Princeton Police Department

Monthly Report For January 2013

77 Occurrences of the following:

Ca	Date	Time	Location	Incident / Call Type
13-00004	01/01/13	12:20 AM	Nassau Street	Driving While Intoxicated 39:4-50
13-00083	01/02/13	12:15:39	18 Chestnut Street	Driving While Intoxicated 39:4-50
13-00124	01/02/13	12:51:12	Chambers Street	Motor Vehicle Crash - Bicycle
13-00135	01/02/13	2:01:42	301 North Harrison Street	Motor Vehicle Crash - No Injury
13-00143	01/02/13	3:30:39	Wiggins Street	Motor Vehicle Crash - No Injury
13-00204	01/03/13	11:08:58	Hulfish Street	Motor Vehicle Crash - No Injury
13-00212	01/03/13	12:20:34	William Street	Motor Vehicle Crash - Pedestrian
13-00245	01/03/13	5:43:52	Mount Lucas Road	Motor Vehicle Crash - Deer
13-00247	01/03/13	6:52:05	Washington Road	Motor Vehicle Crash - No Injury
13-00316	01/04/13	11:52:22	Greenbriar Row	Motor Vehicle Crash - Pedestrian
13-00392	01/04/13	6:37:44	Nassau Street	Motor Vehicle Crash - No Injury
13-00451	01/05/13	8:40:52	Pretty Brook Road	Motor Vehicle Crash - Deer
13-00533	01/05/13	9:30:52	Park Place	Motor Vehicle Crash - No Injury
13-00534	01/05/13	10:10:21	Nassau Street	Motor Vehicle Crash - No Injury
13-00540	01/05/13	11:54:42	707 State Road	Motor Vehicle Crash - Deer
13-00690	01/07/13	12:29:15	South Harrison Street	Motor Vehicle Crash - Bicycle
13-[illegible]4	01/08/13	8:20:31	State Road	Motor Vehicle Crash - No Injury
13-00777	01/08/13	8:42:47	Stockton Street	Motor Vehicle Crash - No Injury
13-00832	01/08/13	6:33:22	Washington Road	Motor Vehicle Crash - Injury
13-00868	01/09/13	8:08:51	Washington Road	Motor Vehicle Crash - No Injury
13-00915	01/09/13	2:51:40	Washington Road	Motor Vehicle Crash - No Injury
13-00933	01/09/13	7:20:12	45 Maple Street	Motor Vehicle Crash - No Injury
13-00970	01/10/13	8:04:02	Nassau Street	Motor Vehicle Crash - No Injury
13-01008	01/10/13	1:38:34	548 Stockton Street	Motor Vehicle Crash - No Injury
13-01021	01/10/13	3:03:30	Vandeventer Avenue	Motor Vehicle Crash - No Injury
13-01025	01/10/13	3:32:34	University Place	Motor Vehicle Crash - No Injury
13-01047	01/10/13	6:44:44	Prospect Avenue	Motor Vehicle Crash - No Injury
13-01119	01/11/13	12:03:20	Nassau Street	Motor Vehicle Crash - No Injury
13-01162	01/11/13	7:22:48	South Harrison Street	Motor Vehicle Crash - Bicycle
13-01178	01/11/13	9:48:39	State Road	Motor Vehicle Crash - No Injury
13-01104	01/11/13	9:21:01	400 Esther Place	Motor Vehicle Crash - No Injury
13-01212	01/12/13	10:01:06	Mercer Street	Motor Vehicle Crash - No Injury
13-01243	01/12/13	3:56:49	William Street	Motor Vehicle Crash - Injury
13-0[illegible]5	01/16/13	4:41:16	13 Park Place	Motor Vehicle Crash - No Injury
13-01589	01/16/13	9:48:42	61 David Brearly Court	Motor Vehicle Crash - No Injury
13-01750	01/17/13	3:02:32	Princeton Kingston Rd	Motor Vehicle Crash - Injury
13-01768	01/17/13	5:39:10	25 Chambers Street	Motor Vehicle Crash - No Injury

