

PRINCETON COUNCIL MEETING
February 24, 2015

A meeting of the Mayor and Council was held on this date at 6:00 p.m. in the Main Meeting Room in the municipal complex, 400 Witherspoon Street, Princeton, NJ 08540.

NOTICE OF MEETING

The Clerk read the following statement.

The following is an accurate statement concerning the providing of notice of this meeting and said statement shall be entered in the minutes of this meeting. Notice of this meeting as required by Sections 4a, 3d, 13 and 14 of the Open Public Meetings Act has been provided to the public in the form of a written notice. On January 26, 2015 at 12:10 p.m., said schedule was posted on the official bulletin board in the Municipal Building, transmitted to the Princeton Packet, the Trenton Times, the Trentonian, the Town Topics, and filed with the Municipal Clerk.

ROLL CALL

The Municipal Clerk then called the roll.

Present: Mesdames Butler, Howard and Messers. Liverman, Miller and Simon and Mayor Lempert.

Absent: Ms. Crumiller.

Also Present: Mr. Dashield, Mr. Kiser, Ms. Cecil and Lt. Toole.

6:00 P.M. CLOSED SESSION

15-61 Closed Session Resolution

RESOLUTION
TO GO INTO CLOSED SESSION
(Open Public Meetings Act Sec.3)

BE IT RESOLVED by the Mayor and Council of Princeton:

1. This body will now convene into a closed session that will be limited only to consideration of an item or items with respect to which the public may be excluded pursuant to section 7B of the Open Public Meetings Act.

2. The general nature of the subject or subjects to be discussed in said session is as follows:

Negotiations; Tax Appeals, Conveyance of Easement U.S. Postal Service, Affordable Housing, Open Space Acquisition, Nassau Builders Tract

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3. Stated as precisely as presently possible, the following are the time when and the circumstances under which the discussion conducted at said session can be disclosed to the public:

Within 90 days or upon settlement of litigation, if applicable

The above referenced issues were discussed by the Princeton Council.

7:00 P.M. OPEN SESSION

PLEDGE OF ALLEGIANCE

The audience participated in the Pledge of Allegiance.

APPROVAL OF MINUTES

Ms. Butler offered a motion to approve the minutes of December 8, 2014 as presented. Mr. Liverman seconded the motion which was carried unanimously by those present.

COMMENTS FROM THE PUBLIC

Paul Driscoll, Harris Road asked if Council will request a moratorium on new construction before building at the hospital site takes place and if so is it possible to make the moratorium request with the recommended construction code upgrades it plans to send to the DCA by March 1st and is it possible at the same time to send a separate letter with recommended code upgrades to the DCA Commissioner to alert him in advance of citizens concerns.

Mr. Driscoll also asked if not would Council go beyond Avalon Bay's offering in fire protection including having input into the quality selected of concrete blocks and how it's used as well as best quality, in addition to greater quantity of sprinklers. He also asked if Council would bring up or request a wider service driveway behind the Avalon Bay complex which will better access for fire trucks in the event of fire. And finally, will Council assure rigorous municipal staff inspection during and after the construction.

T. Jeffrey Clarke spoke to Council about doing a proclamation in June declaring June 15th as "Magna Carta Day" celebrating the 800th anniversary of the sealing of the Magna Carta; The Magna Cart

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is often described as the foundation of the freedom of the individual against the arbitrary authority of the despot.

REPORTS

Comments to DCA Regarding Building & Fire Code

Mayor Lampert discussed the following points with Council: The NJ DCA has requested municipalities to submit comments as they undertake review of NJ building and fire codes. The International Construction Code is updated every three years. The DCA reviews the ICC, makes modifications and adopts a version for New Jersey.

The following points are recommended as improvements to the current code:

- 1) Strengthen sprinkler requirement to NFPA 13
- 2) Require masonry stairwells and masonry elevator shafts
- 3) Require masonry firewalls from foundation to roofline with fire-resistant roofing system
- 4) Require more stringent draft stopping and fire stopping
- 5) If a story contains habitable space, it should be considered a floor
- 6) Require permits for after-the-fact penetration of two-hour fire walls in a business or multifamily housing unit

Ms. Butler said we need to be clear if #5 is a design issue or a fire safety issue.

Mayor Lempert said that comments are due to the DCA by March 1st. Mr. Liverman said that he was happy with the recommendations as presented. Ms. Howard said that she agreed. It was the consensus of Council to move forward and send the recommendations to the DCA.

December 2014 Police Report

Lt. Toole reviewed with Council the December 2014 Police Report. He reported that Patrolman Solovay and Officer Harris have finished training. Patrolman Dashwn Cribb also finished the police academy is now on the road.

Council Reports

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Ms. Howard reported that legal bills have gone down the last two years. Ms. Butler thanked Ms. Monzo and Ms. Cecil for categorizing costs.

Mr. Liverman said that the Underage Drinking Committee will meet next Friday. He said that the Corner House Fundraiser will be a Casino Night on April 17.

Ms. Butler said that the Recreation Department is accepting applications for summer employment.

Mayor Lempert congratulated Ms. Crumiller on the birth of her granddaughter. She congratulated Ms. Stockton for obtaining a Safe Routes to School Grant. She reported that she will hold a "Meet the Mayor" this Friday in the Lobby of the Library.

PRESENTATION

Affordable Housing Task Force Interim Report

Mr. Solow and Mr. Miller presented a power point presentation to Council.

The charge of the Task Force was to:

- Prepare an inventory of all publicly owned sites
- Determine suitable sites for consideration for affordable housing
- Evaluate the development potential of suitable sites for affordable housing

After a screening of public owned properties, 280 properties were reduced to 44 properties, with a final working list of 23 properties. Approximately 10% of housing stock is affordable and there are about 1900 people on the waiting list. The work that remains to be done includes finalizing the list of potentially viable sites, assessing suitability of sites, estimating range of dwelling units on viable sites.

Mr. Miller said that The Task Force plans to complete their work and submit a final report with definitive goals and a plan of action to Council by mid 2015.

(Presentation appended to this set of minutes)

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WORK SESSION
Budget Discussion

Mr. Dashield reviewed with Council through a powerpoint presentation the 2015 municipal budget and the next steps in the budget process. He said that the plan was to introduce the budget the second meeting in March.

Mr. Simon said that this was a baseline budget, paying more of the opening expenses than incurring debt.

Ms/ Howard discussed potential new staff hires and how that would be handled. Mr. Dashield said that department requests would be reviewed. Ms. Butler said that the Recreation Department is down personnel but takes on additional responsibilities. Mr. Dashield said that there is \$600,000 in S&W analysis and contractual union increases.

ORDINANCE PUBLIC HEARING

Mayor Lempert read by title an ordinance entitled **An Ordinance by Princeton Regulating Parking Along Portions of Hamilton Avenue and Amending the "Code of the Borough of Princeton, New Jersey, 1974"**.

Mayor Lempert opened the public hearing.

Sally Fields, Hamilton Avenue; Phil Abram, Hamilton Avenue; Maria Kozhevnikovna, 284 Hamilton Avenue; David Campbell, Hamilton Avenue; Marzena Danilewicz, 278 Hamilton Avenue; Alma Diaz, 249 Hamilton Avenue; Serge Tesdik; Donna Pilenza, Hamilton Avenue; Eric Schreiber, Stanley Avenue; Bill Urian, 293 Hamilton Avenue; William Jones, 273 Hamilton Avenue; Danile Wicz, 278 Hamilton Avenue; Daniel VanKammen, 187 Hamilton Avenue; Barry Royce, 81 Harriet Drive; Paul Schor, 299 Hamilton Avenue and Christine Grant, Brooks Bend all spoke against the proposed ordinance.

(Letters appended to this set of minutes)

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Nita Fields; Michael Suber, Terhune Road; Bainy Suri; Les Leatherman, American League of Bicyclists; Michael Faas, 79 Dempsey Avenue; Laurie Harmon, Spruce Street; Steve Kruse, Cedar Lane, PABC; Nate Bothahammer; George Cohen, Hawthorne/Hamilton Avenue; Ron Lessard, Birch Avenue; Mischa Semenor, Princeton University; Marci Mexler, Cuyler Road/Tykes on Bikes; Lindy Eiref, 221 Dodds Lane; Andrew Koontz, Mercer County Freeholder; Dan Rappaport; Andrew Thomas, Edgerstoune Road; Sam Bunting, PABA; Stephanie Chorney, MD, Race Street; Jonathan Schure, Walnut Lane; Jerry Foster, GMTMA all spoke in favor of the proposed ordinance.

(Letters appended to this set of minutes)

Ms. Butler read a statement from Ms. Crumiller that said that Ms. Crumiller was in favor of eliminating parking and creating a larger network of bike lanes throughout Princeton.

Mr. Howard said that there is a need for direction.

Mr. Miller said that he strongly supported the Bicycle Master Plan and that this was going to be a difficult process.

Mr. Simon said that he agreed with the analysis of the PABC, but was in direct conflict of not having a full plan yet. He asked what the real benefit and the real cost was? Mr. Simon said that there is a commitment to implement complete streets with the circulation element.

