

**PRINCETON COUNCIL MEETING**  
**July 8, 2013**

A meeting of the Mayor and Council was held on this date at 7:00 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 the 2013 Schedule of Regular Meetings. On January 1, 2013 at 2:15 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, Crumiller, Howard and Messers Liverman, Miller and Simon and Mayor Lempert.

Absent: None.

Also Present: Mr. Bruschi, Ms. Monzo, Mr. Kiser, and Mr. Schmierer.

**PRESENTATION**

**Community Card, Carly Meyer and John Marshall**

Carly Mann and John Marshall made a presentation to Council regarding the proposed Princeton Community Card. They explained that the card acts as a debit card with the hope of redirecting funds for processing fees back into town when shopping local. Mr. Marshall explained that they are working on the project with Hartland and that there is no credit or bank behind it and that it will work with a card or smart phone.

(Presentation attached to this set of minutes)

**WORK SESSION****13-201 No Speed Hump/Bump Policy**

Robert Altman, Traffic and Transportation Committee Vice Chair discussed with Council a recommendation regarding a speed bumps and speed humps policy. The Traffic and Transportation Committee recommended that the Princeton Council endorse resolution 13-201 stating its intent to no longer create new speed bumps and humps on its public streets in Princeton.

In a power point presentation, Mr. Altman said that some of the risks include a negative impact on the environment, increased cost and complexity of resurfacing roadways, potential drainage issues on some streets and damage to vehicles with increased risk as the weight of the vehicle increases. He noted that when Emergency vehicles lower their speed limits due to humps and bumps it may increase the risk of death for a patient be transported by 10%.

Mr. Miller offered a motion approving resolution 13-201 as proposed. The motion was seconded by Ms. Butler and carried unanimously.

(Resolution appended to this set of minutes)

**Police Ordinance**

Council discussed the proposed police ordinance and the issue of “appropriate authority”. Ms. Howard recommended that the Administrator be named “appropriate authority”. The Public Safety Committee deferred to the Administrator with a member of the Public Safety Committee to serve as liaison.

Ms. Crumiller said that she would like to see a monthly report to the appropriate authority and the Council.

Ms. Butler suggested that the Council be the appropriate authority with administration handling things that come up and decisions reported to the governing body. She said that a lot of money was spent on the Rodgers Report and that Council may want to see results first.

Mayor Lempert said that there was nothing to stop Council from changing the ordinance.

Ms. Howard said that we are in a place where Council will have to make some big decisions and may have to defer on the day to day management.

Mr. Simon asked who the hiring authority was. Ms. Howard said that it was The Council.

Mr. Bruschi said that he did not disagree with Ms. Butler, just disagreed where to make the split in duties and where he would draw the line. Ms. Howard suggested that Council appoint the Administrator as the appropriate authority and create a public safety committee. Ms. Butler said that she failed to see why Mr. Bruschi could not continue as he had been.

Council agreed to table the proposed ordinance to a later date to work out other details in the proposed ordinance.

### **13-202 Resolution: Local Emergency Planning Committee**

Mr. Simon presented the final report of the Emergency Preparedness Task Force and proposed establishing a Local Emergency Planning Committee (LEPC) for Princeton. He reported that an LEPC is the statutory authority in New Jersey for emergency management planning in the community. It shall be composed of not more than fifteen members who are appointed by the Mayor or Chief Executive of the Municipality. The Municipal Emergency Management Coordinator is also a member and is the chairperson.

Mr. Simon said that upon approval of the proposed resolution, the Emergency Preparedness Task Force and its actions will be absorbed by the LEPC.

Issues that The Task Force is working on include revising the Basic Emergency Operations Plan to ensure that it reflects the consolidated Princeton. They are also working on updates to the departmental annexes to the Emergency Operations Plan to ensure that they reflect lessons learned and best practices from recent events, especially Irene and Sandy. They have been working with Mr. Kiser and PSE&G to identify those parts of the Princeton community that most frequently lose power.

Ms. Butler asked if the Task Force could identify instances where we do not want people outside, possibly networking with churches and synagogues to help notify people.

Mr. Gregory said that we are currently in extensive discussions with Capital Health about keeping emergency roadways and routes open in the event of an emergency.

Ms. Butler offered a motion approving resolution 13-202 as amended. The motion was seconded by Mr. Miller and carried unanimously.

(Report and Resolution appended to this set of minutes)

## **REPORTS**

Ms. Howard reported that the Citizens Finance Advisory Committee newsletter would be going out in the mail with tax bills.

Mr. Miller reported that the second of four meetings with Avalon Bay would be taking place on July 11, 2013.

Mr. Liverman said that there would be a memorial service on July 19, 2013 for Evelyn Voorhees.

Ms. Butler said that Community Night Out would take place on August 6, 2014.

Mayor Lempert announced that the Council meeting of August 12 has been changed to August 5, 2013.

## **ORDINANCE PUBLIC HEARINGS**

### **Sewer Service Charges**

Mayor Lempert read by title an ordinance entitled AN ORDINANCE BY PRINCETON CONCERNING SEWER SERVICE CHARGES AND AMENDING THE "CODE OF THE BOROUGH OF PRINCETON, NEW JERSEY, 1974" AND THE "CODE OF THE TOWNSHIP OF PRINCETON, NEW JERSEY, 1968".

Mayor Lempert opened the public hearing.

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

Ms. Butler offered a motion to approve the proposed ordinance on second reading. The motion was seconded by Ms. Crumiller and carried unanimously.

### **Salaries**

Mayor Lempert read by title an ordinance entitled ORDINANCE OF THE MAYOR AND COUNCIL OF PRINCETON CONCERNING SALARIES AND COMPENSATION OF CERTAIN PERSONNEL OF THE MUNICIPALITY OF PRINCETON.

Mayor Lempert opened the public hearing.

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

Mr. Miller offered a motion to approve the proposed ordinance on second reading. The motion was seconded by Mr. Liverman and carried unanimously.

