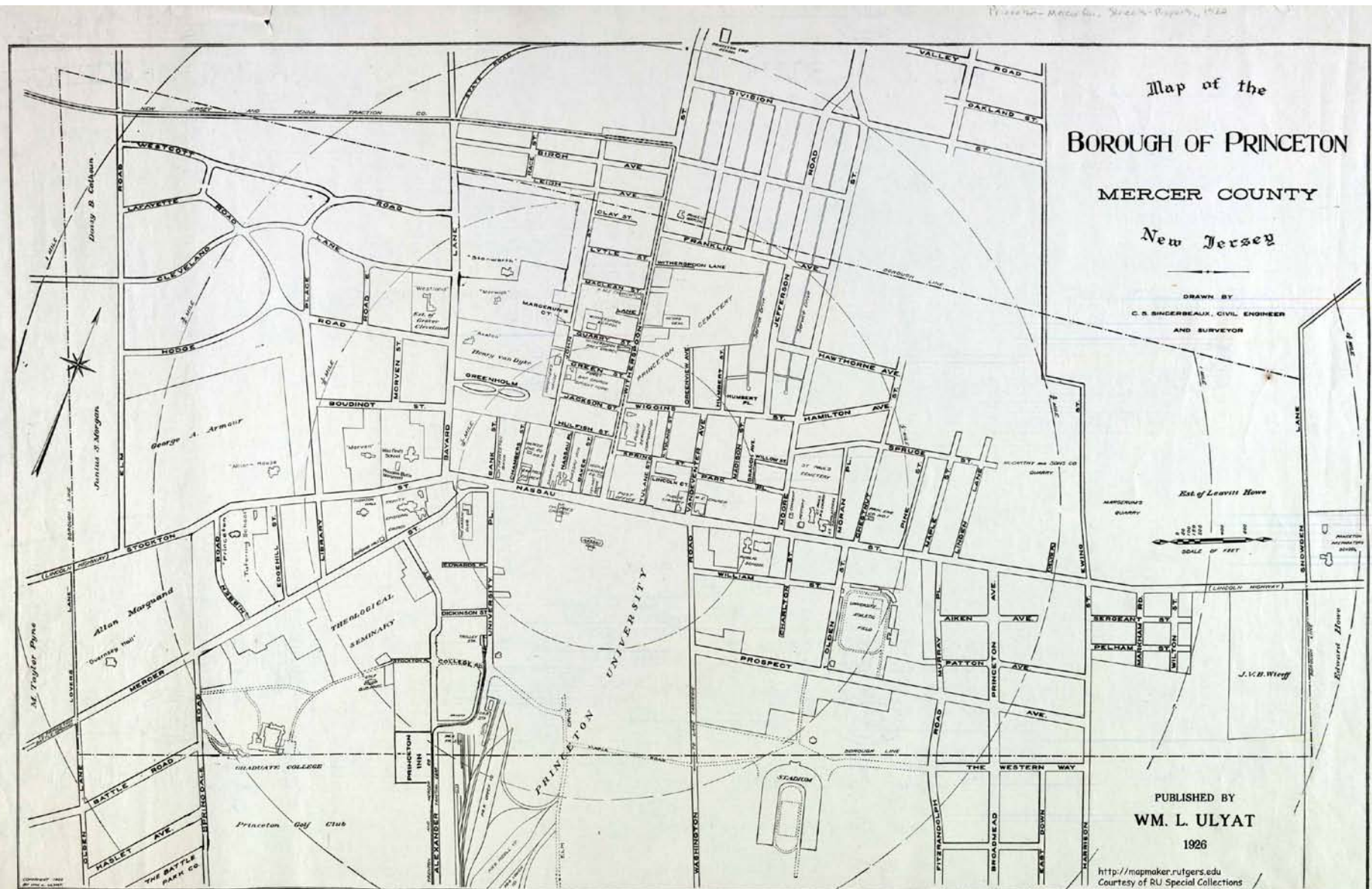
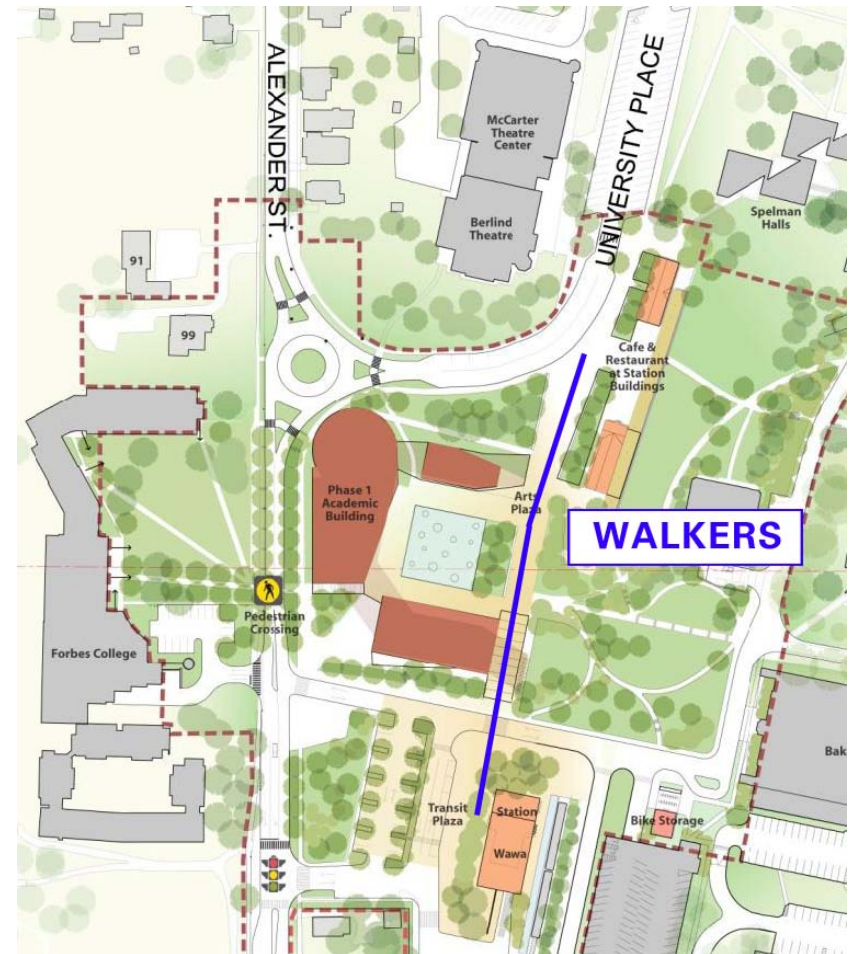