Ms. Howard suggested that everyone check out the PABC website as there is a lot of information posted.

Mayor Lempert reminded everyone that complete streets is a policy.

There being no further public comment, the public hearing was closed.

Mr. Liverman offered a motion to table the proposed ordinance on second reading. The motion was seconded by Ms. Howard and carried unanimously by those present.

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ORDINANCE INTRODUCTION

Mayor Lempert read by title on first reading a proposed ordinance entitled **An Ordinance Establishing a Rate of Hourly Pay for Police Extra Duty and Amending the “Code of the Township of Princeton, New Jersey, 1968”**

Ms. Howard offered a motion to approve the proposed ordinance on first reading. Ms. Butler seconded the motion which was carried by unanimously by those present. The public hearing is scheduled for March 23, 2015.

RESOLUTIONS

1.15-62 Resolution of the Mayor and Council of Princeton Establishing the 2015 Council Goals and Priorities

Mr. Liverman offered a motion to approve resolution 15-62 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

2. 15-63 Professional Services Agreement -Whitman for Engineering Inspection Services Relating to Avalon Bay in the Not to Exceed Amount of \$10,500.00

Mr. Liverman offered a motion to approve resolution 15-63 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

3. 15-64 Professional Services Agreement -Whitman for Land Use Engineering Inspection Escrow Services

Mr. Liverman offered a motion to approve resolution 15-64 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

4.15-65 Princeton-Trustees of Princeton University: Extension of License Agreement for Franklin Street Parking Lot

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Ms. Butler offered a motion to approve resolution 15-65 as presented. The motion was seconded by Mr. Liverman and carried by four affirmative votes. Ms. Howard and Mayor Lempert recused themselves and Ms. Crumiller was absent.

5. 15-66 Bid Award for Transportation Services for Crosstown; Greater Mercer Transportation Management Association, Inc. \$94,050.00

Mr. Liverman offered a motion to approve resolution 15-66 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

6. 15-67 Professional Services Agreement -SWM Consulting for Inspection Services Relating to Mountain Lakes and Smoyer Dams in the Not to Exceed Amount of \$5,000.00

Mr. Liverman offered a motion to approve resolution 15-67 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

7. 15-68 Bid Award -Improvements to Mount Lucas Road; Top Line Construction \$2,079,426.13

Mr. Liverman offered a motion to approve resolution 15-68 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

8. 15-69 Supplemental Professional Services Agreement; Omland Engineering Associates for Cherry Valley Rd Improvements; Additional Surveying Services in the Not to Exceed Amount of \$3,825.00

Mr. Liverman offered a motion to approve resolution 15-69 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

9. 15-70 Resolution Authorizing Use with General Services Administration, Contract (A53090) for Managed Print Services, \$36,294.

Mr. Liverman offered a motion to approve resolution 15-70 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

10. 15-71 Professional Services Agreement, Karen L. Cayci, Esq., Herbert, Van Ness, Cayci & Goodell, P.C., Special Council to the Planning Board, Not to Exceed \$7,500.

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Mr. Liverman offered a motion to approve resolution 15-71 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

11. 15-72 Professional Services Agreement, Miller, Porter & Muller P.C. Planning Board Attorney 2015, Not to Exceed \$34,000.

Mr. Liverman offered a motion to approve resolution 15-35 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

12. 15-73 Resolution Requesting the Protection of Antidegradation Streams and that All Appropriate Safety Measures be Taken During the Construction of the Transco Leidy Southeast Expansion Project

Mr. Liverman offered a motion to approve resolution 15-35 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

13. 15-74 2015 Canoe Concession Agreement for Turning Basin Park

Mr. Liverman offered a motion to approve resolution 15-35 as presented. The motion was seconded by Ms. Howard and carried unanimously by those present.

(Resolutions appended to this set of minutes)

CONSENT AGENDA

1. Bills & Claims
2. 15-75 Placement of Banner Over Washington Road as Requested by Princeton First Aid & Rescue Squad, May 17-23, 2015, Announcing National EMS Week.
3. 15-76 Placement of Banner Over Washington Road as Requested by HiTops, Inc., September 28-October 5, 2015 Announcing Their Annual Princeton Half Marathon, to be Held Sunday, October 4, 2015.
4. 15-77 Placement of Banner Over Washington Road , April 20 -27, 2015 as Requested by the Arts Council of Princeton Announcing Communiversity, Sunday April 26 2015.
5. 15-78 Placement of Banner Over Washington Road , March 23 -30, 2015 as Requested by Corner House for Spring Benefit, Entitled "Casino Night", April 17, 2017.
6. 15-79 Resolution for Sewer Tax Refund
7. 15-80 Resolution Approving a Motion Picture Theatre License Application for the Garden Theatre
8. 15-81 Resolution Approving Fire Department Application Junior Firefighter Membership for Gianluca Baldino

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9. 15-82 Resolution Approving Firefighter Membership Application for Chris Panek

Ms. Howard offered a motion to approve the consent agenda as presented. The motion was seconded by Mr. Miller which was carried unanimously by those present.

(Resolutions appended to this set of minutes)

CLOSED SESSION, 11:20 p.m.

15-83 Closed Session Resolution

RESOLUTION
TO GO INTO CLOSED SESSION
(Open Public Meetings Act Sec.3)

BE IT RESOLVED by the Mayor and Council of Princeton:

4. This body will now convene into a closed session that will be limited only to consideration of an item or items with respect to which the public may be excluded pursuant to section 7B of the Open Public Meetings Act.

5. The general nature of the subject or subjects to be discussed in said session is as follows:

**Continuance; Negotiations: Tax Appeals, Conveyance of Easement
U.S. Postal Service, Affordable Housing, Open Space Acquisition,
Nassau Builders Tract**

6. Stated as precisely as presently possible, the following are the time when and the circumstances under which the discussion conducted at said session can be disclosed to the public:

Within 90 days or upon settlement of litigation, if applicable

The above referenced issues were discussed by the Princeton Council.

There being no further business the meeting was adjourned at 11:45 p.m.

Linda S. McDermott
Municipal Clerk

MEMORANDUM

Date: February 24, 2015

To: Princeton Mayor and Council

From: Jo Butler
Heather Howard
Legal Expense Committee

Re: Review of 2014 Legal Costs

This memo is intended to brief you on our review of the 2014 legal costs for the municipality of Princeton.

Overview

As you know, the Legal Expense Committee was created to monitor our legal bills. We review our monthly bills before they are approved for payment to ensure proper billing, and also investigate new models to ensure efficient and cost-effective legal representation. Specifically, we track our legal bills by category of work, to identify high cost areas, trends, and potential sources of efficiencies. In addition, for budget year 2014 we worked with administration to restructure our contract with outside counsel to implement a monthly retainer of \$10,000 for general legal services, and Council approved lower hourly rates for legal services outside the retainer.

2014 Legal Costs

The good news is that our legal bills have decreased over the last two years.

- 2011 (Borough + Township combined): \$550,858
- 2012 (Borough + Township combined): \$769,779
- 2013: \$552,769
- 2014: \$405,815

This is a very positive trend line, and one we obviously want to continue. We believe the drop is due to several factors:

- The impact of the new monthly retainer system. General legal services have gone down from \$270,000 in 2012 to \$179,000 in 2013 to \$131,000 in 2014. The new arrangement included several provisions that have constrained costs, including the following:
 - A monthly retainer for basic or routine legal services, so that we would have consistency for budget planning purposes, and
 - Continued attempts to keep in-house work that does not require outside legal help, such as resolution drafting.
- Consolidation and the elimination of duplicative services;
- A drop in litigation costs, which were \$115,000 in 2012, \$205,000 in 2013 and \$76,000 in 2014, and
- Labor/personnel costs were down significantly (\$34,000 to \$22,000 to just \$8,200 in 2014), because of a lack of labor contracts up for renewals.

In addition to general legal services, which are the biggest component of our overall legal fees, there are other categories worth mentioning and continued monitoring:

- Miscellaneous legal services costs increased significantly over the last year, from \$36,000 to \$64,000.
 - This is due to increased activity on capital matters, which fall outside the retainer: specifically open space acquisition and the antenna lease agreements.
- Affordable Housing legal costs have been relatively constant at about \$27,000;
- Labor/Personnel costs ebb and flow depending on when contracts are negotiated, which allows us to anticipate and budget for the swings;
- Consolidation costs, which were \$259,000 in 2012, were \$59,000 in 2013 and \$76,000 in 2014. This is due to the code harmonization work, and thus will be expected to continue this year, and merits continued attention, and
- Litigation continues to be the other large component, and although it was down in 2014, we know that it can be cyclical.

Going forward, the Legal Expense Committee will:

- Continue to review our monthly bills;
- Monitor our monthly retainer arrangement -- our attorney is starting office hours for staff, which we hope will provide an efficient way for staff to consult with her on routine and non-emergent matters;
- While we had a drop in litigation costs, we know the potential is there for significant costs, so we will continue to focus, hopefully through smart management of thorny issues, on preventing litigation where possible, and
- Finally, we recommend that this Fall and each Fall going forward, we review our arrangements for outside counsel. That review would seek input from both the governing body and staff, and would:
 - include consideration of re-bidding the work, and
 - provide an opportunity for feedback to our outside counsel to set expectations for the following year's work.

