

**June 2, 2020 – Neighborhood “Virtual Meeting” re: East Campus Parking Garage  
Summary of questions posed by attendees with answers provided at meeting.**

Note: The Traffic Impact Study referenced in responses below is available online [here](#).

**When do you currently project that the ES + SEAS project will begin and end?**

*We anticipate that construction for new facilities for Environmental Studies and School of Engineering and Applied Sciences (SEAS) that are planned to be constructed along Ivy Lane/Western Way will begin in early 2022 and conclude at the end of 2024. This schedule is dependent on receiving approvals from the Princeton Planning Board. We anticipate submitting a concept plan to the Princeton Planning Board this summer and hope to make a presentation of the concept plan to the planning board later this summer or in the fall.*

**Why is there no turning lane at Faculty/Fitzrandolph coming east?**

*The Traffic Impact Study determined that a turning lane will not be needed at this intersection. Those entering the garage will also be able to make a left onto Garage Drive. The University does not want to widen roads more than what is necessary to accommodate traffic*

**You're removing multiple parking lots with multiple entrances and exits, and replacing those with a single parking building with two entrances and three exits. Are you sure you're not going to have rush hour congestion? Look at what happens now on Faculty as those areas in the southwest corner of campus empty out to get to Alexander Road.**

*The Traffic Impact Study analyzed the circulation impacts in detail, and we undertook a number of surveys to determine the number of vehicles that will arrive at or leave the garage during peak hours. The results of the Traffic Impact Study indicated that, with modest mitigation measures that anticipate adjustment to traffic signal timing along Washington Road, the proposed circulation plan will not cause congestion.*

**I would like to urge the team to push for more architectural work to soften the sides of the parking facility, in particular the south (Faculty Road) and east (Fitzrandolph) facing sides. The north-west stairs wood underside mentioned today is a nice touch, but couldn't additional patterns or spandrel panels be designed for the building sides?**

**Thanks!**

*We have designed the garage using a precast construction system which provides both the structure and architectural finish. This allows the façades of the garage to be open to the environment allowing in light and fresh air and helps to provide a lighter architectural “touch”. At the precast spandrels, an enhanced cast pattern will be used (pattern is still to be finalized), using wood finishes at underside of Transit Hub canopy and stairs in the NW elevator tower to provide a warmth to the materials of the garage,*

*and the robust landscape plan will create a softer façade on both the south and east facades along Faculty and Fitzrandolph.*

**Could traffic on Fitzrandolph between Western Way and Prospect Avenue be discouraged in some way (speed bumps or one-way traffic only?) to push as much traffic as possible to the new street west of Fitzrandolph? Thanks!**

*Based on the Traffic Impact Study, we do not believe that traffic calming devices are needed, but we would work with the Municipality of Princeton to monitor traffic and make adjustments as needed.*

**If the university is targeting carbon neutrality by 2046 why is the number of parking spaces increasing? They seem to run counter to each other.**

*The goal of carbon neutrality does not consider emissions from vehicles being used to commute to the campus. At this time our Sustainability Action Plan is focused on campus operations when considering carbon neutrality. With that being said, we are trying to reduce the number of single occupancy vehicles coming to campus, knowing that the campus is located in a suburban location with somewhat limited mass transit alternatives. Our Revise Your Ride program has been successful in commuters considering alternative travel modes to campus. Regardless of success of our Revise Your Ride Program and the shift of travel to campus over time by our faculty, staff and students, the University still needs to provide parking. Providing parking in a single (garage) location provides the benefit of reducing vehicle travel through and around neighborhoods when vehicles are looking for a parking space at the currently disbursed lots.*

**There will be an increase of traffic at Faculty and Fitzrandolph. It is already a little challenging being on Fitzrandolph turning onto Faculty given the hill to the east of the intersection. Have you considered putting a traffic circle at that intersection?**

*The Traffic Impact Study identifies an increase in delays of cars turning from Fitzrandolph onto Faculty, but did not indicate that a change to the intersection was warranted. Traffic will continue to be monitored and if a traffic control device is needed at this location, the University will respond and install. A roundabout would be difficult at this location due to the adjacent topography.*