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Ca[illegible]	Date	Time	Location	Incident / Call Type
13-01796	01/17/13	10:13:40	Prospect Avenue	Motor Vehicle Crash - No Injury
13-01808	01/18/13	1:06:15	Ivy Lane	Motor Vehicle Crash - No Injury
13-01863	01/18/13	12:27:10	301 North Harrison Street	Motor Vehicle Crash - No Injury
13-01992	01/19/13	12:50:14	Stockton Street	Motor Vehicle Crash - No Injury
13-02000	01/19/13	2:09:08	Spring Street	Motor Vehicle Crash - No Injury
13-01997	01/19/13	2:02:05	255 Nassau Street	Motor Vehicle Crash - No Injury
13-02061	01/20/13	6:20:51	Bunn Drive	Motor Vehicle Crash - No Injury
13-02084	01/20/13	12:46:43	Washington Road	Motor Vehicle Crash - No Injury
13-02157	01/21/13	8:50:23	24 Spring Street	Motor Vehicle Crash - No Injury
13-02242	01/21/13	9:24:46	South Harrison Street	Motor Vehicle Crash - No Injury
13-02244	01/21/13	9:44 PM	South Harrison Street	Motor Vehicle Crash - No Injury
13-02282	01/22/13	10:34:21	State Road	Motor Vehicle Crash - No Injury
13-02318	01/22/13	4:07:19	Nassau Street	Motor Vehicle Crash - No Injury
13-02404	01/23/13	10:23:03	Linden Lane	Motor Vehicle Crash - No Injury
13-02431	01/23/13	1:43:06	Birch Avenue	Motor Vehicle Crash - No Injury
13-02518	01/24/13	9:25:16	Alexander Street	Motor Vehicle Crash - No Injury
13-[illegible]30	01/24/13	11:12:21	301 North Harrison Street	Motor Vehicle Crash - No Injury
13-02537	01/24/13	11:37:52	24 Spring Street	Motor Vehicle Crash - No Injury
13-02570	01/24/13	3:37:30	310 North Harrison Street	Motor Vehicle Crash - No Injury
13-02588	01/24/13	5:50:28	Terhune Road	Motor Vehicle Crash - No Injury
13-02592	01/24/13	7:06:09	North Harrison Street	Motor Vehicle Crash - Injury
13-02668	01/25/13	12:33:34	303 South Harrison Street	Motor Vehicle Crash - No Injury
13-02720	01/25/13	6:09:57	Riverside Drive	Motor Vehicle Crash - No Injury
13-02723	01/25/13	6:28:58	Jefferson Road	Motor Vehicle Crash
13-02726	01/25/13	6:52:10	Great Road	Motor Vehicle Crash - No Injury
13-02725	01/25/13	6:51:07	Ewing Street	Motor Vehicle Crash - No Injury
13-02721	01/25/13	6:11:51	Alexander Street	Motor Vehicle Crash - No Injury
13-02709	01/25/13	5:17:24	Witherspoon Street	Motor Vehicle Crash - No Injury
13-02782	01/26/13	10:01:58	University Place	Motor Vehicle Crash - No Injury
13-02831	01/26/13	9:13:44	217 Walnut Lane	Motor Vehicle Crash - No Injury
13-03045	01/28/13	5:03:10	John Street	Motor Vehicle Crash - No Injury
13-03050	01/28/13	5:37:44	Pretty Brook Road	Motor Vehicle Crash - Injury
13-03056	01/28/13	6:46:42	470 Quaker Road	Motor Vehicle Crash - No Injury
13-[illegible]0	01/28/13	8:21:44	Washington Road	Motor Vehicle Crash - No Injury
13-03092	01/29/13	9:28:37	360 Nassau Street	Motor Vehicle Crash - No Injury
13-03127	01/29/13	2:44:28	Nassau Street	Motor Vehicle Crash - Pedestrian
13-03129	01/29/13	2:47:38	Olden Lane	Motor Vehicle Crash - No Injury

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77 Occurrences of the following:

Cas	Date	Time	Location	Incident / Call Type
13-03141	01/29/13	4:17:59	Witherspoon Street	Motor Vehicle Crash - No Injury
13-03208	01/30/13	8:40:27	Jefferson Road	Motor Vehicle Crash - No Injury
13-03343	01/31/13	4:10:14	Stockton Street	Motor Vehicle Crash - No Injury

MVA W/PEDESTRIANS
January 2013

CASE #	DATE	TIME	STREET	AGE	
13-00212	1/3/13	1220	41 William Street	43/1	Injury
13-00316	1/4/13	1152	Karl Light Blvd./Greenbrier Row	60	Injury
13-03127	1/2913	1444	Nassau Street	14	Injury

MVA W/BICYCLISTS
January 2013

CASE #	DATE	TIME	STREET	AGE	
13-00124	1/2/13	1220	Chambers/Hulfish	22	No Injury
13-00690	1/7/13	1229	S. Harrison St./Sergeant St.	18	Injury
13-01162	1/11/13	1922	S. Harrison St./Prospect Ave.	24	Injury