We want to thank Kathy Monzo, who has done a terrific job of tracking these costs and creating a legal budget for 2015. And we also thank Trishka Cecil, our municipal counsel, for her continued willingness to work with us to constrain our legal costs.

Cc: M. Dashield, Administrator
K. Monzo, Assistant Administrator
L. McDermott, Municipal Clerk
Trishka Cecil, Municipal Attorney

This letter urges that the Mayor and Council vote against the Ordinance introduced on January 12, 2015, which will prohibit all parking on Hamilton Ave. between Harrison St. and Snowden Lane and install two bike lanes.

This Ordinance's increased safety risks and severe detrimental effects on Hamilton Ave. residents have not been considered. The affected Hamilton Ave. residents received NO notice of the major and unprecedented change to eliminate on street parking and thus had no opportunity for any input into the recommended major change on our street. There is no data to support the no parking option chosen out of four other options presented by engineering staff given the severe detriment to the residents of the loss of parking and the additional safety risks to the residents of increased car speed on the street. As importantly, there is no data that can be used before and after the change to evaluate whether the change is successful or not. Significantly, the engineering staff initially recommended an option that would preserve parking but was overruled by the Pedestrian and Bicycle Advisory Committee (PBAC).

This Ordinance turns a blind eye toward the actual increased safety risks of this change. Eliminating on street parking would create a major safety hazard for residents as the parked cars would no longer act as traffic calming and help to reduce the speed of cars going routinely 40 to 50 mph on our 25 mph street. The Ordinance would put students at risk because they would have to walk or bike on side streets with more parked cars and no sidewalks. It completely disregards the detrimental effect to the side street residents of displacing parking to their streets.

The two bike lanes to nowhere on this one segment of road would actually make cycling more dangerous when a cyclist crosses over either Harrison or Snowden to segments with no bike lanes. So too, with no time restriction, preventing parking at night would require any guests to park on side streets without sidewalks and walk in the dark to our houses in exchange for the false benefit to non-existent night time bicyclists. This isolated "plan" is in violation of Complete Streets and bypasses all notions of integrated planning. The Bike Master Plan should be produced and approved first before this standalone plan is considered.

Our ability to "age in place" will be severely compromised by this Ordinance. Similarly, no consideration has been given to the certain decrease in our property values and change in character to our neighborhood. Simply put, the cost/benefit analysis does not support this plan. The detriment and increased risks to residents clearly outweigh any speculative benefit to bicyclists.

Our street must be repaved as it has been in a serious state of disrepair for several years. If Council does not want to wait for the Bike Master Plan to paint the repaved street, the option of sharrows on both sides of the road makes the most sense and is the same as the marking on Hamilton Ave. west of Harrison St.

A vote against this Ordinance would not be a rejection of the laudable goal of making Princeton more bike friendly. Instead, it would be a recognition of the need to fairly balance the competing interests of residents, pedestrians, bicyclists, and motorists.

I urge Council to vote against this ill-advised Ordinance.

Sally Fields
Hamilton Ave.

On a more personal note, this ordinance will severely negatively affect our ability to "age in place" in Princeton. When we moved into our house on Hamilton Ave in 1977, we were considered to be the youngsters on the street. Now, we are hoping to be able to continue to enjoy whatever time Phil and I have left on Hamilton Ave. Taking away our on street parking poses a serious challenge in this regard.

Accordingly, I urge every member of Council to vote against the ordinance on Feb 24 and allow the affected residents to have real input into what happens on our street and not be blindsided by others based on incorrect assumptions or missing data. Any vote in favor of the ordinance will be arbitrary and capricious action to the detriment of the actual affected residents.

Thanks in advance for considering my position and also for answering my question above (**in bold**).

Sally Fields

Hamilton Ave

Mayor, Council President, and Council Members,

Please accept this email in addition to the emails previously sent to you by my husband, Philip Abram, on the proposed Hamilton Ave ordinance, which was scheduled for a public hearing before Council last night before the meeting was cancelled due to the storm. I agree with all the points made in his emails and want to add the following.

I have lived in our house on Hamilton Ave for almost 38 years. During 20 years, I served as a member and chair of the Princeton Recreation Board. I have also practiced law for almost 40 years as a public sector attorney. As a public minded person, I respect Council's role in making decisions for the betterment of town.

I am unequivocally opposed to this ordinance. It is based on both flawed and false premises and was introduced in a procedurally inappropriate manner. Initially, before the ordinance was introduced on Jan 12, 2015, the affected Hamilton Ave residents received NO notice of the major and unprecedented change to eliminate on street parking and thus had no opportunity for any input into the recommended course of action on our street.

A June 4, 2014 letter from the Assistant Engineer gave notice of a meeting about repair, resurfacing, reconstruction of the roadway and asked for utility and sump pump information. Because our road has been in a serious state of disrepair for a long period of time, I was happy to see that it was finally being repaired/resurfaced. The letter said not one word about the possibility that the loss of on street parking was even being considered. To my surprise, after Council's Jan 12, 2015 vote, I found out about this major proposed change to our street by reading about it in the newspapers.

Thus, as a directly affected resident, I am now playing catch up to try to understand the basis for the ordinance. I have watched the video of Council's Oct 27, 2014 meeting's first consideration of the ordinance and the Jan 12, 2015 meeting's introduction of it. I have also reviewed both the PBAC's and Traffic and Transportation Committee's minutes on this topic. I could find no data to explain why the no parking option out of the other 4 options presented by engineering staff was clearly the best given the severe detriment to the residents of the loss of parking and additional safety risks to residents of increased car speed on the street. As importantly, I could find no data that could be used before and after the change to evaluate whether the change was successful or not.

As recorded in the TTC's June 9, 2014 minutes, the Engineering Office first recommended an option that would continue parking, but a TTC and PBAC member said that staff could not override a PBAC recommendation. At this point, there was supposed to be a neighborhood meeting to discuss the proposals. The PBAC's June 26, 2014 minutes state that the engineers will continue to seek feedback from Hamilton Ave neighbors and would schedule a follow-up meeting in August. However, the engineering staff failed to seek any feedback from affected residents and did not schedule any neighborhood meeting with notice about the possible loss of parking.

At both the Oct 27, 2014 and Jan 12, 2015 Council meetings, Councilperson Liverman asked the Assistant Engineer the important question of whether officials had met with neighbors; and she responded yes but the meeting was lightly attended. As of Oct 27, 2014, both Council and staff knew that the neighborhood meeting was lightly attended (Council did not know why), but no steps were taken to properly inform and meet with residents about the parking issue before the Jan 12, 2015 Council meeting. We now know why the neighborhood meeting was lightly attended: because the residents had NO notice of the parking issue. I'd like to think that if Council had known that the affected residents had no notice of this recommended major change to eliminate their on street parking contained in this ordinance with no chance for input before its introduction, it would not have been introduced on Jan 12, 2015.

So where are we now? Now, the affected residents must try to give Council their views in a condensed time period aided only by a storm postponing the public hearing. We should not be at this point without having had any input on the options for our street. Before this hearing, we should have been included in a healthy dialogue about this issue. Princeton elected officials and staff should understand that eliminating

on street parking would actually create a major safety hazard for residents as the parked cars would no longer act as traffic calming and help to reduce the speed of cars going routinely 40 to 50 mph on our 25 mph street. So too, the ordinance has no time restriction and would also prevent parking at night and require any guests to park on side streets without sidewalks and walk in the street in the dark to our house in exchange for the false benefit to non-existent night time bicyclists in the two bike lanes. Any invited guest, repair people carrying heavy equipment, family participating in life events, and Princeton University classmates visiting for reunion planning will have to walk to our house from side streets. In addition, the ordinance completely disregards the detrimental effect to side street residents of displacing parking to their streets.

Also, the two bike lanes to nowhere on this one segment of road would actually make cycling more dangerous when a cyclist crosses over either Harrison or Snowden to segments with no bike lanes. The two bike lanes with no on street parking on this one small segment of Hamilton and nowhere else is akin to spot zoning. Importantly, this isolated plan also is in violation of Complete Streets and bypasses all notions of integrated planning. The Bike Master Plan should be produced and approved first before this standalone plan is considered. In addition to being a huge inconvenience and negatively affecting our daily lives, our property values would decrease; and I am sure our property's assessed values and taxes will not be adjusted to account for this decrease. During my 38 years on Hamilton Ave, I have cycled with no safety issues. Simply put, the cost/benefit analysis does not support this plan. The detriment to residents far outweighs any speculative benefit to bicyclists.

All of these points never made before Council should have been made with staff before Council's consideration of this issue. I do have a question for Council. At the Oct 27, 2014 meeting when the ordinance was first introduced (4:21), Councilperson Simon stated his view that Complete Streets means share the road and not take away the road and parking and that he would support sharrows just like on the opposite side of Hamilton. Councilperson Crumiller started giving her view that one bike lane on one side and sharrows on the other seems like a good option (this option would preserve parking) to her. At this point, the Mayor suddenly interrupted and said that this is a difficult one and Council should continue it. At the Jan 12, 2015 meeting after numerous members of the PBAC and Bike Lobby spoke in favor of the ordinance to the exclusion of the affected residents (who again had no notice of the ordinance's proposed introduction), Council voted to introduce the ordinance with little discussion and only one no vote from Councilperson Simon. There was no consideration whatsoever of the other options presented by staff.