**The traffic projections:**

**(a) I assume the tables show some "central guesstimate". What is the likely range of these estimates -- i.e., not just the central guesstimate but likely upper and lower bounds. In other words, it would be good to get some confidence intervals.**

*We have not developed a central estimate. We have undertaken a number of surveys to determine traffic generation ratios and distribution pattern. We have used what are reasonably considered worst-case scenario traffic assumptions. A new unknown*

*that has been introduced is to what degree will COVID 19 effect future traffic conditions? We don't know the answer to that in the long-term, but in the short-term it has dramatically reduced vehicular travel to/around campus.*

**(b) (b) related to my first question, what if the actual traffic impacts on the residential blocks (esp. Fitzrandolph) turns out to be higher than the estimates in the tables. How will this be dealt with?**

*If the actual impacts are higher than the projections, the University would work with the Municipality of Princeton to evaluate if traffic calming devices could be installed.*

**Is the garage being designed for potential future additional parking levels or is 6 levels the maximum?**

*The garage is not being designed to allow for additional parking levels in the future. It will not be expanded.*

**Can the new Western Way --> Prospect Avenue Road be completed before the end of 2024? We're concerned that the flow of traffic on this road will be needed as soon as the garage will be opened. When will the garage be opened?**

*The new connector road will be developed as part of the first phase of the Environmental Studies and School of Engineering and Applies Sciences project and likely cannot be opened by the projected completion of the garage in Fall 2022 as the ES-SEAS site will still be an active construction site at that time. It is important to note that the full garage capacity will not be used when it initially opens as the ES-SEAS project will still be under construction and therefore not occupied.*

**In your projections, approximately, what percentage of the cars in the garage will come from the North and East?**

*Figures 4.13 and 4.14 of the Traffic Impact Study give the detailed traffic distribution percentages: from the Nassau/Harrison intersection 20%, from Nassau/Washington intersection 13%*

**Are there evergreen trees included in the new planting to help soften the garage facade over four seasons?**

*We have not yet finalized the tree selection, but seasonality is important and we imagine that evergreens will be included in the planting plan*

**The garage is going to pick up parking for football games. How many spaces does Princeton believe are used for football game parking? parking now fills up Prospect/Ivy Way/Western Way**

*We estimate that between 1,000 – 1300 vehicles arrive on campus for any given football game. This parking will shift to the new parking garage*

**What are the arrangements for dealing with construction traffic on the residential blocks during the several years of the project?**

*Construction traffic to the site will not use neighborhood streets – construction deliveries/loads would come in from Route 1 on Harrison to Faculty. Contractor parking is provided in West Windsor and contractors will be bussed in. Contractors should not be parking on campus or in neighborhoods, as they have been given direction not to park there and provided with a space to park in West Windsor with transportation to the construction site. Anyone observing contractors parking on neighborhood streets should call the Facilities Customer Service Center at 609-258-8023.*

**Are there any plans to replace the student crossings on Washington Road between Faculty and Ivy Lanes with an additional bridge?**

*While there are no plans to build another bridge over Washington Road, we are paying careful attention to the intersection of Ivy Lane and Western Way as part of the planning for the Environmental Studies and School of Engineering and Applied Sciences project. The University and the Municipality of Princeton have a mutual interest in identifying opportunities to improve bike and pedestrian safety. With the development of the new parking garage at the proposed location, the existing Streicker Bridge over Washington Road will provide a convenient connection for pedestrians and cyclists to travel safely over Washington Road.*

**Is there a schedule for construction of the bridge over the lake?**

*Feasibility for the new pedestrian bridge over Lake Carnegie is still being studied*

**Where will the current parking on Lot 21 be accommodated while the garage is under construction?**

*Building upon the success of the Revise Your Ride program, we plan to move some parking assignments from Lot 21 to the west side of campus to parking lots with available spaces. This includes the West Garage as well as Lot 20 and other lots to the north of Faculty Road. We will need to have a plan in place for intermittent overflow parking, in locations such as Butler Tract where this overflow parking can be managed and monitored by staff from Transportation and Parking Services. With the onset of the COVID pandemic, there is a potential for additional, ongoing vacancies in our parking lots around campus as we are not certain when and how campus operations will begin again.*