Image thanks to Carlos Rodrigues

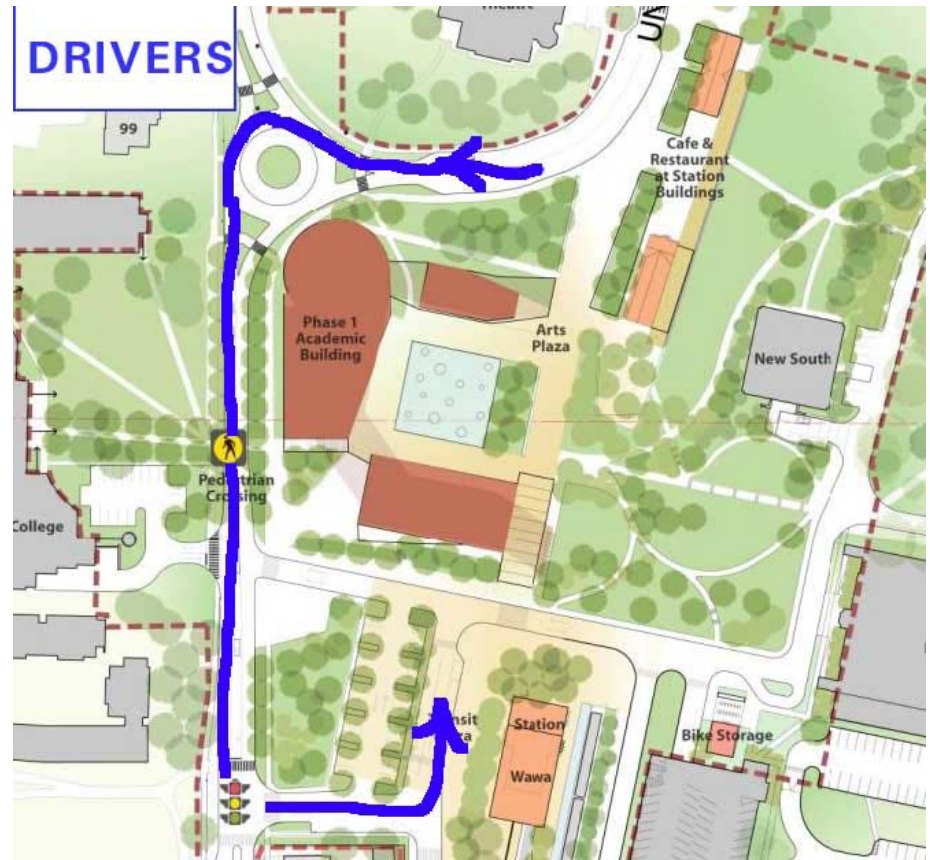
What is the cost to in-town Princeton residents of moving the Dinky Station?

- Walkers: 500 feet, which includes an extra street-crossing: 2 – 3 minutes per trip
- At 2 minutes per trip, a daily commuter spends 16 additional hours per year and over 45 miles of walking.



What is the cost to in-town Princeton residents of moving the Dinky Station?

- Driving: ~1/8 mile, including three additional intersections, one to two minutes, more during rush hour
- *Also note that drivers will not be able to see the train from the street*