My question for Council is: What changed between the two meetings when other options were being considered by Council during the Oct 27, 2014 meeting but not during the Jan 12, 2015 meeting? The only change I can see is that the Bike Lobby turned out in force to the later meeting about which the affected residents were not notified. It bears noting that the PBAC's facts are simply incorrect or merely anecdotal. Parking is regularly used on Hamilton Ave, and our houses generally have small, narrow driveways. Our houses are relatively modest in comparison with other Princeton neighborhoods. Moreover, this ordinance does not present the asserted once-in-a-lifetime opportunity to support the elimination of global warming and environmentally sound policies. It is based on a one-sided view and incomplete and incorrect facts. If Council enacts this ordinance, it will severely change the character of our neighborhood in violation of the town policy after consolidation.

I apologize for the length of this email, but I have strong views here and am most concerned that both the process leading to this ordinance and its substance are flawed on many levels. There are several compelling factors in support of the other viable options presented by engineering staff that should be considered in neighborhood meetings. Council's public hearing on only one of those options (the one that most disadvantages residents) is not the correct forum for these discussions. So too, any recommendation must be evaluated and considered in accordance with Complete Streets and an integrated Bike Plan for the whole town. Moreover, Council owes the affected residents more than an unquestioned rubber-stamp of whatever the PBAC and TTC may recommend without considering resident input and other viable options.

February 24, 2015 Council Meeting
Hamilton Parking Ordinance

My name is Phil Abram, I live on Hamilton Ave, and I am here to speak against the Ordinance.

For lack of unlimited time tonight, I will not repeat what I said on Feb 18 since I believe your memories are quite good and that the Council President has been properly briefed on the discussion with the residents.

I have lived on Hamilton Ave for about 38 years, with about 13,700 days of many observations about the neighborhood. I have testified in State of NJ Commission hearings qualified as an expert in statistics, and I feel comfortable saying that, based on my statistical expertise, 13,700 days worth of multiple observations is more accurate than the 17 individual observations that were presented to the Council on Jan 12. The point is that the residents know the full neighborhood dynamics far better than a very few drive by observations.

To me, there were several clear themes at the Feb 18 meeting:

- The residents on Hamilton were completely blindsided by the Ordinance
- There were no noticed neighborhood meetings on the Ordinance until Feb 18. Side street residents were not noticed ever, despite my specific request to do so.
- The Ordinance increases safety risks, especially for pedestrians and on the side streets.
- The Ordinance is disruptive to the character of the neighborhood
- The Ordinance is in conflict with and bypasses the Master Planning process.
- The stand alone bike lanes to nowhere simply do not advance any noble goals.
- The Ordinance does NOT reflect a thoughtful balancing of residents, motorists, cyclists, and pedestrians and is inconsistent with the context of both the neighborhood and of Princeton.

I really want to believe that NONE of the above themes was at all a surprise to the Mayor and Council. My real belief is that there was intentionally no meeting held with the Hamilton residents, because the resident feedback on this Ordinance was so completely predictable. The sad fact for this Ordinance is that the Hamilton residents were treated very differently than the residents on the other repaving projects.

On Feb 18, one of my themes was a plea to use the discipline of the existing planning processes. To introduce a precedent setting Ordinance without even gathering basic data, and simple stuff like bike volumes, is disturbing. No hard data was presented that indicated there was any safety issue on the segment; nothing to demonstrate that the stand alone bike lanes on the segment would have any measurable benefit, nothing to indicate that the bikw lanes would be connected at any time in the foreseeable future to bike lanes on the rest of Hamilton, Wiggins, and Paul Robeson, where resident parking would also have to be eliminated.

Also disturbing are two additional side facts. Shortly after the Jan 12 introduction of the Ordinance, the archived minutes of all of the 2014 PBAC meetings when the Ordinance was discussed were dropped from the municipal web site, and even today remain unavailable to the general public to view prior to tonight's meeting. Also, an unapproved Bike Master Plan Vision video was posted on the exact same day as the Ordinance introduction, most likely to try to address the fact that the Hamilton segment is not in the currently approved Bike Master Plan.

A real Bike Master Plan must be set as a priority, and developing a balanced view must be the approach. I was saddened to read in the PBAC minutes that not all PBAC members thought that a Bike Master Plan was even necessary, and were actually slowing down the creation of the plan throughout 2014.

Using the Complete Streets policy is very appropriate, but only if the policy is actively enforced which means to develop a plan in the context of the neighborhoods and one that balances the needs of residents, motorists, bicyclists, and pedestrians.

I strongly recommend that the NJDOT Complete Streets team be a full partner in the development of the Bike Master Plan, and in fact, an overall traffic plan. I also strongly recommend that residents be a full partner in the development of the plans. Once the Bike Master Plan is completed, then the implementation efforts can begin in a thoughtfully phased in manner, and not in random, stand alone, segments.

Actions must be taken to increase pedestrian and bicyclist safety, especially pedestrian safety. For me, enforcement of traffic regulations for bicyclists and motorists will be best single action to take. Corrective actions also need to focus on where the accidents happen, at the intersections, and not on the segments.

Tonight, you are not voting on the admirable and noble general concepts of safety and solving global warming, nor are you here to vote on what option to implement on the street, you are voting on whether the flawed Ordinance properly represents, as is required by Complete Streets, a balanced view for residents, motorists, cyclists, and pedestrians of a comprehensive, integrated, and connected plan which is the best in the context of the neighborhood and Princeton.

Simply put, it does not, and I urge you to vote AGAINST the Ordinance.

Thank you.

Philip Abram
Hamilton Ave.

On January 12, 2015, the Mayor and Council introduced an Ordinance to eliminate parking on Hamilton Ave from Harrison to Snowden in favor of bicycle lanes, drastically changing the character of the neighborhood, increasing safety risks, and creating hardships for the local residents.

I am against the Ordinance.

NJDOT Complete Streets states that the first step in proper policy implementation is to review the Master Plan. Is the Hamilton segment in the current Master Plan as a current or future bike route? No. The second step is to understand the context. Prior to the introduction of the Ordinance, were the local residents notified of the plan to eliminate parking and given the opportunity for a meaningful neighborhood discussion? No.

What problem is being solved by the sudden and unilateral elimination of parking on the Hamilton segment and bypassing the discipline of the established planning processes? Is that end to end segment of Hamilton a major bike route? No. Are there any safety issues or any data to show that the segment is dangerous? There have been no known bicycle incidents in the past 35+ years.

The precedent setting Ordinance has not properly considered important facts:

- On street parking results in traffic "calming". The elimination of parking will result in unsafe higher vehicle speeds on the segment.
- All visitors to the neighborhood, friends, families, play dates, will now have to park on the unsafe side streets without sidewalks and now dodge the speeding cars while crossing Hamilton.
- The parking is moved to side streets without sidewalks and which are a major route to school for students going to/from the high and middle schools via Franklin. Moving the parking to the side streets results in the students having to walk/ride in the middle of the street, creating additional risks, hardly a Safe Route to School
- The recommended design has an auto lane width that does not comply with our Master Plan street design standards for traffic lanes, putting motorists, bicyclists, and pedestrians at a higher risk.
- The elimination of parking includes evenings, winter conditions, stormy weather, when there are zero bicyclists on the road, and will further raise the risk for everyone in the neighborhood.

There is no urgency to pass an Ordinance that justifies the bypassing of the planning processes since the repaving has not yet started and will not be completed for at least several months and compliance with Complete Streets does not require any specific solution. Since there are several viable considerations using the exact same planned roadway width, any decision for the segment should await the disciplined completion of the Bike Master Plan, especially since the segment is not designated as a current or future bike route on the current Master Plan.

If an immediate decision is mandated, are there less destructive and less dangerous alternatives? Yes. On Hamilton west of Harrison, there are shared lanes for bicyclists which could be continued on Hamilton east of Harrison and parking could be maintained (as it is on Hamilton west of Harrison). That common sense approach would result in a consistent character throughout Wiggins and Hamilton and would more than suffice for the occasional bicyclist on the segment.

The vote is currently scheduled for Feb 24 at 7PM at the Witherspoon Municipal Building. Please attend and let your voice be heard, especially since your street could be next.

Philip Abram
Hamilton Ave

Linda McDermott

From: Maria Kozhevnikova <maria.kozhevnikova@gmail.com>
Sent: Monday, February 23, 2015 4:35 PM
To: Linda McDermott
Subject: Feb. 24 Council meeting - bicycle ordinance for Hamilton Avenue

Dear Ms. McDermott,

I spoke at the neighborhood meeting last week (Feb. 18) and expressed my opinion regarding the proposed bike lanes on the stretch of Hamilton Avenue between Snowden and Harrison. My name is Maria Kozhevnikova, I live at 284 Hamilton Avenue. I was the woman with two small kids who had to leave early.