MVA W/DEER
January 2013

CASE #	DATE	TIME	STREET		
13-00245	1/3/13	1743	Mount Lucas Road/Stuart Rd. East	19	No Injury
13-00451	1/5/13	0840	Pretty Brook Road/Coniston Court	56	No Injury
13-00540	1/5/13	2354	State Road/Hillside Ave.	27	No injury

PRINCETON POLICE
MONTHLY REPORT SUMMONSES
JANUARY 2013

	2013
SPEEDING	131
UNREGISTERED VEHICLE	91
FAILURE TO INSPECT	59
CELL PHONE	50
CARELESS DRIVING	43
MAINTENANCE OF LAMPS	30
DRIVING WHILE SUSPENDED	27
FAILURE TO EXHIBIT DOCUMENTS	26
UNLICENSED DRIVER	21
UNINSURED MOTORIST	12
FAILURE TO WEAR SEATBELT	10
DRIVING WHILE INTOXICATED	9
ALL OTHER	166
TOTAL	675

PRINCETON POLICE
MONTHLY REPORT ORDINANCE ACTIVITY
JANUARY 2013

	2013
LITTERING	1
NOISE COMPLAINT	1
OPEN CONTAINER	2
TOTAL	4

PRINCETON POLICE
MONTHLY REPORT OF PARKING ORDINANCE ACTIVITY
JANUARY 2013

	2013
(BUS ZONE)	0
(LOADING ZONE)	16
(PARKING w/DESIGN PARK STALLS)	53
(NO PARKING ZONES/ANYTIME)	2
(PARKING BET 2A & 6A LIMIT 1 HR)	191
(PARK LIMIT 2 HRS BET 8A & 6P)	150
(PARK BET 2A & 6A IN MUN YARD)	30
(METERS)	2122
(METER FEEDING)	41
(PARK IN HANDICAP SPACE)	0
ALL OTHERS	105
TOTALS	2710

New Jersey Department of Transportation

ROUTE 1 PENNS NECK
8 LANE AT-GRADE ALTERNATIVE
WEST WINDSOR TWP, MERCER CCOUNTY

NTS February, 2013

February 11, 2013

To: Princeton Traffic and Transportation Committee
From: Ralph Widner
Subject: Comments on Draft Circulation Element for Master Plan

The Planning Board has asked for committee comments on the draft Circulation Element for the Master Plan. Here are mine:

Introduction
The draft uses traffic data in the introductory paragraph that come from the 2006-2010 American Community Survey by U.S. Census. The newest data available (2007-2011) estimates that 23,800 in-commuters (rather than 24,500) came to Princeton to work each day during that period. In May 2012, the hospital relocated from Princeton to Plainsboro. This probably reduced the number of Princeton in-commuters by about 2000. Since the Master Plan will be adopted some time this year, I suggest that the language read: " Combined with an estimated 21,500 in-commuters to local institutions and businesses…"

Harrison/Washington Intersections with U.S. 1
In the 7th paragraph of the Introduction, the draft says that, in cooperation with other municipalities, Princeton needs "to press for below or above-grade crossings of U.S. 1 at Washington Road and Harrison Street." The current proposals from NJDOT are to create at-grade crossings. The design focuses almost exclusively on traffic either entering or exiting U.S. 1 at these intersections. Yet, together with the Alexander fly-over, these intersections are the principal conduits for commuters who live and work in Greater Princeton to go to and from their jobs on either side of U.S. 1. The attached table shows the estimated cross-U.S. 1 traffic of residents living in Greater Princeton who also work in Greater Princeton. I estimate that they account for 13,544 trips per day across U.S. 1—about 22.4% of resident commuter traffic within Greater Princeton (estimated at 60,000 trips per day). This is obsolete data. Updated counts will undoubtedly show far greater numbers. In light of these flows, we should fight for below or above-grade crossings.

Goals
If we are serious about our goal to lure significant numbers of motorists out of their cars and on to transit, pre-occupation with just point-to-point Dinky service from downtown Princeton to Princeton Junction will not accomplish that objective. The Dinky currently carries about 12,000 trips per day. Sixty percent are related to the university. Only about 10 percent of our resident out-commuters use rail to get to work (1,346) and only 1.4% of our in-commuters use rail (438). Simply extending Dinky access up to Nassau Street will not tap a significantly larger number of users. Our best option to increase use of the Dinky, and transit in general, is to extend the "service shed" by integrating the Dinky into a more comprehensive "Greater Princeton" transit system that links all the key town centers, transit, employment, shopping, and medical sites of Greater Princeton. This would capture the density

and diversified body of users necessary to support an efficient, convenient, and financially viable transit system.