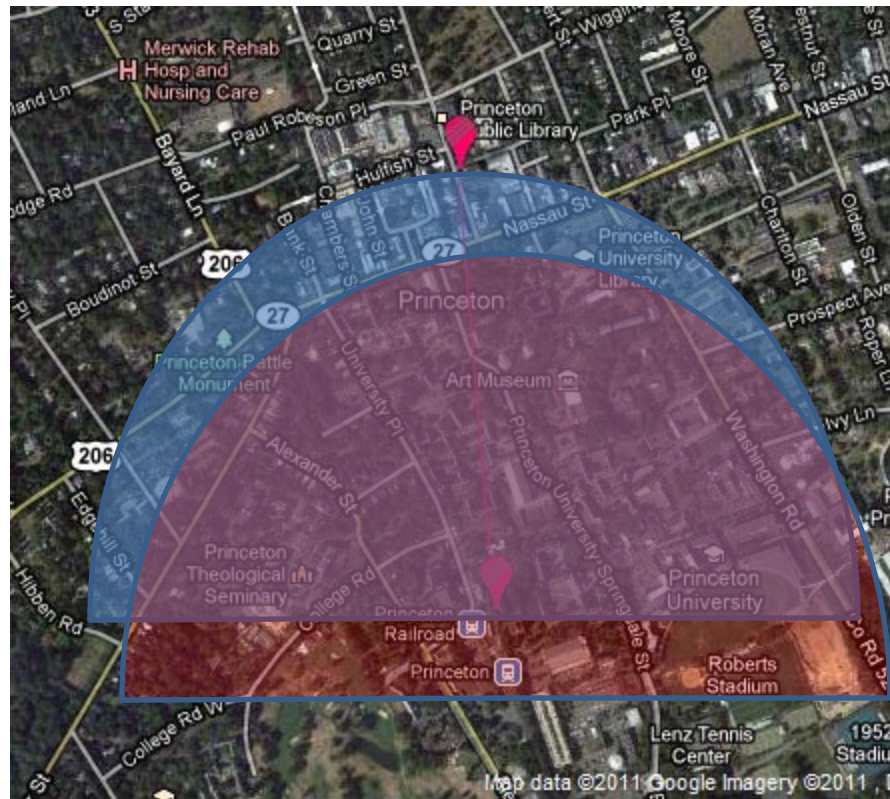




Will this plan ensure the Dinky's continued existence?

Will the “Enhanced Dinky Experience” increase ridership?

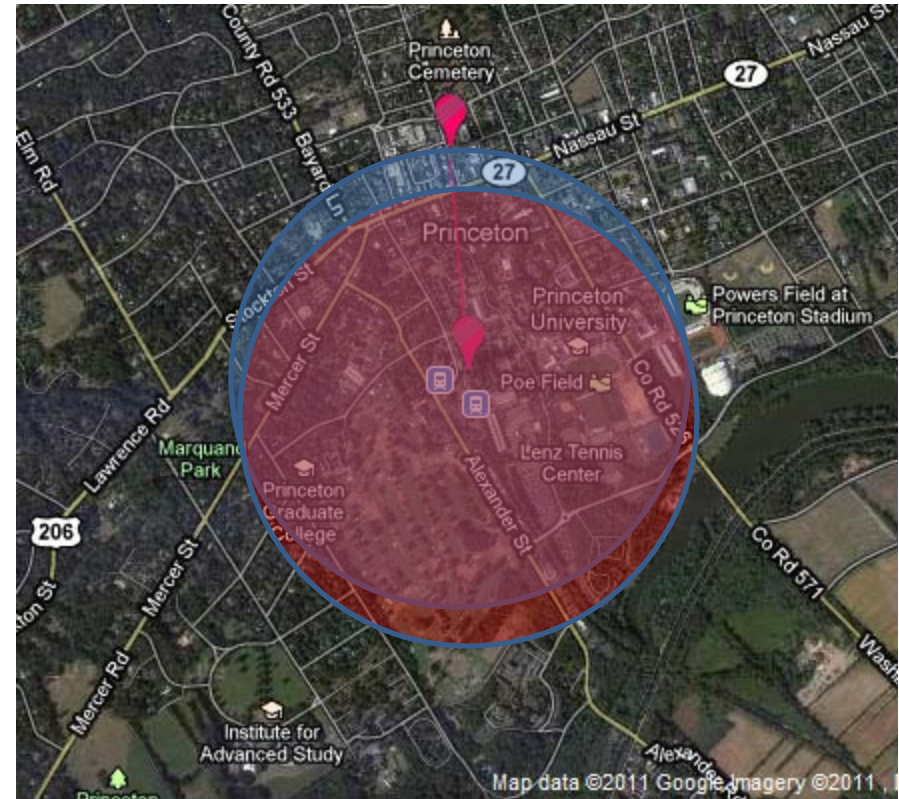
½ Mile Walk & Ride Accessibility Analysis