### **ORDINANCE INTRODUCTIONS**

#### **Bond Ordinance, Sidewalks**

Mayor Lempert read by title on first reading a proposed ordinance entitled BOND ORDINANCE AUTHORIZING AS A LOCAL IMPROVEMENT THE REPAIR AND RECONSTRUCTION OF SIDEWALKS ALONG MOORE STREET, PARK PLACE, VANDEVENTER AVENUE AND WILLOW STREET WITHIN PRINCETON, APPROPRIATING THE SUM OF \$35,100.00 THEREFOR, PROVIDING FOR THE FINANCING OF SAID APPROPRIATION BY THE MAKING OF A DOWN PAYMENT AND THE ISSUANCE OF BONDS AND NOTES OF SAID PRINCETON AND FURTHER PROVIDING FOR THE SPECIAL ASSESSMENT OF FIFTY (50%) PERCENT OF THE COST THEREOF.

Ms. Butler offered a motion to approve the proposed ordinance on first reading. Mr. Liverman seconded the motion, which was carried unanimously. The public hearing was set for August 26, 2013.

#### **Bond Ordinance, Sewer Lateral Repairs**

Mayor Lempert read by title on first reading a proposed ordinance entitled BOND ORDINANCE AUTHORIZING AS A LOCAL IMPROVEMENT SEWER LATERAL REPAIRS BY THE PRINCETON SEWER OPERATING COMMITTEE OF DEFECTIVE SEWER LATERALS INVOLVING PROPERTIES ALONG MOORE STREET, PARK PLACE, VANDEVENTER AVENUE AND WILLOW STREET WITHIN PRINCETON, APPROPRIATING THE SUM OF \$236,400.00 THEREFOR, PROVIDING FOR THE FINANCING OF SAID APPROPRIATION BY THE MAKING OF A DOWN PAYMENT AND THE ISSUANCE OF BONDS AND NOTES OF SAID PRINCETON AND FURTHER PROVIDING FOR A SPECIAL ASSESSMENT OF ONE HUNDRED (100%) PERCENT OF THE COST THEREOF UPON THE BENEFITTED PROPERTY OWNERS.

Mr. Miller offered a motion to approve the proposed ordinance on first reading. Ms. Butler seconded the motion, which was carried unanimously. The public hearing was set for August 26, 2013.

#### **Bond Ordinance, Parking Utility Facility Repairs**

Mayor Lempert read by title on first reading a proposed ordinance entitled BOND ORDINANCE PROVIDING FOR PARKING UTILITY FACILITY REPAIRS AND THE ACQUISITION OF A VAN FOR THE PARKING UTILITY IN AND BY PRINCETON, IN THE COUNTY OF MERCER, NEW JERSEY, APPROPRIATING \$80,000 THEREFOR AND AUTHORIZING THE ISSUANCE OF \$80,000 BONDS OR NOTES OF FOR FINANCING THE COST THEREOF.

Ms. Crumiller offered a motion to approve the proposed ordinance on first reading. Mr. Miller seconded the motion, which was carried unanimously. The public hearing was set for July 22, 2013.

#### **Bond Ordinance, Various Capital Improvements**

Mayor Lempert read by title on first reading a proposed ordinance entitled BOND ORDINANCE PROVIDING FOR VARIOUS CAPITAL IMPROVEMENTS IN AND BY PRINCETON, IN THE COUNTY OF MERCER, NEW JERSEY, APPROPRIATING \$3,699,900 THEREFOR AND AUTHORIZING THE ISSUANCE OF \$2,838,229 BONDS OR NOTES TO FINANCE PART OF THE COST THEREOF.

Mr. Liverman offered a motion to approve the proposed ordinance on first reading. Mr. Miller seconded the motion, which was carried unanimously. The public hearing was set for July 22, 2013.

## RESOLUTIONS

a. 13-203 PBA Agreement

Ms. Crumiller offered a motion to approve resolution 13-203 as presented. The motion was seconded by Ms. Howard and carried unanimously.

b. 13-204 The Rodgers Group, LLC , authorizing an Organizational Health and Leadership Analysis

Ms. Howard offered a motion to approve resolution 13-204 as amended. The motion was seconded by Mr. Liverman and carried unanimously.

c. 13-205 Community Grants and Planning & Housing, Inc., for the Small Cities CDBG program for the proposed replacement of the balconies on all of the low/moderate income occupied units within the Griggs Farm Complex not to exceed \$24,500.

Ms. Butler offered a motion to approve resolution 13-205 as presented. The motion was seconded by Mr. Miller and carried unanimously.

d. 13-206 Sewer Refunds – Princeton University

Ms. Butler offered a motion to approve resolution 13-206 as presented. The motion was seconded by Mr. Liverman and carried unanimously.

e. 13-207 Bid Award: Improvements to Moore Street, Park Place, Vandeventer Avenue and Willow Street, S. Brothers Inc., South River, NJ, Not to Exceed \$1,693,127.24

Mr. Miller offered a motion to approve resolution 13-207 as presented. The motion was seconded by Mr. Liverman and carried unanimously.

f. 13-208 Barsky/Weiner Settlement

Ms. Crumiller offered a motion to approve resolution 13-208 as presented. The motion was seconded by Mr. Liverman and carried by five affirmative votes. Mr. Simon recused himself from this issue.

- g. 13-209 Banner Request: Princeton University Art Museum, Seven Pole Banners on Nassau Street from Saturday, September 21, 2013 to Saturday, January 11, 2013 to promote the upcoming art exhibit *New Jersey as Non-Site*

Ms. Crumiller offered a motion to approve resolution 13-209 as presented. The motion was seconded by Ms. Butler and carried unanimously.

(Resolutions appended to this set of minutes)

**CONSENT AGENDA**

- a. Bills and Claims
- b. Maintenance and Performance Guarantees
  - Alan Upperco, Financial Manager, Princeton University-Pedestrian Bridge, release of Maintenance Guarantee
  - Alan Upperco, Financial Manager, Princeton University-Directional Drilling Release of the performance guarantee, no maintenance required.
- a. 13-210 Ewing Street Improvement Project – Change Order #1 – Community Park School Driveway - \$75,000

Ms. Howard offered a motion to approve items “a-b” as proposed. The motion was seconded by Ms. Crumiller and carried unanimously.

Ms. Butler offered a motion to approve item “c” Bills and Claims as proposed. The motion was seconded by Mr. Liverman and carried unanimously.

(Resolutions appended to this set of minutes.)