Strategies To Address Circulation Goals
Regarding Interstate/regional trucks:

1. How much of a problem do we really have with interstate truck traffic on local streets? Certainly we have problems on U.S. 206, Washington, Nassau, and Great Road/Elm. But they are U.S., state, or county throughfares. What local streets do we have in mind where we would want a four-ton gross limit?
2. We must be careful how we use the term "to discourage large trucks." If we put this language into the Master Plan and then take actions on U.S. 206, we open ourselves to legal challenge for interfering with interstate commerce on a U.S. primary highway. I recommend that we use the language: "incorporate traffic calming measures that enhance public safety and local traffic flows without facilitating use by through-trucks."

Current State of the Circulation System

Travel Demand Patterns

"The "Greater Princeton" economy employs over 100,000 workers and 60,000 also live in a Greater Princeton municipality. The remaining 40,000 commute in from elsewhere."

Table
Greater Princeton Resident Commutes in Greater Princeton

	Work in Town
1. Princeton	6297
2. Plainsboro	2054
3. S.Brunswick	3477
4. Lawrence	3457
5. W.Windsor	2078
6. Franklin*	4476
7. Montgomery**	1450
8. Hopewell***	1640
9. East Windsor*	2518
10. Cranbury	229

	In-Town	West of U.S. 1	Across U.S. 1	East of U.S. 1
Princeton-Plainsboro			1260	
Princeton-S.Brunswick			1263	
Princeton-Lawrence		2448		
Princeton-W.Windsor			1742	
Princeton-Franklin		636		
Princeton-Montgomery		1221		
Princeton-Hopewell		1382		
Princeton-East Windsor			943	
Princeton-Cranbury			115	
Plainsboro-S.Brunswick				1567
Plainsboro-Lawrence			770	
Plainsboro-W.Windsor				1554
Plainsboro-Franklin			575	
Plainsboro-Mongtomery			582	
Plainsboro-Hopewell			309	
Plainsboro-East Windsor				780
Plainsbor-Cranbury				222
S. Brunswick-Lawrence			603	
S. Brunswick-W. Windsor				714
S. Brunswick-Franklin		2001		
S. Brunswick-Montgomery			595	
S. Brunswick-Hopewell			298	
S. Brunswick-East Windsor				1412
S. Brunswick-Cranbury				212
Lawrence-W.Windsor			1249	
Lawrence-Franklin			230	
Lawrence-Montgomery		505		
Lawrence-Hopewell		711		
Lawrence-E. Windsor			771	
Lawrence-Cranbury			94	
W. Windsor-Franklin			463	
W.Windsor-Montgomery			429	
W.Windsor-Hopewell			519	
W.Windsor-E.Windsor				2675
W.Windsor-Cranbury				154
Franklin-Montgomery		694		
Franklin-Hopewell		133		
Franlin-E. Windsor			278	
Franklin-Cranbury			49	
Montgomery-Hopewell		328		
Montgomery-East Windsor			166	
Montgomery-Cranbury			99	
Hopewell-E.Windsor			106	
Hopewell-Cranbury			36	
	27676	10059	13544	9290
	45.7%	16.6%	22.4%	15.3%

February 11, 2013

To: Princeton Traffic and Transportation Committee
From: Ralph Widner

Subject: Campaign for a Safer Princeton—History and Future

Despite widespread public concern about traffic safety in the community, the number of motor vehicle accidents with pedestrians and bikers is unacceptably high. Not surprisingly—since the majority of pedestrian accidents happen downtown—the number of motor vehicle accidents with pedestrians was about twice as high within the former borough than in the township over the past four years. However, the number of accidents involving motor vehicles and bikers was about the same in the two former jurisdictions over the same period. The "high accident" locations in the community will be mapped and made available to the committee in the not-too-distant future.

Any effective campaign to reduce the number of accidents involves three principal elements:

(1) **Engineering:** Installation and maintenance of infrastructure for safety purposes, such as sidewalks, crosswalks, lighting, traffic light/pedestrian controls, clear signage, bike lanes/sharrows, pedestrian islands, etc.
(2) **Education:** A *concerted* public awareness campaign to discourage the most egregious behaviors and promote safe driving, biking, and walking.
(3) **Enforcement:** Enforcement of laws governing motor vehicle, pedestrian, and bike behaviors in traffic.

