

1	Question
	I have lived in West Windsor on Robert Dr. for a long time now. In the opening slide of the deck you mentioned “Incorporate New and Emerging Technology” and “Provide Flexibility and Scalability”. None of your proposed options show Emerging Technology! I am an old man now and Tram and BRT are much older than me. As you know first electric Tram dates back to 1929. Residents like me would oppose to removing the current rail only to replace it with another rail. If you’re speaking about innovation, please propose something that is indeed innovative. Also, if you drive in downtown Princeton you will see you won’t even be able to fit a passenger car during rush hour let alone a BRT bus. Please clarify how these options meet the study’s objective. Thank you.
	Answer
	<i>At this stage, the primary focus is determining the kind of transportation service that can be feasibly delivered using the right-of-way of the Princeton Branch. It is the intention to pursue and deploy emerging technologies that are proven, safe, and applicable for service within this corridor, as well as to set the stage for implementation of new technology when it is proven and available for deployment. An example of this would be the type of vehicle(s) used and the propulsion system. These will be explored in later stages of design for this project.</i>
2	Question
	What is the expected time horizon for implementing the Transitway?
	Answer
	<i>A future implementation will depend on the availability of resources for design, environmental analysis, and construction. There is currently no implementation timeframe established for the Transitway. Additional study, design, and engineering would be the next step in the process.</i>
3	Question
	I wish that you would consider operating costs for running fixed rail and rank cost impacts higher.
	Answer
	<i>Cost is one of many factors examined during the evaluation of Alternatives. Alternatives that are being advanced are those that best meet the project purpose, need, and goals while minimizing impacts.</i>

4	Question
	Who are the stakeholders/public you have contacted? My house is right next to the Dinky line and potentially where the Roszel Rd Station is to be placed and no one has reached out to me directly about our concerns.
	Answer
	<i>Representatives from both Princeton Township and West Windsor Township, as well as multiple local stakeholders, have been engaged throughout the study. Additionally, all project information and presentations have been available to the public on the project webpage for the duration of the study.</i>
5	Question
	My property is located exactly where on the NJ Transit map designs you have designed the ROSZEL STATION. We were assured that my property is NOT going to be affected at all, according to the preferred Option chosen out of Options 1-4. However, in the last zoom webinar with the Princeton Group, Mr. Adam Catherine mentioned it again, as well as showed a visual of the Roszel station. My questions are: <ol style="list-style-type: none"> 1. Are you committing to NOT AFFECTING the group of HOMES existing in Penn's Neck along the existing Dinky? 2. Are you committing to ERECTING A SOUND/PRIVACY BARRIER between our homes and what is basically a thorough way of four lanes of traffic? My vote if for a modernized electric Version 4 of your proposal. Thank you.
	Answer
	<i>The project is not yet at the preliminary design stage and all right of way and potential station locations would be determined during that future stage. No final decisions have been made as to the location of any features within West Windsor Township. It is anticipated that the proposed transitway features would generate less sound than the existing rail operation.</i>

6	Question
	Does Environmental Impacts include the cost of doing nothing or credits for decreasing emissions? Absent changes, people will continue to rely on single occupancy vehicles. The fleet of SOVs is still very combustion heavy.
	Answer
	<i>Those costs were not factored into the analysis. It is important to note that all the alternatives developed and considered, excluding “no build” alternative #4, have higher forecasted ridership levels than the present rail operation. Increased transit patronage is expected to have a concurrent reduction in automobile use, as it removes those automobile trips that would have been necessary.</i>
7	Question
	I live on the north side of the tracks (the Penn's Neck neighborhood). Will there be walkways, allowing residents to cross the track? Specifically, with option 1, local people will want to be able to walk to the proposed Roszel transit stop.
	Answer
	<i>The proposed locations of transit stops are conceptual only. At the preliminary design stage, the location, design, and access of any new stations would be evaluated.</i>
8	Question
	Will life-cycle and scope-2 carbon emissions assessments be guiding decisions on vehicle technologies? For example, will proposed BRT buses be battery-powered or trolley buses? It seems to me that trolley buses would have a lower life cycle emission than battery-powered buses.
	Answer
	<i>The type of vehicle(s) to be used in this corridor will be determined at later stages of design. That determination is expected to be guided by several considerations relating to efficiency, reliability, durability, and environmental impacts.</i>

9	Question
	With option 1 and the addition of 2 stops, will there be additional parking spaces in those locations?
	Answer
	<i>No additional parking was considered as part of the conceptual study. This will be evaluated as part of the preliminary design phase.</i>
10	Question
	It sounds like the Environmental Impacts rating does not include the (high) cost of doing nothing, or credits for decreasing carbon emissions. It sounds like it also does not count reduced demand for parking in the “flood” impact category. Do you have estimates of the number of vehicles you will take off the road under the different alternatives? How does the area for that parking compare with the area of the new project?
	Answer
	<i>At this early, conceptual stage of the study, the only demand estimation that has been performed has been ridership for the build alternatives. Parking impacts would be determined during the early design stages.</i>
11	Question
	How will the station at Roszel Rd. be accessed from the north side, along Fieldston Rd?
	Answer
	<i>The proposed locations of transit stops are conceptual only. At the preliminary design stage, the location, design, and access of any new stations would be evaluated.</i>
12	Question
	Please talk about the cost of the project, how will it be funded, and tax effect on the residents. Thanks.
	Answer
	<i>This study is at the concept level only. More precise costs would be determined in the future as part of the design effort. Availability of funding for a potential future construction project would then need to be determined. Transit construction projects are typically funded with state and/or federal capital funds and are subject to availability of funds.</i>
13	Question