1/2 Walk&Ride Service Areas
24% Prime Walk&Ride Area Lost

<http://www.daftlogic.com/projects-google-maps-distance-calculator.htm>

0.500 Miles KM Nautical Miles Metres Feet



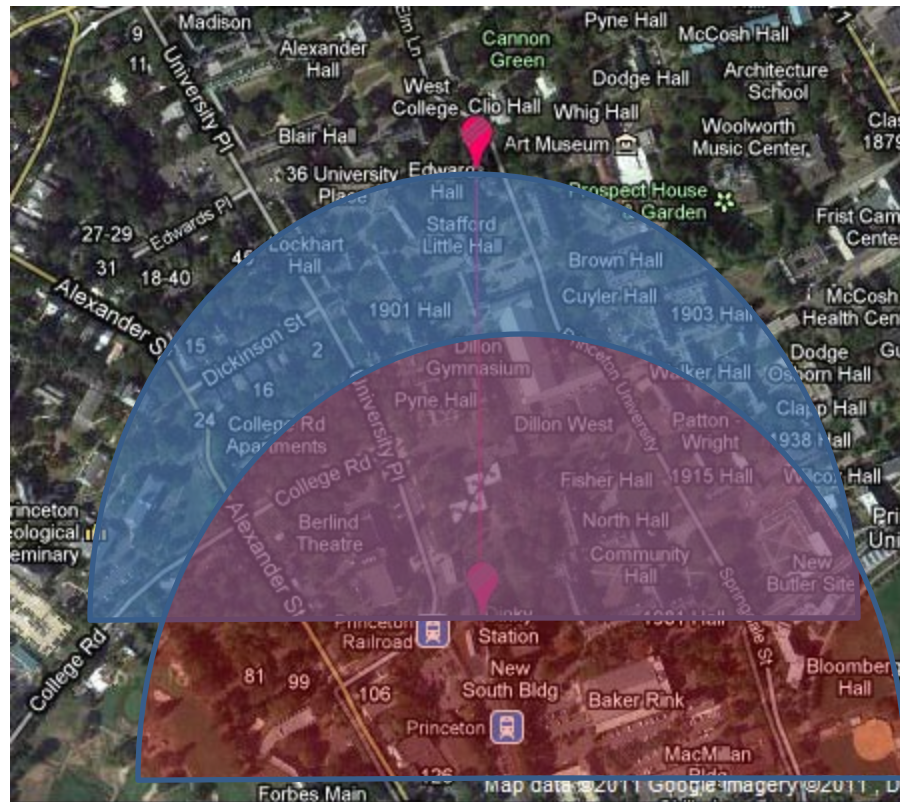
Nothing is gained to the south to offset the losses to the north

<http://www.daftlogic.com/projects-google-maps-distance-calculator.htm>

0.500 Miles KM Nautical Miles Metres Feet

<http://www.daftlogic.com/projects-google-maps-distance-calculator.htm>

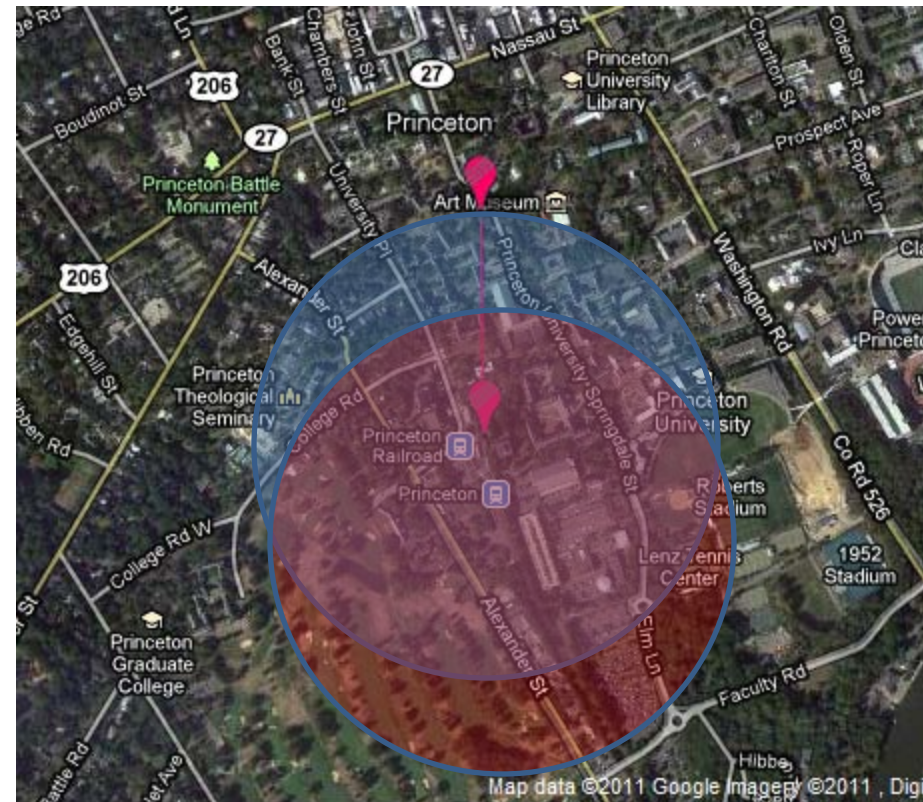
¼ Mile Walk & Ride Accessibility Analysis



¼ Walk&Ride Service Areas
49% Prime Walk&Ride Area Lost

<http://www.daftlogic.com/projects-google-maps-distance-calculator.htm>

0.252 Miles KM Nautical Miles Metres Feet



Nothing is gained to the south to off-set the losses to the north

<http://www.daftlogic.com/projects-google-maps-distance-calculator.htm>

0.252 Miles KM Nautical Miles Metres Feet

Conclusions: Walk & Ride Accessibility Analysis

- **49% loss of $\frac{1}{4}$ mile prime walking area implies loss of Walk&Riders could be as high as 49% and a 25% loss of Dinky ridership.**
- **24% loss of $\frac{1}{2}$ mile walking area implies at least a 24% loss of Walk&Riders and at least a 13% loss of Dinky ridership**



What is the cost to the environment of moving the Dinky Station?