**13-211 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: Potential Land Acquisition

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

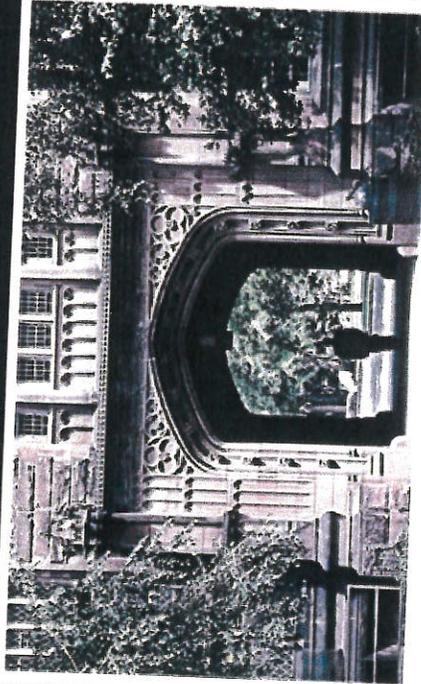
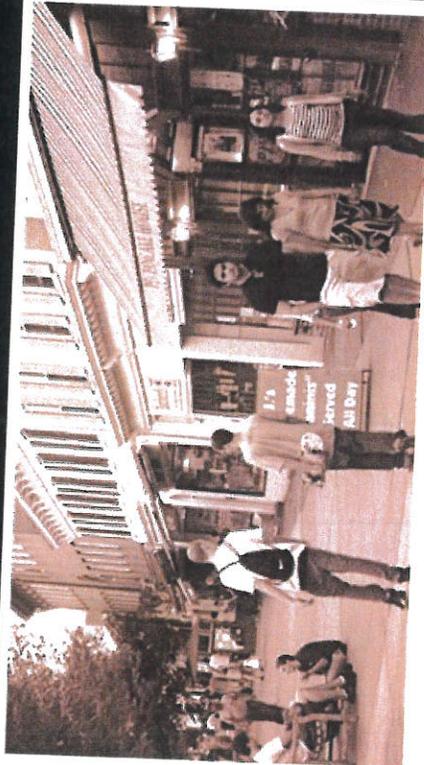
The above referenced issue was discussed by the Princeton Council.

There being no further business the meeting was adjourned at 10:50 p.m.

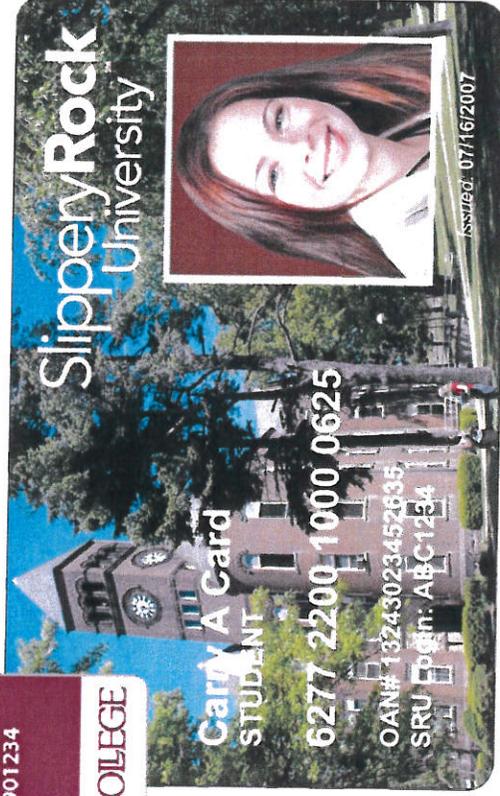
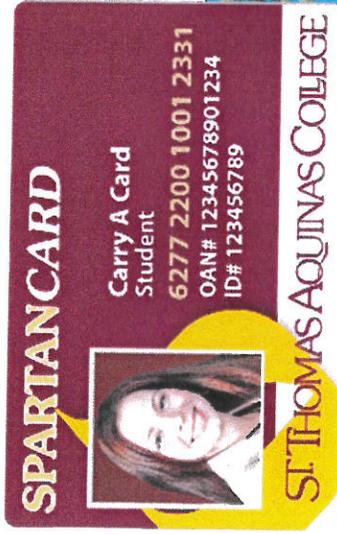
Linda S. McDermott  
Municipal Clerk



# Princeton Community Card



# Payment Cards



# Princeton Community Card

Alternative payment system to credit cards or other debit cards.

**With each use, customers:**

- ▶ Channel a donation to a community non-profit
- ▶ Provide a vehicle for special promotions

**Why?**

- ▶ Benefit community non-profits
- ▶ Boost civic pride
- ▶ Increase “co-loyalty” between customers & merchants

**The process can save money for both customers & merchants.**

# How Will the Donations System Work Best?

## Heartland recommends:

- A. Consumers choose one non-profit to receive their donations from a list of participating non-profits  
Consumers can change their choice monthly
- B. Merchants could channel part of every sale to benefit their non-profit of choice



## Why is this Best?

- ▶ Processing and program rigors
- ▶ PMA needs non-profits to spread the word about PCC to their members to reduce the cost of the program
- ▶ Non-profits then realize: to benefit, they must ask members to support the program



# What About Cellphone Payments Instead of Card Payments?

By the end of May, Heartland will present what is possible for Phase 1 to the PMA.

SEPTEMBER

**Phase 1**

Proposed Launch

2013



# How Will Heartland Support the Program?

- ▶ Meet with each merchant to assess how they can participate
- ▶ Provide a central website with information for consumers
- ▶ Provide a sign-in, personalized website for consumers (PURL)
- ▶ Provide store window stickers to show merchant accepts PCC
- ▶ Provide an in-store tent card to explain the benefits
- ▶ Provide script so merchants can easily and consistently train staff to promote PCC use
- ▶ Provide consulting on how to use PCC to increase loyalty
- ▶ Pay for an initial run of 10,000 generic cards



**Princeton Emergency Preparedness Task Force  
Report to Mayor and Council  
July 8, 2013**

Recent severe weather events such as Hurricane Irene and super storm Sandy have dramatically shown that preparation for future emergencies is important to protect the lives and property of our Princeton residents. That is why Mayor Lempert and the Princeton Council unanimously appointed an Emergency Preparedness Task Force on March 11, 2013 to help ensure that our newly unified community is well prepared for all hazards.