I am hoping to attend tomorrow's meeting as well, but as my husband is out of town again and I will have to bring the kids, I am not sure how late I can stay. I would like my email to be included as part of the record for tomorrow's Council meeting in case I do not have a chance to speak.

My husband and I object to the ordinance as introduced. We have the following concerns:

1. First of all, the residents were not properly notified about changes to the street. The letter that came in June of 2014 did not mention any changes to the street. These changes were discussed in a meeting that most neighbors did not attend. It would be likely that the meeting would be attended by many people should we have known what the plan was. As the letter only mentioned repaving of the street - which is badly needed - no objections could be expected of the residents. It is telling that majority of people who spoke at the January 12th, 2015 meeting do not live on our street.

2. The alternatives suggested by Mr. Robert Altman that I got to see at the meeting of February 18, 2014, do not leave the residents much of a choice. The first one (remove trees, widen the street) is clearly very expensive. For one thing no one will want to bear the costs, for the other beautiful old oaks along Hamilton should not be removed (with the exception of those that are diseased). The three middle "alternatives" were not alternatives as all, as none of them were "up to code." The last one called for removal of parking on the south side of Harrison and installation of two bike lanes - clearly a much cheaper option than the first one.

The end result: only two alternatives were actually offered and clearly the easiest one to implement is the one that removes parking.

3. Residents of the adjacent streets where the parking would have to be "displaced" were not part of the process - their voices should be heard. Those streets have not sidewalks. I walk and bike with my children to the Pott's park - more cars on Horner Lane would not make this any safer.

4. The street needs to be repaved - badly! It is in terrible shape and what it really needs is drivers following the speed limit and speed bumps! Since this is a bit of an alternate route towards route 27, people routinely speed down the street. Parking removal and making this more of a through street will not benefit the residents, especially those with small children.

5. It makes no sense to make dedicated bike lanes for four blocks. Where would bicyclists go once they get to Harrison? I walk and drive to work along Hamilton-Wiggings - and parking continues after Harrison. No point in having four blocks of bike lanes. There needs to be a plan with bike lanes that go where people would like to go: University/downtown, shopping center. But this should not be done piecemeal. Making bike lanes on Hamilton may set a precedent and make it easier to get the same done as other streets come up for repaving, but it makes no sense to build biking lanes that do not go anywhere and make it contingent on repaving the street. Have a plan, notify residents, have people voice their concerns. Getting lanes painted and signs installed is not an expensive job, nor would it take much time.

Thank you very much for including our opinion in the record,

With best regards,

Maria Kozhevnikova and Alex Morozov
284 Hamilton Avenue
Princeton, NJ 08540

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Christine Grant <christine.grant@gmail.com>

email to be shared with Princeton Council re eliminating on street parking to creat bike lanes on Hamilton

2 messages

Christine Grant <christine.grant@gmail.com>

Wed, Jan 21, 2015 at 6:15 PM

To: Marzena Torzecka <owner@marlenaagency.com>

Ms Torzecka::

I understand why you and Hamilton street homeowners have concerns about the notion of eliminating on street parking during the day along the stretch of Hamilton between Harrison and Snowden for the purpose of creating a bicycle throughway.

While bike riding can be a healthful activity we all enjoy, there are several reasons why this stretch is not a healthful choice and dangerous to bikers and drivers. This plan will further choke off traffic in and out of Princeton to the North and East.

We have driven this stretch between Harrison and Snowden at least once almost every day including weekends, at various times of day, for many, many years. In recent years due to the congestion and pedestrian traffic on Alexander Road and Washington Road and the traffic light backups and commercial traffic on Harrison from 206 out to Route one we and many other drivers must take Hamilton north to Snowden to go up 27 to access Route One, or other points north. This is presumably what bike riders are seeking to do as well for recreation. They aren't going to just ride between Harrison and Snowden on Hamilton, they'll expect to be able to have a bike throughway continuously from Great Road or 206 north to the canal meandering through neighborhoods won't they.?

Unfortunately there are several other basic reasons Hamilton is not a good street to close to parking for a short stretch of length for bike lanes. The homes have short narrow driveways requiring owners or tradespeople to back out into the street or stop and back up into their driveways to park. The views of bicycles and the views of bike riders moving next to moving cars on the street at these times are obstructed both by traffic and the large trees near the curbs. Actually the number of parked cars which at any one time on this stretch steadily change in number and location as people and delivery trucks come and go during each day and evening serves to slow people down somewhat in my experience. The stretch of street is especially dangerous in the morning and evening or rain as lighting is not present on the stretch, the headlights of traffic mask the presence of a rider next to them. Riders often have neither lights nor wear fluorescent gear. Hamilton has side streets on both sides where cars have to stop almost into the street to see to turn on to Hamilton. But bike riders pick up speed riding fast down the hill on Snowden and then take a wide right turn on to Hamilton without stopping thinking the road is clear for them.

NJ law requires each lane of car to keep 3 feet between the car and a bicycle doesn't it? It doesn't seem that Hamilton at this stretch is wide enough to accommodate two lanes of traffic and two bike lanes. Is it?

Also from years of driving to properly follow groups of riders on The Great Road or Pretty Brook or our own road, we've learned they do not prefer to ride single file. They enjoy riding side by side or in staggered groups waiting for cars to honk or catch their attention, before returning briefly to single file so a car can properly pass. Hamilton is too narrow to use these maneuvers.

It's likely that Hamilton homeowners will raise their own concerns about adverse impact on property values and personal liability of this idea. Whether neighbors around the corners will welcome neighbors and others to begin parking on their streets if Hamilton parking were prohibited needs testing.

I'm traveling and can not be at the Council meeting but will read accounts with interest. Please use these opinions and experiences if they are useful at the discussion. Other safer alternatives and a clear end goal of this discussion seems needed.

Christine Grant

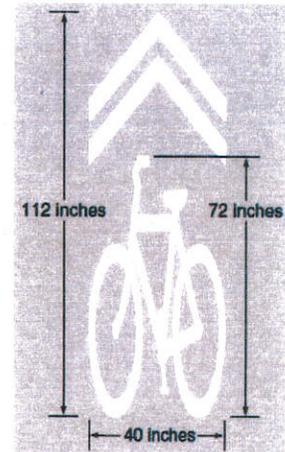
Brook & Bend Princeton N-J

Comments about the Proposed Hamilton Ordinance

1) Proposal for Sharrows by PJBAC “ Sharrows for Princeton Borough and Township: Monday, December 27, 2010”

Paul Robeson/Wiggins/Hamilton (from Bayard to Snowden Lane): A number of daily bikers take this route to commute to downtown, the University, and area schools.

2) Princeton Police data for Bicycle Accidents on Hamilton Avenue between Snowden Lane and Harrison Street:



MVA w/Bicyclists

2010	No Accidents	
2011	No Accidents	
6/2/12	North Harrison/Horner Lane	No Injury
8/28/12	North Harrison/Hamilton	No Injury
2/3/13	Harrison/Hamilton Ave.	Injury
2014	No Accidents	

This data indicates that there were three years without any Motor Vehicle/bicycle accidents, and in 2012 only two – both without injury, and in 2013 a single accident involving injury. None of the listed accidents occurred on the ‘Road section’ and all occurred at road intersections. Two at Harrison and Hamilton and one at Horner and Harrison (outside of the road being considered for bike lanes).

- 3) Using State data for 2013 and taking the Princeton population to be about 28,600 people, suggests that the Town might expect one fatal bicycling accident in each 20 year period.
- 4) Any ordinance introduced to address the above issues has to properly balance the safety of our roads with the rights of home owners adjacent to the road in question. For the section of Hamilton Avenue under consideration, marking the resurfaced road with Sharrows in each direction as **suggested by PJBAC in 2010** seems an **excellent** suggestion. It emphasizes the equality between Bicycles and Motor Vehicles in using the road and makes it clear that all vehicles must observe the same ‘Rules of the Road.’ This approach is exactly that proposed as Option 4 provided in the agenda packet for the 12 January Council Meeting and will also preserve the presently permitted on-road parking on the South side of Hamilton as requested by the majority of the local residents.

- 5) As road intersections are the principal location of accidents, consideration should be given to clarifying how bicycles might safely negotiate left hand turns at both Harrison Street and Snowden Lane. Presumably, both on-road signage and a standing sign with bicycle symbols indicating the same expected road placement might demonstrate appropriate vehicle behavior.
- 6) Concern has been expressed about the speed of vehicles using Hamilton and I believe that at the beginning and end of the morning and evening rush hours this is probably the case. Only proper law enforcement will correct this problem. I note that Pennington ensures that its speed limits are observed by proactive policing.
- 7) It is gratifying to see that the Police provide biking instruction to school students. The award of a Certificate to students who successfully complete this instruction might be made a condition for riding a bike to school – and it would certainly emphasize the importance of good road manners by all road users.

If I may end on a personal note, I realize that if the proposed Ordinance is adopted unchanged there will be no on-street parking available for visitors to my home at 81 Harriet Drive, Block 32.03 Lot 25. When the side-walk was put in on Harriet Drive it was located to preserve the town's Oak trees, and the road was narrowed enough that parking was prohibited (in this location only). The loss of on-street parking on Hamilton would prevent workmen, friends and others from parking in that location as well. I hope that this is not the price of "progress"!