	<p>I'd like to start this off by thanking you for addressing this issue. The current setup of the Dinky is ridiculous, and I'm glad that work is now being done to address it. However, I have a few questions:</p> <ol style="list-style-type: none"> 1. Could you elaborate on the rationale for peak-only EBS lanes over 24/7 EBS lanes? 2. Will provisions (clearances, grade differences, etc) be put in place to ensure that if in the future funding is allocated and community support arises to have LRT on the proposed BRT corridor, it will be able to be put into place? 3. Will there be siding(s) installed along the LRT corridor to allow for increased frequencies? <p>Thanks for your time!</p>
	<p>Answer</p>
	<ol style="list-style-type: none"> 1. <i>This is based on anticipated ridership and impact to the operation of the community road network potentially impacted by the dedicated lanes. It is important to note that the proposal is conceptual only, and no final routings or lane changes have been determined.</i> 2. <i>There are no plans to extend rail beyond its current footprint.</i> 3. <i>Yes. The concept study anticipates a siding between Route 1 and Princeton for Alternative #1.</i>
14	<p>Question</p>
	<p>Cost was just one row on the Ranking of Alternatives slide, ranked equally with 8 other factors. In real life I suspect cost matters much more. The estimated cost of Alternative #1 is \$101 million, well over twice the \$46 million cost of #3. Wouldn't #3 objectively provide service as good or better than #1, while costing much less? (Service frequency of #3 can easily be adjusted by adding more buses.)</p>
	<p>Answer</p>
	<p><i>Acknowledging that cost is an important factor, another is local preference. Alternative #1 ranked highest in local preference, while Alternative #3 ranked lowest.</i></p>

15	Question
	What is an environmental effect of the proposed service facility?
	Answer
	<i>Once a conceptual design has been completed for a servicing facility and the location, configuration, and characteristics of the facility are known, the impacts of the facility on the environment would need to be assessed.</i>
16	Question
	Do you have current ridership data (2022) for the existing dinky line? The data you have, shows declining ridership over a long period of time. How do you know ridership won't continue to decline?
	Answer
	<i>Princeton Branch ridership has, in recent years, largely been affected by the expansion of parking availability at the Princeton Junction station, as well as service disruptions relating to Engineer (operator) availability. Forecasted ridership for Alternatives 1 through 3, all of which call for higher levels of service, project ridership growth.</i>
17	Question
	I live on Washington Road. The currently approved Transit Development neighborhood has two roads N/S Station Drive and a road at the West of the development. There are approximately 880 units approved. Right now, the plan has the majority of the traffic going onto Washington Road. The planners said they would get approval from NJ transit to have access from the West road to Alexander Road through the current crossing. Has this been approved by NJ Transit? Does this plan include access from those 880 houses to Alexander Road? Will the station be located on the Office side of the tracks? Question 2 - Where is the station between PJ Station and Route 1? Where would people park? Will this station include restricted parking in the Penns Neck neighborhood? Is there parking and access from the office buildings south of the tracks?
	Answer
	<i>Access from the indicated project to Alexander Road has been approved via a route through the NJ Transit parking lots and Vaughn Drive. The concept study shows the proposed Roszel Station platform on the commercial (south) side of the current Dinky line. This is conceptual only and issues of parking and access will be addressed during the preliminary design of work.</i>
18	Question

	I support the Roszel Road station as it could serve the offices in Carnegie Center, the Hyatt, and the many townhomes communities to the west of Alexander Rd. Is there a consideration for extending in West Windsor to connect to the Mercer County Community College? to Mercer County Park?
	Answer
	<i>Longer term enhanced bus routing extensions and connections will only be effective with a reasonable and efficient system. The extension of Vaughn Drive to Rt. 571 may open long term possibilities for connectivity.</i>
19	Question
	You've said several times that the stations along the route are hypothetical — likely TBD at a later date. Can you assure us that the bike/pedestrian path is less than hypothetical?
	Answer
	<i>Bicycle and pedestrian access along the corridor have been shown in all of the options except for the no build option.</i>
20	Question
	Could you please explain what the method of communication you will have in the future to address the next design options with the residence who live in Penns Neck. I very much appreciate your answer. Stations along Penns Neck neighborhood raise a big number of Problems.
	Answer
	<i>At such time that NJT is able to advance the next phase of design work for the Princeton Transitway, the scope of work will include public outreach.</i>
21	Question
	Where exactly will any Roszel Station be, along Fieldston Rd? and will there be access to that station from the north edge, from the Fieldston Rd. side? The neighborhood will be totally against a station that negatively affects the quiet quality of life here. We hear you say that everything is preliminary and is yet to be determined. Yet with other development in our area, our significant input RARELY changes one single thing.

*NJ Transit - Princeton Transitway Study
 Public Stakeholder Meeting
 May 24, 2022 5 pm to 6:45 pm
 Hosted by West Windsor Township Via Zoom*

	Answer
	<i>No additional parking was considered as part of the conceptual study. This will be evaluated as part of the preliminary design phase. Resident and business engagement will be part of that phase of work, as it has been part of this conceptual study phase.</i>
22	Question
	Why is maintenance yard being located in WWT?
	Answer
	<i>It is anticipated to be a benefit to the safe and effective operation of the rail facilities and there is room for this to be constructed within West Windsor a minimal impact to operations and adjoining neighbors.</i>