Chaired by Councilman Patrick Simon, the task force draws from a broad range of knowledge and experience in our community:

- Councilman Bernie Miller, Princeton Council President and former Mayor of Princeton Township;
- Councilwoman Heather Howard, who served on the White House Domestic Policy Council and as New Jersey's Commissioner of Health and Senior Services;
- Captain Nicholas Sutter, Officer in Charge of the Princeton Police Department;
- Robert Gregory, Director of Princeton's Office of Emergency Management, President of the Princeton First Aid and Rescue Squad, and former Princeton University Fire Marshal;
- Grace Sinden, long-serving former member of the Princeton Regional Health Commission;
- Mark Scheibner, retired Intelligence Analyst and a certified EMT.

The task force is mindful that an emergency can happen at any time. Because of their nature, emergencies such as severe weather events occur with low probability but can be high risk to life and property. But experience has shown that planning and preparedness can mitigate the risks.

The Emergency Preparedness Task Force focused on the following tasks and issues in our first quarter since appointment by the Council:

1. Establishing a Local Emergency Planning Committee (LEPC) for Princeton. An LEPC is the statutory authority in New Jersey for emergency management planning in a community. Here is how that role is described in a course offered by the NJ Office of Emergency Management:

An Emergency Management Council is necessary to the development of an Emergency Operations Plan. By Law, every municipality in the State must create and maintain a Council. It shall be composed of not more than fifteen (15) members who shall be appointed by the Mayor or the Chief

Executive of the municipality. The Municipal Emergency Management Coordinator shall be a member and is also the chairperson.

The Council assists the municipality in determining which volunteer agencies are needed to help in emergency planning. They are also authorized to establish an adequate organization to assist in supervising and coordinating emergency management activities of the municipality.

(Note: NJ state documents use both terms Emergency Management Council and Local Emergency Planning Committee to describe this body. Our understanding is that these are one and the same, and the latter term is currently preferred.)

**In the accompanying resolution, the task force unanimously and respectfully submits to Mayor and Council a proposed list of officials and individuals to constitute the Princeton Local Emergency Planning Committee.**

Upon approval, the Emergency Preparedness Task Force and its actions will be absorbed by the LEPC as the legal successor and statutory body for emergency management planning in Princeton.

2. Revising the Basic Emergency Operations Plan (EOP) to ensure it reflects the consolidated Princeton. The Basic Emergency Operating Plan is the foundational document for emergency operations, outlining functional responsibilities and authorities. The task force expects to submit the revised Basic Emergency Operations Plan for Council review and approval at the next council meeting in two weeks.
3. Updates to the departmental annexes to the Emergency Operations Plan to ensure they reflect lessons learned and best practices from recent events, especially Irene and Sandy. Meetings with departmental officials and staff have proven most fruitful, resulting not only in guiding the ongoing updates of the attendant annexes of the EOP, but also in focusing the energies and talents of Princeton's employees and community agencies as stakeholders in emergency preparedness.
4. Worked with Municipal Engineer Robert Kiser and PSE&G to identify those parts of our community that most frequently lose electrical service, in order to try and identify actions that might be taken by either PSE&G or the municipality to improve the reliability of electrical service to these areas, especially during severe weather events. This work is ongoing.
5. Met with local doctors and officials from University Medical Center of Princeton at Plainsboro to discuss ways to ensure that the people of Princeton as well as bordering communities have access to medical facilities no matter the severity of a storm. Past storms have impeded road access to the new UMCP campus in Plainsboro. The task force recognizes the difficulties presented by the current location of our regional hospitals, and is diligently working on this issue with a

broad range of officials and individuals. We are all too mindful that public safety must be balanced with the safety of our first responders, as highlighted by the tragic death of PFAR's Michael Kenwood during an attempted rescue in Tropical Storm Irene.

6. Enhanced emergency preparedness, with regards to Princeton's senior and dependent populations, was identified as a priority for the task force by the council in the goal setting sessions at the start of this year. Resource constraints make this a particularly challenging goal. This remains a priority, and we will discuss potential measures the town can take at the first meeting of the LEPC.
7. The Emergency Management Coordinator for Princeton, Robert Gregory, has been holding ongoing discussions with numerous institutions in the community to ensure that they are preparing for the upcoming storm season.
8. The dialog between Princeton University and Princeton regarding emergency management is ongoing and productive. The University is a full participant in the safety of our community. The recent bomb scare at the University highlighted areas for further cooperation and coordination, and these are being addressed through normal channels. The Princeton Police Department and Princeton University Public Safety are currently preparing joint training exercises, and are planning to develop joint protocols to outline responses to incidents involving the university and the municipality.
9. In April, the New Jersey Office of Emergency Management launched Community Emergency Response Team (CERT) programs in each of New Jersey's 21 counties. CERT members give critical support to first responders in emergencies, provide immediate assistance to victims, organize spontaneous volunteers at a disaster site, and collect disaster intelligence to support first responder efforts. Bob Gregory has spearheaded the effort to form a municipal CERT in Princeton, recruiting volunteer members of Princeton's Fire Police to participate in Mercer County's CERT training program this fall.
10. The task force wishes to thank McCaffrey's, the Princeton Public Library, the Princeton Public Schools, and Princeton University for their civic-mindedness in making their facilities available to the public during recent severe weather events. In preparation for similar events in the future, the task force has identified a number of heating/cooling centers for the public to use in the event they are needed.
11. Bob Gregory has prepared applications for FEMA grants to acquire generators at key points throughout Princeton, including Witherspoon Hall, Monument Hall, the SOC pumping stations on River Road and Pretty Brook, the fire stations on Witherspoon and Chestnut Streets, and the parking garage.

12. The task force recognizes that the first level of preparedness for any emergency is the responsibility of the individuals, families and businesses in our community. For this reason, the task force is developing a public information campaign to help residents and business better prepare for severe weather events. The task force has already elicited participation from a broad spectrum of the community, and has received enthusiastic support in full keeping with the public mindedness and generosity of the people, businesses, and institutions of Princeton. The task force is also working to identify locations where information can be disseminated in the event normal lines of communication are disrupted.

The Mayor and Council identified emergency preparedness as a priority this year, setting specific goals to:

- Enhance preparedness, especially among the elderly, disabled, and underserved population of Princeton.
- Build community social infrastructure.
- Improve responsiveness through service and system coordination.
- Update the emergency management plan.