Barrie S. H. Royce

24 February 2015

Public Comments
Dale Meade,
48 Oakland St, Princeton, NJ
February 24, 2015

Auto, bicycle and pedestrian traffic is a challenge in Princeton and is projected to get worse. It is crucial that the correct goals are established in this area, and that a workable strategy is developed to achieve those goals. In addition, the implementation of this strategy must involve an open process with the involvement and buy in of the various constituencies. We now find ourselves with a very difficult situation that will likely become even worse if the current course, of substituting piecemeal adoption of ordinances for an overall traffic plan, is followed. The decision you are about to take will establish the template for future actions - is it going to be a dog fight for every 3 blocks of roadway or is there going to be an overarching cooperative community effort that leads to an overall integrated plan with support from the major constituencies in Princeton?

I would urge that top priority be given to the enforcement of existing traffic ordinances coupled with an aggressive educational program for motorists, bikers and pedestrians. The Traffic and Transportation Committee has identified this issue, as well as a very long list of specific items that need to be addressed in the near term.

Complete Streets is a good common sense policy to systematically assess issues and possible solutions to improve traffic and safety concerns. I support it. The Princeton Complete Streets policy should be applied whenever feasible to do so in order to safely accommodate travel by pedestrians, elderly, disabled, bicyclists, public transit, and motorized vehicles and their passengers, **with special priority given to pedestrian safety. All these constituencies need to be involved in Complete Streets discussions and assessment. In Princeton, there are more pedestrian/car accidents than bicyclist/car accidents. Nearly all accidents occur at intersections, that is where attention needs to be focused. Implementing sharrows on Hamilton is consistent with the Princeton Complete Streets Policy and the rest of Hamilton/Wiggins.**

Fortunately, there is an opportunity to step back from the edge and reassess the situation since the decision on bike lanes versus sharrows on Hamilton (Snowden-Harrison) does not have to be made tonight. There is time to more carefully assess the actual bicycle and pedestrian traffic in that area, assess the data on accidents (MV/Ped, MV/Bicycle, etc) in that area, a more careful study on the impact of banning Hamilton parking on the residential needs and how this section of Hamilton will connect to the other streets in the Princeton traffic network. More importantly, we need time to get the various constituencies together, instead of driving them apart.

We need to get the community together on making Princeton more walk-able, more bike-able, but most of all we must make it live-able esp. for long time residents!

I urge you to table or reject the proposed ordinance that would ban car parking on Hamilton (Snowden-Harrison), and that you put in place a balanced group of Princeton citizens to develop the overall traffic plan on an expedited schedule.

PETITION

We, the undersigned, hereby oppose the proposed Ordinance to prohibit parking at any time on Hamilton Avenue between Harrison Street and Snowden Lane and establish dedicated bicycle lanes in each direction. We urge the Mayor and Council to vote against the Ordinance since there are no substantiated benefits identified and there are multiple increased safety risks as well as significant disruption for residents.

Notes:

Audit trail exists for below names to signatures on hard copy.

Duplicate names excluded (as best I could)

Spelling of names is as best I could reading signatures. My sincere apologies for all mistakes.

Original Petition has recommendation for one of the TTC Options, but since the residents differed in preferences, that section of Petition is not included above.

60% of signatures from Hamilton segment. No significant effort to extend to side streets or the rest of the Community.

Best effort made for accuracy, but the below may still have minimal errors.

Count	Name
1	Cezina Imielinski
2	Tomosz Imielinski
3	Konrad Imielinski
4	Madelaine Shellaby
5	Jeanne Pouiz
6	Philip Pouiz
7	Laura Huby?
8	Sandra Batisto
9	Welmoet Van Kammer
10	Abhijeeth Tulasi
11	Tony Pradhan
12	David Cambell
13	Amando Rose
14	Dena Paolucci
15	Jack Bradley
16	Sisela Welser
17	Arcadio Diaz-Quinone
18	Alma Conception
19	Yannick Einsweiler
20	Annick Einsweiler
21	Jodie Schmidt
22	John Pascu
23	Elaine Pascu
24	Molly Jones
25	Bill Jones
26	Hilary Gehman
27	Matt Smith
28	Marzena Torzecua
29	Tomasz Danicencicz
30	Michael Torecki
31	Philip Abram
32	Sally Fields
33	Maria Kozlevikova
34	Alex Morozov

35 Lynda Lee
36 Robert Lupton
37 Truestar Urian
38 Bill Urian
39 Meera Pradhan
40 Paul Schorr
41 Beverly Shorr
42 Benjamin Schorr
43 Ralitia Zoheriwa
44 Donna Pilenza
45 Nancy Kirby
46 Joffra Nandon
47 Yash Nandon
48 Andrew Wong
49 Barrie Royce
50 George Cohen
51 Lesley Germaine
52 Nancy Deffeyes
53 Tanja Nager
54 Kim Groome
55 Elaine Staats
56 Ewa Kubicka
57 Dale Meade
58 Sallie Meade
59 Agata Ptaszynska
60 Robert Aresty
61 Sally Chrisman
62 Eric Schreiber
63 Violet Zar
64 Carolyn Barnshaw
65 James Barnshaw
66 Julie Hosford
67 Ewa Korzeniowski

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Count	Name
1	Robert Aresty
2	Philip Abram
3	Carolyn Barnshaw
4	James Barnshaw
5	Sandra Batisto
6	Jack Bradley
7	Hanna Bruno
8	Barry Bruno
9	David Cambell
10	George Cohen
11	Alma Conception
12	Sally Chrisman
13	Marscha Child
14	Tomasz Danilewicz
15	Nancy Deffeyes
16	Arcadio Diaz-Quinone
17	Annick Einsweiler
18	Yannick Einsweiler
19	Sally Fields
20	Ken Fraunhofer
21	Hilary Gehman
22	Lesley Germaine
23	Helen Gorenstein
24	Chris Grant
25	Kim Groome
26	Sami Guandone
27	Julie Hosford
28	Laura Huby
29	Celina Imieliński
30	Tomasz Imieliński
31	Konrad Imieliński

32 Laura Jacobus
33 Bill Jones
34 Molly Jones
35 Welmoet Van Kammer
36 Nancy Kirby
37 Ewa Korzeniowski
38 Maria Kozlevikova
39 Ewa Kubicka
40 Lynda Lee
41 Robert Lupton
42 Dale Meade
43 Sallie Meade
44 Alex Morozov
45 Tanja Nager
46 Joffra Nandon
47 Yash Nandon
48 Dena Paolucci
49 John Pascu
50 John Pascu
51 Donna Pilenza
52 Tanya Popova
53 Tony Pradhan
54 Meera Pradhan
55 Natalia Prokopenko
56 Agata Ptaszynska
57 Joanna Poniž
58 Philip Poniž
59 Ari Raivetz
60 Lauren Raivetz
61 Amando Rose
62 Barrie Royce
63 Harriette Rubinstein
64 Jodie Schmidt
65 Benjamin Schorr
66 Paul Schorr
67 Eric Schreiber
68 Rafi Segal
69 Sara Segal
70 Madelaine Shellaby
71 Beverly Shorr
72 Matt Smith
73 Elaine Staats
74 Sheldon Sturges
75 Serdjan Teslic
76 Marzena Torzecka
77 Michael Torzecki
78 Abhijeeth Tulasi
79 Truestar Urian
80 Bill Urian
81 Sisela Welser

- 82 Andrew Wong
- 83 Violet Zar
- 84 Ralitsa Zoharieva
- 85 Yael Zakut

The allocation of parking in Princeton is not a story about fairness. Some of us can park in front of our houses; some of us cannot. It is a story about public property, about shared property, and how it is used affects us all.

We've been trying to promote bicycling in this community for decades. The Planning Board itself, in the early 2000's, looked at a very thorough, and all encompassing, circulation plan for bicycling for insertion into our master plan. It was never adopted. I was told because it involved the removal of parking spaces.

That was years ago. Today, we have a complete streets policy, and a master plan that seeks to make our town more bicycle-friendly at its very core. Lanes along Hamilton are recommended by our advisory committee, as a first step in creating high-quality bicycle facilities around town... does this mean we've reached a tipping point... a point at which our concerns about traffic congestion and pollution from motor vehicles, our health and welfare, the safety of our bicyclists, and the promotion of alternative forms of transportation, have finally trumped our concerns, over the loss, of a parking lot along a street?

In considering lanes along this section, you cannot deny that this very corridor lies along a path to our frequent destinations, our common destinations, the very core, that our master plan refers to. Lanes along a stretch like this, is the way to generate the greatest effect, and cause more of us to use an alternative, namely, a bicycle. Hamilton leads to the downtown and the library. It connects our schools. It is classified as a major collector. Installing lanes here would act, towards reducing trips, by fossil fuel burning vehicles. This is a real opportunity, to meet goals, we have already enumerated, in our master plan.