- Assuming of the current 1,000 daily riders, 200 drive and park at the dinky station, 200 get dropped off, 200 walk $\frac{1}{2}$ mile, and 400 walk $\frac{1}{4}$ mi. and assuming professor Kornhauser's estimates are correct,
- *We can expect an additional 200 miles of driving in lieu of walking per day (ave. 23 mpg)*
- *And an additional 875 miles of driving in lieu of Dinky ridership @ 25% less efficient use of fuel (equivalent to 220 additional miles of driving per day)*
- *Results in 9,660 additional gallons of fuel consumption and attendant carbon emissions, particulate emissions, and reduced health benefits for commuters*



Will this plan ensure the Dinky's continued existence?

Is the Dinky in jeopardy of being cut due to its large subsidy?

NJ Transit and the University both agree that moving the station does not guarantee the Dinky will continue to be funded and will have no bearing on that decision.

No one has seen NJ Transit numbers on the cost of running the Dinky.

A quick calculation sheds doubt on the oft-cited number that the Dinky costs \$8000 a day:

Back of Envelope Calculation

Estimate Dinky revenues today:

2,045 trips per day (Trenton Times, 2-14-11)

\$2.75 per person trip **\$5,625** per day.

Estimated Dinky cost:

6 workers per day (2 workers per shift, 3 shifts/day \$100,000/yr per worker = \$435/day/worker)= **\$2,610** per day.

Track & Vehicle Maintenance = **\$500** per day

Electricity **\$885/day** (82 one-way trips per day, 4 km per trip, 90 kWh per trip @ \$0.12/kWh according to U.S. Energy Information Administration)

Rolling Stock - \$2,000,000 per car, 2 cars depreciated over twenty years = **\$550/day**

Total Cost of Operation = **\$5,625** per day vs. revenue of **\$5,000/day**

If NJ Transit's accounting system claims that the Dinky subsidy is \$8,000 a day then that is very hefty overhead.

**Does the University have the right to
move the Dinky?**



What has happened so far

Starting Points

- 1984: University purchases two station buildings and surrounding lands from NJ Transit for almost \$900,000 and agrees to provide parking for permit holders and daily commuters (number of such spaces now 175).
- Agreement allows University to relocate Dinky terminus to the south.
- University acquires additional properties to ~~permit an integrated and holistic development.~~ expand its campus.
- Agreement requires University to provide functioning station facilities



NJ Transit gives the go-ahead to move, citing contract

“It is my understanding that such a move was specifically contemplated in the Oct. 30, 1984 agreement of sale between NJ TRANSIT and the University for the station property. Section 15(d) of the agreement speaks directly to the University’s right to move the terminus...

James Weinstein, Executive Director, NJ Transit in letter of March 25, 2011

But a close reading of the original sales agreement suggest a move south of the old luggage building was not contemplated at that time

Sales Agreement

SALES AGREEMENT

Sales Price: \$893,700.00

Closing Date: (See Paragraph 13)

THIS AGREEMENT, made this 30th day of October, 1984,


Between: NEW JERSEY TRANSIT CORPORATION, an agency of the State of New Jersey, having an office at McCarter Highway and Market Street, Newark, New Jersey (the "Seller"),

And: THE TRUSTEES OF PRINCETON UNIVERSITY, a non-profit corporation in the State of New Jersey, having its principal office at One Nassau Hall, Borough of Princeton, County of Mercer, State of New Jersey (the "Buyer"),

WITNESSETH:

1. Purchase and Sale. Seller agrees to sell to Buyer and Buyer agrees to purchase the property (the "Property") in the Borough and Township of Princeton, County of Mercer and State of New Jersey, known as the New Jersey Transit Rail Station and adjacent property and shown as Block 45.01, Lots 4 and 39 on the Borough Tax Map and Block 17.01, p/o Lot 35 on the Township Tax Map, all as more particularly shown on the map attached as Schedule A hereto.

Seller against any claim or liability which Seller is legally obligated to discharge to any broker and which is imposed on Seller wholly or partly because of Buyer's relations or contact with such broker or his representative, together with all reasonable legal expenses and costs of Seller incurred in connection with such claim or liability.



15. Improvements. Buyer is committed to spend approximately \$400,000 to improve the Property, including but without limitation: repairs to the station platform, canopy, and the two existing station buildings; a widened sidewalk from the station area along University Place to Alexander Street; landscaping to screen the parking areas; repaving of the parking area and creation of an access point to the parking areas via other lands of Buyer. Buyer agrees to use its best efforts to complete this work as soon as is reasonably possible, subject to necessary municipal approvals and, in any event, to file the applications for the approvals on or before September 30, 1985.

(a) Station Facilities. Buyer agrees to continue to provide, as part of these general improvements, certain station-related facilities for Seller's use, which may, at Buyer's option, be moved to or the equivalent installed in the existing southern

Sales Agreement

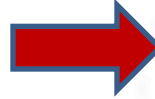
building. The intent of the parties is that these facilities will be comparable to those now in existence. The following specifications will be used as guidelines to implement that intent but are not to be regarded as strictly binding as to particular items on the Buyer.