The Emergency Preparedness Task Force has focused our collective efforts on achieving these goals, working diligently to ensure Princeton is well prepared for all hazards that might descend upon our community. The initial focus of the task force has been on severe weather events. All work has been performed in-house or by citizen volunteers, incurring no additional cost to the taxpayers of Princeton.

Emergency preparedness must begin with each individual and family taking responsibility to protect oneself and one's property, but it goes beyond that, as it is also about the care and concern we show for each other in our times of greatest need. In our interactions with the professional staff and with organizations and individuals within the community, the members of the Emergency Preparedness Task Force have been reminded of this time and again. We have witnessed first-hand the focused resolve of so many of those who serve the Princeton community in these endeavors. Their efforts individually and collectively express the highest values of our society and reflect the core strength of our community, and on behalf of our community, we express our deepest gratitude to all those who serve, in ways great and small, in helping to prevent or mitigate potential disasters where possible and better prepare for them where necessary.

Respectfully Submitted,  
Patrick Simon, Chair  
Princeton Emergency Preparedness Task Force



**PRINCETON POLICE DEPARTMENT  
SAFE NEIGHBORHOOD UNIT  
1 VALLEY ROAD  
PRINCETON, NJ 08540  
(609) 921-2100 - Phone  
(609) 688-2047 - Fax**

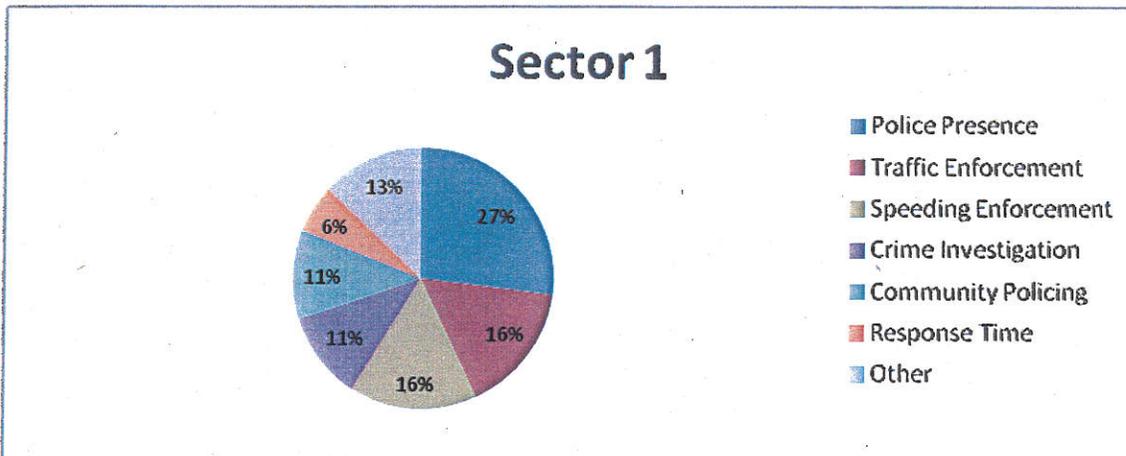
### **2013 Princeton Police Survey Results**

In February of 2013, the Princeton Police Department's Safe Neighborhood Unit was tasked with the duty to create a survey and distribute it to the residents of Princeton. The goal of the survey was to determine what the residents of Princeton expected of the newly consolidated Police Department. Not only did the Police Department want to know what the resident's concerns were for the community as a whole, but also specific to the neighborhood in which they reside. To encourage as many residents as possible to participate, the survey was made available on the Princeton Police webpage through SurveyMonkey.com in both an English and Spanish version. The Survey was promoted to residents through the local newspapers, the Police Department's social media pages on Facebook, Twitter and Nixle, at The New Jim Crow event held at the Princeton Library and on the local online websites [princeton.patch.com](http://princeton.patch.com) and [planetprinceton.com](http://planetprinceton.com). Captain Sutter and Lieutenant Morgan also went on local television informing residents of the survey. To increase the number of responses, the Safe Neighborhood Unit attended a public meeting in the John Witherspoon neighborhood where surveys were made available for completion. In addition to promoting the online survey, the Safe Neighborhood Unit also went to approximately 50 residences in each of the five sectors that the town is divided into and completed the survey with the residents. A hang tag directing people to the online survey was also left at any residences where the homeowners were not available. When residents provided more than one area of expectation, each response was recorded which allowed for more than one answer or expectation to be given. The results of the surveys that were completed in-person and on [surveymonkey.com](http://surveymonkey.com) were compiled and are found below. A map of the town which illustrates the five sectors is attached to this report.

### **Sector 1 (Northwest)**

Sector One consists of the portion of Princeton which is north of Rosedale Road and Hodge Road to the Montgomery Twp. border and west of State Route 206 to the Lawrence Twp. and Hopewell Twp. borders.

The results from Sector 1 are as follows: 27% of respondents wanted either the same police presence as they previously had or an increase of a presence in their neighborhoods. 16% of respondents wanted Traffic Enforcement to be a priority, specifically overweight commercial vehicle and truck enforcement on Rt. 206 and Elm Road/Great Road. 16% of respondents wanted Speeding Enforcement. Speeding Enforcement was not specific to one or two roads, but throughout the sector. 11% of respondents want Criminal Investigation and General Safety to be a priority. 11% would like to see more Community Policing which includes foot patrol, bicycle patrol, school programs and more face-to-face interaction with the public. 6% of respondents want to see response time to remain the same or improve. The remaining 13% of respondents wanted to see fewer summonses issued to residents of Princeton, Safety for Schoolchildren and a quality Police Department. Some respondents, which are included in the 13%, asked for the service that they have received in the past to continue with the consolidated police department.