You can debate the installation of bike lanes all you like, but lanes here on Hamilton would indisputably improve, the situation. They would create space where there currently is none. Motorist, bicyclist, and pedestrian alike, would travel simultaneously, each in their own space, even during rush hour. Intersections would still present a problem. It seems bicyclists are wearing Harry Potter's cloak of invisibility when confronted with, turning motorists. The situation improves, however, as more of us, turn to bicycling. The safety that lanes would bring, combined with the perception of safety, would encourage more of us to bicycle, and more bicyclists make drivers more aware.

As to the timing, doing it now would set a precedent, making other improvements more likely, especially if we wish to be in accordance with our master plan, any time soon.

Ron Leppard

Do we all, as a community, support this kind of thing? ... There was a transportation survey run through our school system, specifically aimed at finding this out. The survey took place a while ago, it was nine years ago, but in the context of transportation planning, wherein improvement plans can take up to thirty years to implement, the information becomes, timelier. Furthermore, the opinions speak to what we really want, based on infrastructure that was similar, if not identical, to today's conditions. 1,112 families of Princeton School students responded, a critical demographic, one perhaps most capable, of taking up bicycling, developing life-long habits, towards treating our planet, in a more sensitive manner, further insuring, the long term welfare, for all of us... Their voices are worth listening to.

I've emailed these survey results to you this past week. You will have noted the key conclusion, that most parents are simply waiting for the opportunity... they would encourage their children to walk, or bike to school, if barriers, are eliminated.

I submit to all of you, here tonight, that this section of roadway, contains such barriers, and perhaps this section pertains more to middle and high school students, but removing these barriers, would improve Hamilton and lead towards other improvements, for students and for all of us.

As to the world beyond, I believe we have an obligation to do what we can to burn less fossil fuel. You might even say the reduction in the use of fossil fuels is a necessity, the practicality of which, is to be judged against, whether or not, you feel our lives are worth saving.

I'm only asking, that we contribute to our fair share, and coincidentally, follow through, on directives, in our own master plan.

I want to thank you for the opportunity to speak here tonight, and I'm grateful to all of you here, for listening. Thanks again.

221 Dodds Lane

PRINCETON

NJ 08540

FOR THE RECORD

I would urge that it is only necessary to paint the bicycle chevrons along the whole stretch of Hamilton Ave and all other streets

The chevron signs remind us all to be careful, concerned citizens.

We also treasure our trees in tree city Princeton. The trees would then be protected too

Catherine Eirep (Lindy)

Laurie Harmon

Princeton adopted "Complete Streets" in 2012, and was awarded the Bronze level "Bicycle Friendly Community" designation by the League of American Bicyclists in 2013, based on the town's sustained commitment to cycling. The LAB stated in its report that Princeton has room to grow, but that notable steps are being made in the right direction. Retaining Bronze or moving up to Silver depends on key measures, including implementing a Safe Routes to School plan that emphasizes bicycling for all elementary, middle, and high schools, and an expansion of the bike network, providing a convenient and comfortable cycling environment, welcoming to cyclists of varying ages and skill levels. Under the Complete Streets philosophy, pedestrians, bicyclists, ~~pedestrians~~, transit users and motorists are fully and equally considered during the planning and design process.

Princeton has an opportunity now to expand its bike network by installing its first pair of dedicated bike lanes. This could be a first step toward providing linkages between neighborhoods, the downtown, schools, parks, the Princeton Shopping Center, and our neighboring towns. According to the League of American Bicyclists, increased street connectivity is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options. On a neighborhood street such as Hamilton, the public roadway can be designed to benefit the greatest number and variety of users, rather than preserved for convenient free parking, which benefits a much smaller number of residents.

Princeton has been talking about creating a bike master plan which will consider Complete Streets treatments for many of our roadways. The current opportunity for bike lanes should not be discarded because a bike master plan has not yet been adopted. Our town's leaders should show their commitment to Complete Streets now. If the recommendations of the Traffic and Transportation Committee, and the Pedestrian and Bicycle Advisory Committee are ignored now, how are we to trust that a consultant's recommendations will be taken seriously in the planning of future road projects? I strongly recommend taking into account the greater public good and installing our first dedicated bike lanes, and taking this important step toward creating a useful bike network.

*Andrew
Koontz*

LET ME FIRST SAY THAT THE MEMBERS OF THE PRINCETON BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE, THE TRAFFIC & TRANSPORTATION COMMITTEE, AND DEANNA STOCKTON DESERVE THANKS FOR THE MANY HOURS OF WORK THAT THEY HAVE PUT INTO THIS ORDINANCE. AS SOMEONE WHO HAS SERVED IN PRINCETON GOVERNMENT, I KNOW THAT WITHOUT VOLUNTEERS AND DEDICATED STAFF, THIS COMMUNITY DOES NOT FUNCTION AT ALL. THESE INDIVIDUALS ARE TO BE HIGHLY COMMENDED FOR PROVIDING MAYOR AND COUNCIL WITH A HISTORIC OPPORTUNITY. I ALSO WOULD LIKE TO APPLAUD THE MAYOR. HER COMMITMENT TO CYCLING SAFETY AND CYCLING TRANSPORTATION INFRASTRUCTURE IS REAL, AND I KNOW THAT WITHOUT HER LEADERSHIP, THIS ORDINANCE WOULD NOT BE BEFORE YOU.

I THINK THAT IN ALL OF THE DISCUSSION THAT HAS GONE FORWARD OF LATE, THE ESSENTIAL MEANING OF THIS ORDINANCE HAS BEEN LOST.

THIS ORDINANCE IS ABOUT SAFETY – SAFETY FOR THE ENTIRE CYCLING COMMUNITY. BUT MORE IMPORTANTLY, THIS ORDINANCE IS ABOUT POLITICAL POLICY AND PRIORITIES.

THIS ORDINANCE REPRESENTS A HISTORIC FIRST. FOR THE VERY FIRST TIME, A GOVERNING BODY IN PRINCETON IS BEING ASKED TO MAKE AN IMPORTANT CHOICE. YOU ARE BEING ASKED TO CHOOSE BETWEEN TWO PUBLIC GOODS: BIKE LANES AND ON STREET PARKING. WHAT YOU DECIDE WILL SPEAK VOLUMES

ABOUT YOUR PRIORITIES AND THE FUTURE OF OUR TOWN AS A BICYCLE FRIENDLY COMMUNITY.

HERE IN PRINCETON, WE BY NO MEANS LACK FOR ON STREET PARKING. WE HAVE METERED PARKING, PERMIT PARKING, HOURLY PARKING, AND LOTS OF FREE, UNRESTRICTED ON STREET PARKING. WHAT WE DON'T HAVE A LOT OF ARE BIKE LANES. WE HAVE SHARROWS, BUT EVERYONE KNOWS THOSE AREN'T THE REAL DEAL. THE REAL DEAL, THE SAFER DEAL, IS A DEDICATED LANE FOR THE EXCLUSIVE USE OF CYCLISTS, AND, OF COURSE, WE HAVE EXACTLY ZERO LANE MILES OF THOSE.

IT'S FRANKLY SHAMEFUL THAT IN 2015 PRINCETON HAS YET TO FIND ANYWHERE, ANYWHERE AT ALL, WHERE WE CAN APPLY SOME PAINT ON A ROAD AND DEDICATE AT LEAST SOME PORTION OF OUR RIGHT-OF-WAYS EXCLUSIVELY TO CYCLISTS. YEARS AGO WE COULD HAVE AT LEAST ARGUED THAT WE WEREN'T ALONE, THAT CITIES ACROSS AMERICA SHARED OUR DISMAL RECORD OF SERVING CYCLISTS. BUT IN THE PAST TEN YEARS WE HAVE SEEN COMMUNITIES OF FAR GREATER SIZE AND COMPLEXITY, LIKE NEW YORK AND PHILADELPHIA, FIND WAYS TO SQUEEZE IN BIKE LANES AND OTHER CYCLING INFRASTRUCTURE. AND WE DON'T HAVE TO LOOK TO BIG CITIES, OR EVEN VERY FAR AWAY, TO FIND TOWNS THAT ARE WAY AHEAD OF US IN BIKEABILITY. NEARBY LAWRENCE TOWNSHIP, TRENTON, WEST WINDSOR, THE HOPEWELLS...ALL WITH MORE BIKE LANES AND TRAILS, ALL YEARS AHEAD OF US IN

TERMS OF PROMOTING BIKE SAFETY AND CYCLING INFRASTRUCTURE.

SO THIS ORDINANCE REPRESENTS A TERRIFIC OPPORTUNITY TO START CATCHING UP.

NOW, I KNOW WHAT YOU'RE THINKING: "OK, KOONTZ, LET'S SAY WE JUST PUT A BIKE LANE ON THE NORTH SIDE OF HAMILTON, AND THERE WE GO. WE HAVE A BIKE LANE. SATISFIED?"

NOT AT ALL. YOU'LL HAVE A BIKE LANE, SURE. BUT YOU WILL HAVE AVOIDED CONFRONTING THE CHOICE YOU WILL HAVE TO REPEATEDLY MAKE IF WE HAVE ANY HOPE OF GETTING SERIOUS ABOUT CREATING A SAFE CYCLING COMMUNITY...AND THAT IS MAKING THE CHOICE BETWEEN BIKE LANES AND PARKING.