(1) Passenger station	
Waiting Room	450 sq. ft.
Ticket Office	100 sq. ft.
Storage Space	100 sq. ft.
Mechanical Area	100 sq. ft.
Bathroom (toilet and lavatory)	50 sq. ft.
	<hr/> 800 sq. ft.
(2) Crew quarters	
Locker Room	150 sq. ft.
Bathroom (including showers)	50 sq. ft.
Female Locker Room	100 sq. ft.
Female Bathroom	50 sq. ft.
	<hr/> 350 sq. ft.

(b) Platform. Buyer agrees to provide and maintain a minimum of one hundred seventy (170) feet of station platform and a minimum width of twelve (12) feet and canopy for the length of the platform.

(c) Commuter Parking Spaces. Buyer will reserve a minimum of one hundred fifty (150) commuter parking spaces within a radius of 1000 feet of the station between the hours of 5:00 a.m. and 6:00 p.m. on weekdays with no discrimination based on residency as to access so long as passenger service is maintained by the Seller. Buyer will have the right to set reasonable rates and to retain receipts for all parking spaces, but in no event shall the parking fees exceed those charged by Seller, its agent, or by Township of West Windsor for passengers using parking lots adjacent to the Princeton Junction train station without approval of Seller. In the event that passenger service is terminated or

substantially reduced, Buyer reserves the right to terminate or reduce the number of reserved commuter parking spaces in proportion to the reduction in ridership.



(d) Terminus of the Rail Line. Buyer has the right to move the existing terminus of the rail line southward coincident with the location of the minimum reservation of platform space. This relocation, which will include moving the bumper block, rail removal, cutting and resecuring the catenary and signal relocation, must be done by Seller, its agents, or its designee, at the sole expense of Buyer.

(e) Consultation on plans for Improvements. Buyer agrees to consult with Seller on plans for improvements to the station-related facilities for Seller's use prior to submitting application for site plan approval. All plans and specifications for improvements and/or alterations to the property used by Seller, whether related to initial improvements or otherwise, shall be submitted to Seller for approval, which approval shall not be unreasonably with-

University purchases Dinky property from NJ Transit

By ALEXANDRA KROEGER

University officials announced yesterday that they had acquired from New Jersey Transit 3.1 acres of land surrounding and including the dinky station. The cost was \$893,700.

The university desired to purchase the land largely to prevent undesirable construction in that area, according to Robert Durkee '69, vice president for public affairs.

"One could imagine that a fair number of potential buyers could do things with those lands to make the existing situation even worse," Durkee said. "We feel more comfortable if we own the lands than if

someone else owns them."

Commercial developers, who had shown interest in buying the area, might construct a tall building to make the dense area profitable. This would not be desirable for the university, Durkee said.

University officials also stressed that hopes to keep the dinky running as well as a desire to improve the attractiveness and safety of the area played a major role in the decision to buy the property.

The terms of the sale do not guarantee the survival of the dinky, which operates at a loss. University officials, however, said they expect that the revenue from the sale will enable New Jersey Transit to keep running the service.

"We anticipate that our funds will allow (the dinky) to continue," said Eugene McPartland, vice president for facilities and the university's representative in the negotiations which led to the agreement. "The negotiations were conducted in the spirit that the dinky will continue."

"Now, in effect, (New Jersey Transit) has the income from nearly \$900,000 to help subsidize the service," Durkee added. "The hope is that they will do this as explicitly as they can."

President Bowen said the new acquisition offers the university the opportunity to improve a neglected area of the campus.

"Under this agreement, we can now proceed to restore and enhance the attractiveness of an area which has become badly run down," he

said, adding that he hoped to develop "a safer and more effective connection between Forbes College and the campus."

The university plans to spend \$400,000 on a variety of repairs, according to McPartland. Short-term improvements will include repairs to the station platform, buildings and sidewalks and should be completed by the summer of 1986.

Changing faces

Long-term changes may noticeably alter the layout of the dinky area. While the contract binds the university to provide passenger ticket services, it does not require that ticket sales must be kept in the same building.

One proposed change is that the passenger station be moved to the baggage facility, which is south of the current station.

"Only one of the buildings needs to be used for the dinky," Durkee said, emphasizing that the university has no formal plans as yet.

"This would free the current passenger services building for other uses," he added. "What that would be I don't know. We have no plans."

He added that the university plans to have an architect take a look at the site as soon as possible.

Park it here

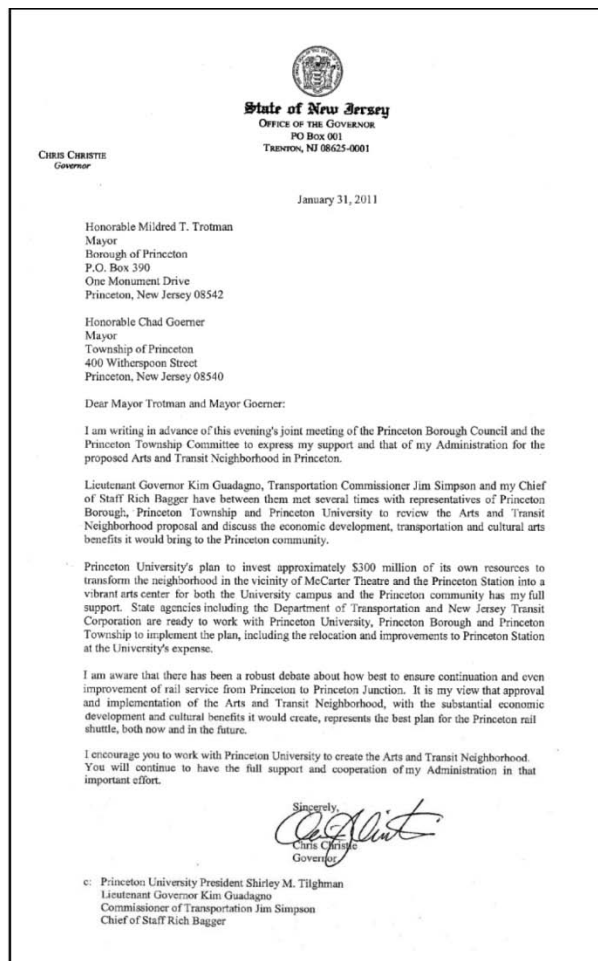
The sale also commits the university to provide 150 commuter parking spaces near the station.