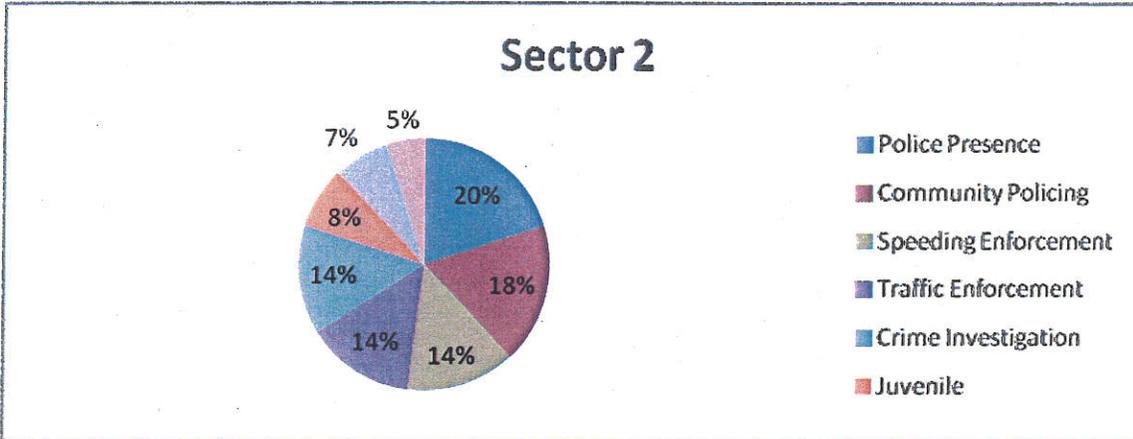


### **Sector 2 (Northeast)**

Sector Two consists of the portion of Princeton that is north of Franklin Avenue, Houghton Road and Princeton-Kingston Road to the Montgomery Twp. border and east of State Route 206 to the Montgomery Twp. and Franklin Twp. borders.

The expectations from the residents of Sector 2 varied greatly. 20% of the respondents want to see the Police Presence in their neighborhood to either increase or remain at levels prior to the Consolidation of the Princeton. 18% of the respondents also expect an increase in Community Policing which would include foot patrol, bicycle patrol, school programs and officer interaction with the public. Speeding Enforcement, Traffic

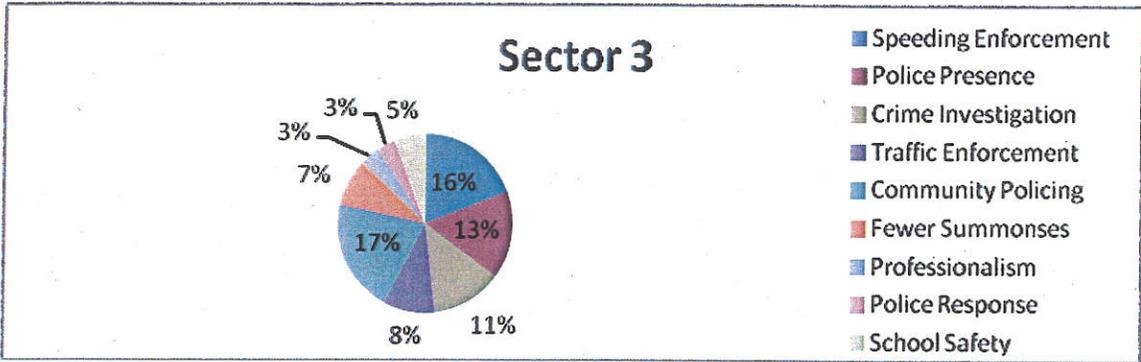
Enforcement and Criminal Investigations were also a concern for 14% of the respondents. The speeding and traffic enforcement requests were mostly specific to Shadybrook Road, Dodds Lane, overweight commercial vehicles and truck enforcement along Rt. 206 and Rt. 27. 8 % of respondents were concerned with juvenile issues including drug and alcohol abuse by minors as well as safety in and around the schools. It should be noted that a large number of respondents requested that a School Crossing Guard be posted at the intersection of Dodds Lane and Shadybrook Road and traffic signage to be posted near Littlebrook Elementary School. These requests were forwarded to the Traffic Safety Unit.



**Sector 3 (Southeast)**

Sector Three consists of the portion of Princeton that is south of Franklin Avenue, Houghton Road and Princeton –Kingston Road to the West Windsor Twp., Plainsboro Twp. and South Brunswick Twp. borders and the area to the east of Washington Road to the Plainsboro Twp. and South Brunswick Twp. borders.

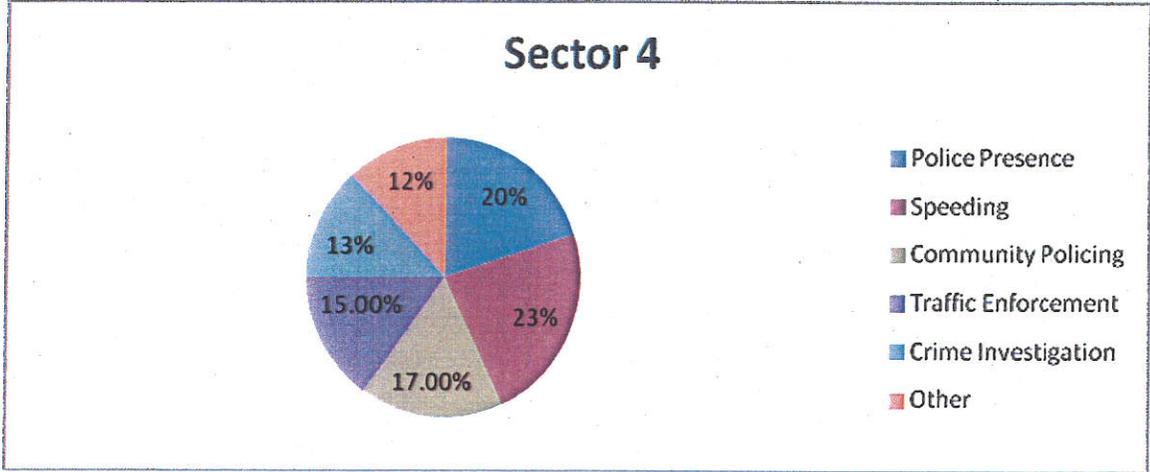
The results from Sector 3 differed slightly from Sectors 1 and 2. The area that 17% of respondents wanted to see an increase in was Community Policing, which, like the previous sectors, would include foot patrol, bicycle patrol, school programs and officer interaction with the public. 16% of Sector 3 respondents would like Speeding Enforcement to be addressed as well as an increase in the level of police presence in the area. Crime investigation was a major concern as well, including the relaying information from the police department to residents regarding any string of burglaries or break-ins in the area. It should be noted that the string of burglaries that occurred in 2008 and 2012 affected many residents in Sector 3, which would justifiably cause them to want to be informed when such events occur. While traffic enforcement and speeding enforcement were of concern, a number of respondents asked for fewer summonses to be issued to residents for motor vehicle violations. The respondents also felt that professionalism, police response time and school safety should be of importance to the Police Department.