WITH THIS ORDINANCE, PBAC HAS TRIED TO MAKE YOUR CHOICE AS EASY AS POSSIBLE. THE PARKING ON THE SOUTH SIDE OF HAMILTON IS CERTAINLY NOT REVENUE GENERATING, METERED PARKING. IT'S NOT EVEN HOURLY PARKING. IT'S SIMPLY UNRESTRICTED FREE PARKING, AND IT IS, BY MOST ADMISSIONS, VERY LIGHTLY UTILIZED. IF IT CAN'T BE DONE HERE, PBAC IS SAYING, IT CAN'T BE DONE ANYWHERE.

SO THE QUESTION YOU WILL ANSWER BY YOUR VOTE IS WHERE DO YOU THINK BIKE LANES RATE? ARE THEY TRULY ANY KIND OF PRIORITY AT ALL? OR DOES PARKING OF ANY KIND, EVEN THE MOST LIGHTLY UTILIZED, TRUMP BIKE LANES?

AND WHAT HAVE YOU HEARD AGAINST THIS BIKE LANE THAT REALLY STANDS UP TO SCRUTINY?

WELL, YOU'VE HEARD THAT THIS BIKE LANE SHOULD NOT BE BUILT, BECAUSE IT GOES NOWHERE. WELL, I HAVE TO DEFEND NORTH HARRISON STREET HERE. IT MAY NOT BE THE SWANKEST ADDRESS IN TOWN, BUT IT IS DECIDEDLY "SOMEWHERE". AND SNOWDEN LANE IS MOST CERTAINLY "SOMEWHERE ELSE". IN FACT, THIS BUSINESS OF GOING FROM NORTH HARRISON STREET TO SNOWDEN LANE IS CONSIDERED SO IMPORTANT THAT THEY BUILT A FEW ROADS CONNECTING THE TWO, ONE BEING HAMILTON AVENUE. I'LL BET IF YOU STOP ANY DRIVER OR PEDESTRIAN ON THAT ROAD AND ASK THEM WHAT THEY ARE DOING, THEY'LL TELL YOU THEY'RE "GOING SOMEWHERE". BOTTOM LINE, IF GETTING FROM NORTH HARRISON TO SNOWDEN WAS A TRANSPORTATION NEED IMPORTANT ENOUGH TO PAVE A ROAD AND INSTALL SIDEWALKS FOR, IT'S IMPORTANT ENOUGH FOR A BIKE LANE.

ANTHER RATIONALE WE'VE HEARD IS THAT THIS BIKE LANE IS A BAD IDEA BECAUSE THERE ARE SENIOR CITIZENS LIVING ON HAMILTON AVENUE. I HADN'T KNOWN THIS, BUT APPARENTLY SOME BELIEVE THAT GROWING OLD AND BIKE LANES ARE MUTUALLY EXCLUSIVE THINGS. I HOPE TO GROW OLD MYSELF SOMEDAY -- IT BEATS THE ALTERNATIVE -- AND MAYBE THEN I'LL UNDERSTAND THIS REASONING. BUT AS OF TODAY, I HAVEN'T A CLUE WHY THE ELDERLY CANNOT

COEXIST WITH BIKE LANES, AND I WOULD NOT BASE A DECISION ON THIS ORDINANCE ON THIS CLAIM.

ANOTHER TRAIN OF THOUGHT WE'VE HEARD IS THAT SOME CYCLISTS DON'T WEAR HELMETS OR FAITHFULLY OBEY TRAFFIC LAWS...SO NO BIKE LANES FOR THEM! NOW, I DON'T CONDONE BREAKING TRAFFIC LAWS, BUT IS THIS A SOUND REASON TO DENY BIKE LANES? THIS LINE OF REASONING WOULD NEVER DO WITH MOTORISTS. IMAGINE SOMEONE SUGGESTING A MORATORIUM ON ROADWAY SAFETY IMPROVEMENTS UNTIL DRIVERS STOP TAILGATING, RUNNING RED LIGHTS, CAUSING ACCIDENTS, SPEEDING, AND COMMITTING OTHER AUTOMOTIVE MISBEHAVIORS. WE WOULD NOT TAKE SUCH A SUGGESTION SERIOUSLY, AND WE SHOULD NOT TAKE THE SUGGESTION THAT BIKE LANES BE DENIED UNTIL ALL CYCLISTS BEHAVE SERIOUSLY EITHER.

WE ALSO HAVE HEARD THAT INSTALLING A BIKE LANE HERE WOULD CAUSE AN INCONVENIENCE TO SOME HAMILTON AVENUE RESIDENTS, WHO HAVE BECOME USED TO THE ON STREET PARKING AS AN EXTENSION OF THEIR PRIVATE DRIVEWAYS. THE NEW BIKE LANE WOULD NECESSITATE A CHANGE IN BEHAVIOR, FORCING THESE RESIDENTS TO SHUFFLE THEIR CARS AROUND THEIR DRIVEWAYS AND ALL THAT. THIS COMPLAINT STRIKES ME AS TRUE – AND THE REAL HEART OF THE MATTER. THE RESIDENTS WOULD HAVE TO ADJUST AND LOSE A CONVENIENCE. THE QUESTION IS WHETHER IT'S ENOUGH OF AN INCONVENIENCE: WHETHER THE PUBLIC

GOOD OF ALLOWING THE RESIDENTS FREE USE OF A PUBLIC RIGHT OF WAY AS AN EXTENSION OF THEIR PRIVATE DRIVEWAYS OUTWEIGHS ANOTHER PUBLIC GOOD; THAT IS, THE ADDITIONAL SAFETY AFFORDED TO CYCLISTS BY A BIKE LANE.

AND THAT, MAYOR AND COUNCIL, IS THE CRUCIAL POLICY QUESTION. HOW YOU ANSWER IT WILL SPEAK VOLUMES ABOUT YOUR TRANSPORTATION POLICY AND YOUR SERIOUSNESS IN ADDRESSING BIKEABILITY. IT SEEMS TO ME THAT THE PEOPLE THAT OUR MAYOR HAS BROUGHT TOGETHER TO WORK TOWARDS BIKEABILITY GOALS SHOULD PAY VERY CAREFUL ATTENTION TO YOUR VOTE. YOUR VOTE WILL SIGNAL, LOUD AND CLEAR, YOUR COLLECTIVE POLITICAL WILL.

NOW, IT IS ALWAYS A USEFUL STRATEGY TO THOSE IN ELECTIVE OFFICE TO DEFER ACTION UNTIL ONE OR MORE STUDY BY A CONSULTANT HAS BEEN COMPLETED. AS AN ELECTED OFFICIAL, I UNDERSTAND THIS. WHAT I ALSO UNDERSTAND IS THAT A CONTRACT WITH A CONSULTANT WILL BUY YOU NOT A SINGLE OUNCE OF POLITICAL WILL. YOU NEED TO START WITH AT LEAST SOME INCLINATION TO OCCASIONALLY VALUE BIKE INFRASTRUCTURE AND BIKE LANES OVER PARKING. IF YOU DON'T HAVE THAT TO START WITH, THEN YOU WONT FIND IT IN THE PAGES OF A REPORT. A GOVERNING BODY THAT CANNOT MUSTER THE VOTES TO TAKE EVEN THE MOST MODEST STEPS TOWARD MAKING PRINCETON A TRULY BIKE-FRIENDLY TOWN WILL BE THE GOVERNING BODY THAT WILL TAKE A

CYCLING CONSULTANT'S REPORT, PUT IN ON THE SHELF WITH ALL THE OTHER FORGOTTEN REPORTS, AND LET IT GATHER DUST.

BUT HERE'S THE THING: YOU DON'T HAVE TO BE THAT GOVERNING BODY. THIS ORDINANCE OFFERS YOU THE OPPORTUNITY TO, FOR THE FIRST TIME, TURN A PAGE. YOU CAN BE THE PRINCETON GOVERNING BODY THAT FINALLY DECIDES THAT BIKE SAFETY DOESN'T HAVE TO COME IN A CLOSE SECOND TO ABSOLUTELY EVERY OTHER NEED IN OUR COMMUNITY. APPROVE THIS ORDINANCE, AND YOU CAN AND SHOULD MOVE FORWARD WITH A CYCLING MASTER PLAN...A PLAN WITH A GREATER CHANCE OF SUCCESS BECAUSE OF THE POLICY YOU ESTABLISH BY APPROVAL OF THE ORDINANCE. VOTE IN FAVOR, AND YOU WILL ENERGIZE A CYCLING COMMUNITY THAT IS READY AND WILLING AND ABLE TO HELP YOU. VOTE IN FAVOR, AND YOU WILL FINALLY JOIN MANY OTHER COMMUNITIES IN OUR STATE AND IN OUR COUNTRY THAT HAVE ESTABLISHED A POLICY THAT SEES CYCLISTS AS AN EQUAL PARTICIPANT IN THE TRANSPORTATION MIX.

MAYOR AND COUNCIL, PLEASE DON'T LET THE OPPORTUNITY SLIP AWAY. VOTE YES.