The university also hopes to improve the pedestrian pathway from Spelman Hall to Forbes College.

(Continued on page eleven)

Daily Princetonian
article on the
purchase from
1984



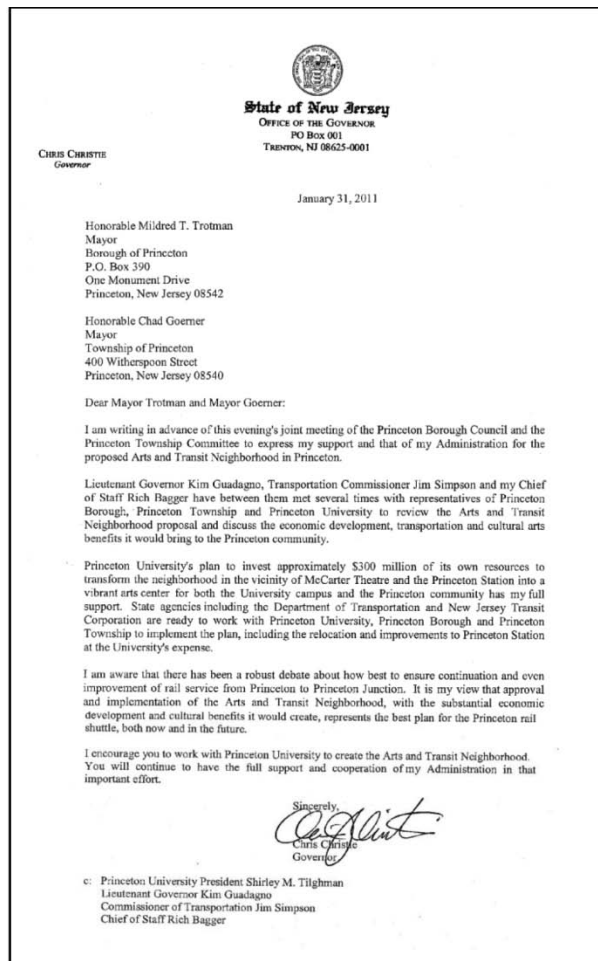


From Governor Chris Christie:

“I encourage you to work with Princeton University to create the Arts and Transit Neighborhood. You will continue to have my full support and cooperation of my administration in that important effort.”



Christopher Christie
Governor of New Jersey



Princeton University

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Ex officio



Shirley M. Tilghman
President of the University



Christopher Christie
Governor of New Jersey

Governor Christie is a Princeton University Trustee



What about improving traffic on Alexander Road ?

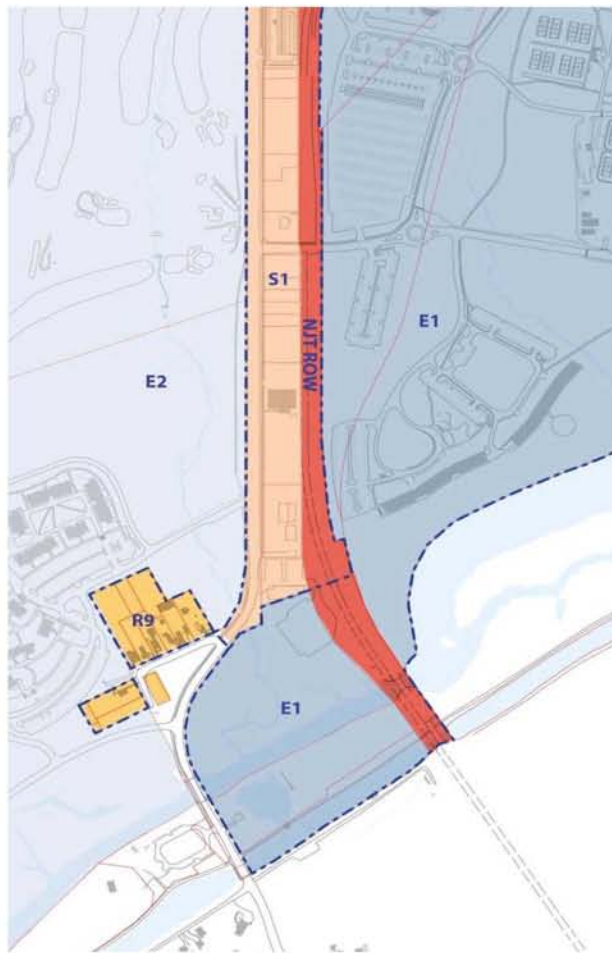
A roundabout is an improvement, but it won't reduce the amount of traffic.