**Sector 4 (Southwest)**

Sector Four consists of the portion of Princeton that is south of Rosedale Road and Hodge Road to the West Windsor Twp. border and the area to the west of Washington Road to the Lawrence Twp. border.

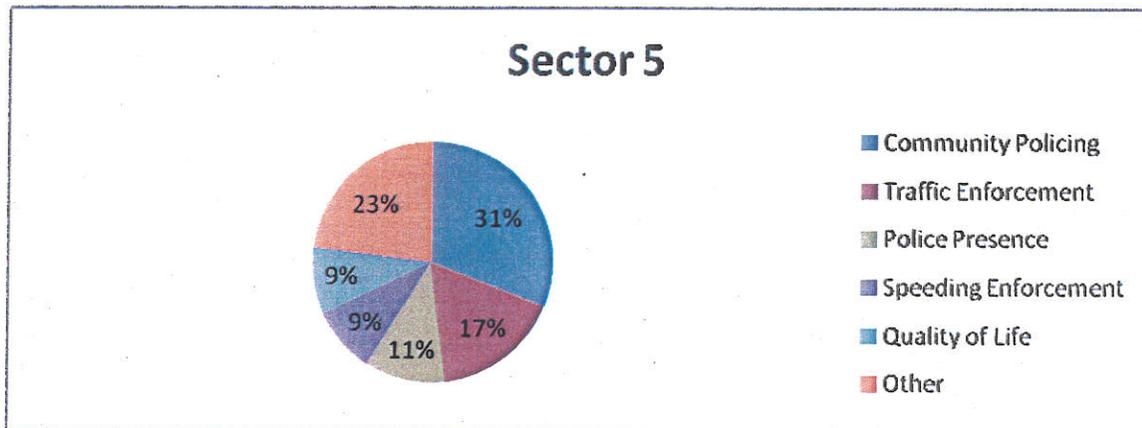
50 % of the respondents in Sector 4 expect Speeding Enforcement, a Police Presence and more Community Policing to be a priority for the Police Department. Traffic Enforcement, specifically commercial vehicle enforcement and pedestrian enforcement was also of importance to 15% of the respondents. The remainder of expectations included Criminal Investigations, fewer summonses for Motor Vehicle Offenses and a more professional Police Department. A number of the respondents from Sector 4 stated that they also wanted the service that they received in the past to continue in the future.



### **Sector 5 (Central Business District)**

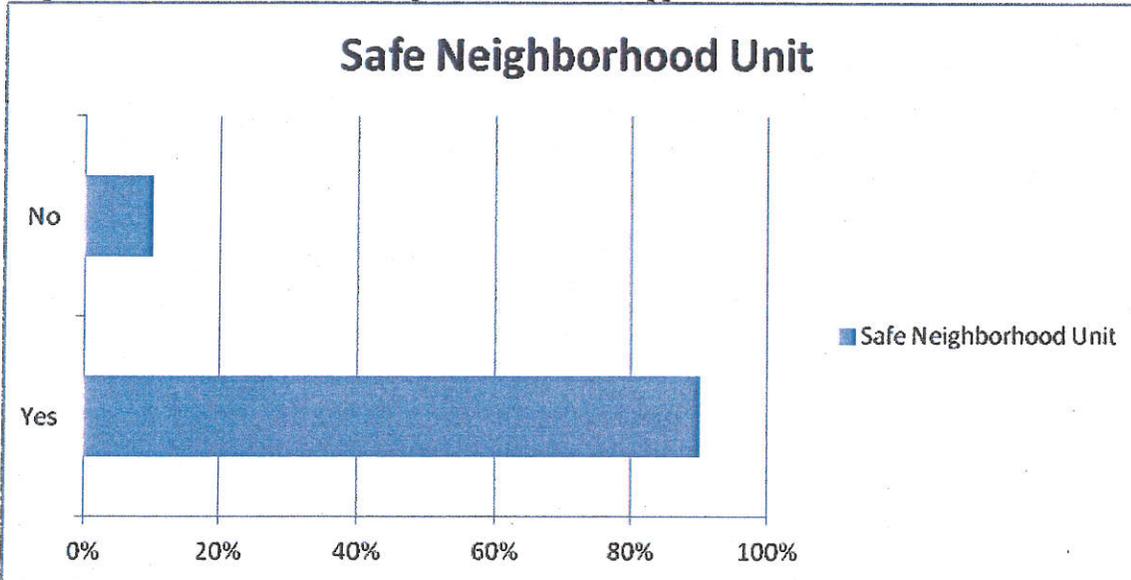
Sector Five is the portion of Princeton that overlaps Sectors 1-4. Its border, when beginning on the southwest corner is as follows: Faculty Road east to Harrison Street, then Harrison Street north to Hamilton Avenue, then west on Hamilton Avenue and onto Wiggins Street. It then continues north onto Witherspoon Street to the intersection of Valley Road. It then goes west to State Route 206 and then south to Alexander Street, ending at the intersection of Faculty Road.

The predominant expectation of the residents in Sector 5 was Community Policing, specifically foot patrol and bicycle patrol. These requests were not limited to only the Central Business District, but extended into the John Witherspoon Neighborhood and the eastern section of Sector 5. Traffic Enforcement was a concern of the residents as well, which included Driving While Intoxicated enforcement. Some of the other requests from residents included a maintained police presence, speeding enforcement and quality of life issues (urinating in public, littering, noise) to be addressed.



