

# Princeton Transitway Study



NJ TRANSIT has conducted a preliminary evaluation of four alternatives for the Princeton Branch. The alternatives evaluated include:

- **Alternative 1: Dedicated Transit Roadway with Embedded Light Rail –** Conversion of the Princeton Branch to a paved roadway with embedded rail that could support both rubber-tired bus rapid transit (BRT) and light rail transit (LRT\*). Includes a parallel pedestrian/bicycle pathway along the Princeton Branch ROW, an extension of rubber-tired/BRT service into Princeton and West Windsor, and two new stations on the Princeton Branch.
- **Alternative 2: Light Rail with Parallel Dedicated Transit Roadway –** Maintaining the existing rail for LRT\* service and constructing a parallel roadway for BRT and other rubber-tired transit services. Includes a parallel pedestrian/bicycle pathway along the Princeton Branch ROW, an extension of rubber-tired/BRT service into Princeton and West Windsor, and two new stations on the Princeton Branch.
- **Alternative 3: Dedicated Transit Roadway –** Removal of the existing rail and construction of a roadway for BRT and other rubber-tired transit only. Includes a parallel pedestrian/bicycle pathway along the Princeton Branch ROW, an extension of rubber-tired/BRT service into Princeton and West Windsor, and two new stations on the Princeton Branch.
- **Alternative 4: No Build –** No changes to the corridor; maintain existing service.

*\*It should be noted that Alternatives 1 and 2 include a new maintenance facility for the LRT vehicles.*

The purpose of this preliminary evaluation was to screen the alternatives and select one or more alternatives to advance for further study. The above-listed alternatives were evaluated at a high-level based on the following factors:

- Potential peak period service frequencies
- Enhanced community connections

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- Mobility access
- Potential right-of-way (ROW) impacts
- Potential environmental impacts
- Stakeholder and public input
- Order of magnitude capital and fleet costs

Based on the results of the evaluation, and customer and stakeholder input, Alternatives 1 and 4 will be advanced for further study and evaluation. Alternative 2 will not be advanced because of substantial potential ROW impacts which would require residential property acquisition, potential environmental impacts, and higher implementation costs. Alternative 3 will not be advanced due to customer and stakeholder preference for alternatives with higher service frequencies, as well as for alternatives with rail service.

Over the next few months, NJ TRANSIT will continue to analyze and develop the selected Alternatives. Once more detailed assessments and analysis have been conducted, the refined Alternatives will be shared with the public. We encourage you to continue providing your comments and feedback via NJ TRANSIT's webpage:

<https://www.njtransit.com/princetontransitway>



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