This plan includes a mixed use district south of the campus buildings on Alexander that includes residential, commercial/ office and retail spaces.

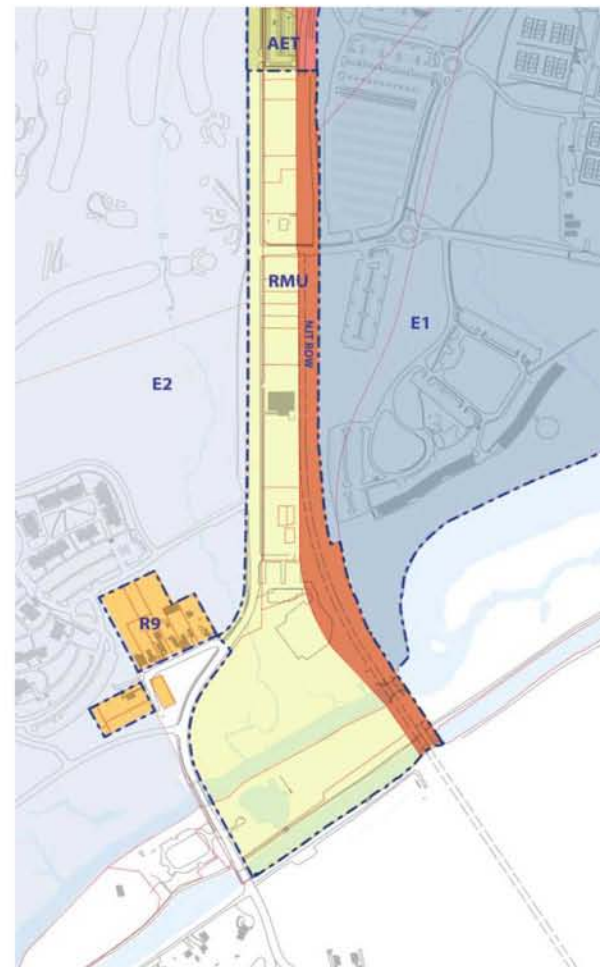
It is unlikely that these uses will reduce traffic on Alexander Road.



Alexander South: Proposed Residential Mixed Use Zoning (RMU)



Existing Zoning



Proposed RMU Zoning





What about the Arts?



“The neighborhood will support academic programs in theater, dance and music ...with new teaching, rehearsal and administrative spaces.” (from

<http://www.princeton.edu/artsandtransit/design/arts-center>)

This will *NOT* be Lincoln Center

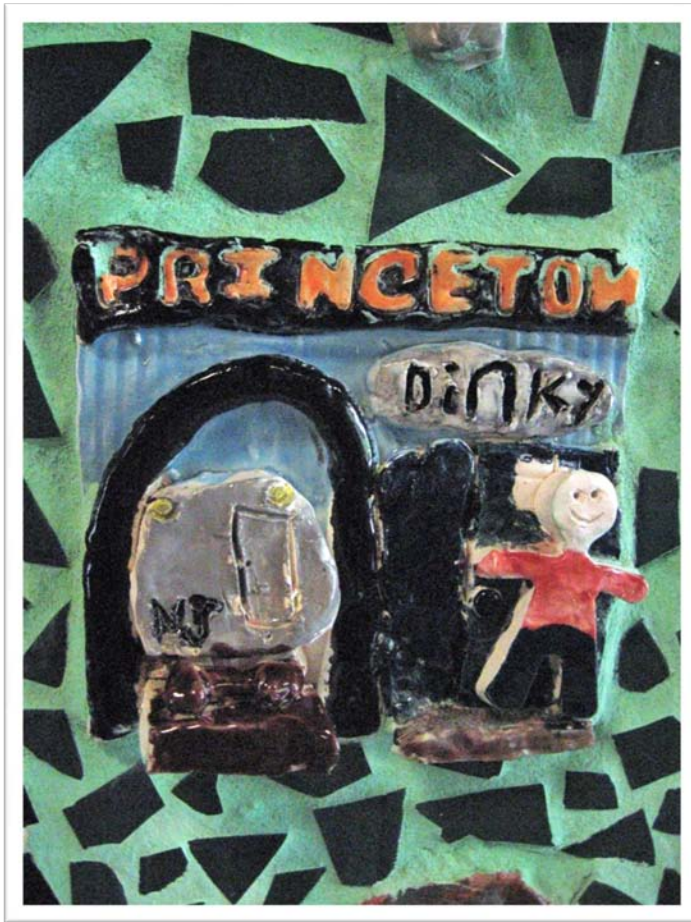


Student Arts Buildings

Are not community arts spaces

- Benefit Princeton University Students
- No Arts Majors at Princeton
- Student art is sometimes very good
- Unlikely to attract crowds of tourists
- Fewer than one performance a week according to PU 1-31-11 presentation

The Dinky Station is a Princeton Icon



Johnson Park School

*Slide courtesy of Anita
Garoniak, co-founder
"Save the Dinky"*



McCaffrey's

Murals in the Princeton Community