Over the years, both former municipalities engaged in traffic safety initiatives in each of these three categories. To a considerable extent, these efforts were unintegrated, scattershot, and ineffective. Going forward, we should decide whether the time has come for a more *concerted* traffic safety campaign. Can initiatives of the engineering and public works departments, police departments, the school system, the university, the Traffic and Transportation Committee, the Pedestrian and Bicycle Committee, the media, the merchant community, and other organizations be orchestrated so that they reinforce each other and achieve critical effect?

A concerted would call for:

1. A systematic engineering inventory of physical traffic safety hazards and needs and follow-up implementation.
2. Design and implementation of a full-scale public education and awareness campaign.
3. A realistic, manageable enforcement program by the police department.

History of the Borough's Campaign for A Safer Princeton

In 2010, the Borough Traffic and Transportation Committee conducted an on-line survey to assess public concerns about traffic. (See attached graph summarizing results.)

The Borough Council then asked the committee to develop initiatives to deal with some of these concerns.

1. At the Committee's behest, the Borough Police Department posted downtown foot patrols during summer 2011 to issue warnings to pedestrians and bikers they saw violating the law. (Attached to this memo is a copy of the warning leaflet they issued.) This had some salutary results in its early stages and was well received by the public, but after several months, when it was clear that no summons were being issued, effectiveness wore off.

2. At the same time, the committee decided to undertake a public education campaign to sensitize people about their behavior in traffic. A video was prepared showing some of the crazy pedestrian and biker behaviors that lead to so many accidents.

3. The committee mounted a contest in the schools inviting students to name some cartoon characters and write punch lines satirizing the most egregious behaviors. (See cartoon characters attached.)

4. The cartoons and the video were then used in the schools and at the university as part of the safety education effort. The schools ran the video in the common room and used it in some social science and civic education programs. The university used the video and leaflets in its orientation sessions for incoming students.

5. The cartoons ran in *The Packet* and *Town Topics*, and on-line on *Princeton Patch* for three months during the summer of 2012. The video ran nearly 100 times on Channel 30. There is no evidence that either the cartoon campaign or video had much public effect.

6. In the later weeks of 2012, as it was clear that irresponsible traffic behavior continued, the Chief directed officers to issue summons for some pedestrian and biker violators.

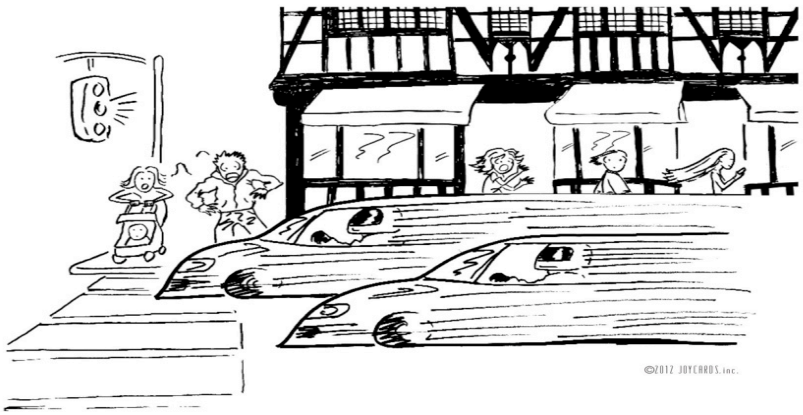
Throughout these efforts, the police departments continued to conduct their own traffic safety education efforts in the schools.

Accident statistics tell us that we have a lot of work to do.

We should not under-estimate the effort and coordination it will take to mount a campaign that really makes a difference. To do less, however, would be a waste of energy.

CAMPAIGN FOR A SAFER PRINCETON

RUSH REDLIGHT



IT'S NASSAU, NOT NASCAR!
(Liana Bloom, Princeton High School)

OBLIVIOUS OLIVIA
(William XU, PHS)

CROSSWALKS ARE FOR WALKING, NOT TALKING.
(William Xu, PHS)

RECKLESS RITA
(Jenna Cody, Princeton High School)

BETTER TO SHOW UP LATE THAN NOT SHOW UP AT ALL
(Rebecca Ravitz, Montgomery HS)

LIFE IS WORTH MORE THAN A CUP OF COFFEE.
USE THE CROSSWALK!

Impatient Ivan

Crosswalk in use! Stop or Meet a Cop.

IT'S A STATE LAW!

TEXTING TIM
(Jake Renda, Community Park School)

DON'T SEAL YOUR FATE! THE TEXT CAN WAIT!
(Augustus Huang, Princeton High School)

DRIVE OR TEXT, BUT NOT AT THE SAME TIME!
IT'S A STATE LAW!