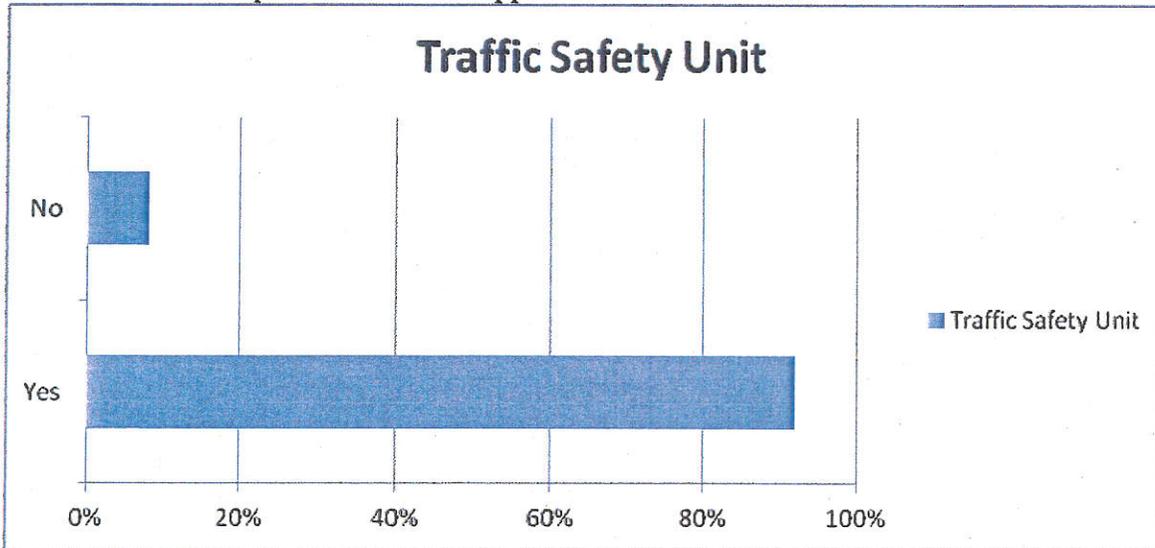
## Safe Neighborhood Unit

Question #4 looked to determine if the Safe Neighborhood Unit in the consolidated Police Department would be something the public would like to see. 90% of the respondents who answered the question were in support of it while 10% were not.



## Traffic Safety Unit

Question #5 looked to determine if the Traffic Safety Unit in the consolidated Police Department would be something the public would like to see. 92% of the respondents who answered the question were in support of it while 8% were not.

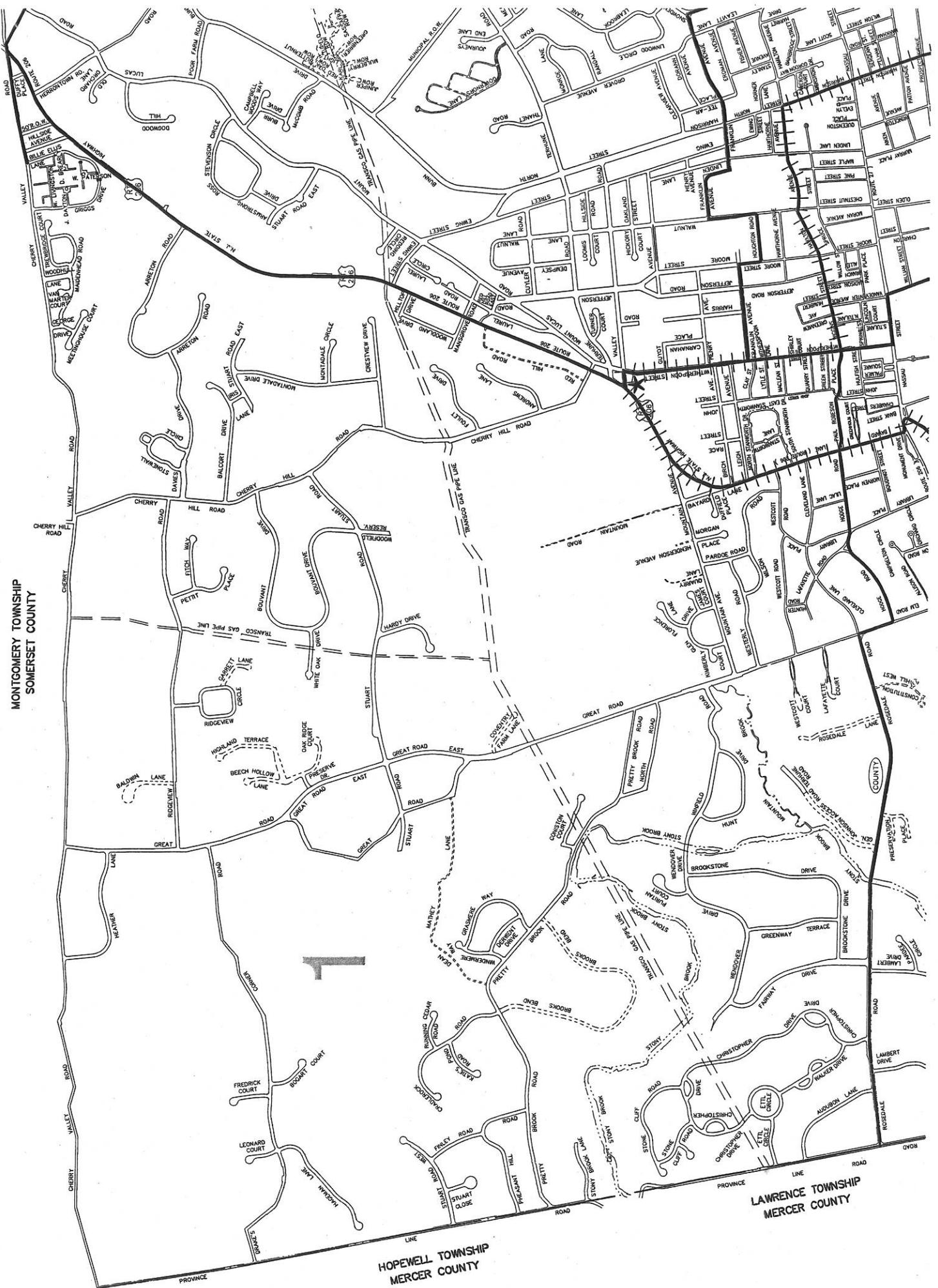


## Summary

In Summary, the survey had 394 responses, with approximately half of the responses being completed online and half completed in-person. The most common concerns of the respondents were a maintained Police Presence, Speeding, Traffic Enforcement and Community Policing. All of the specific speeding or traffic related issues were forwarded to the Traffic Safety Unit for review. The Community Policing concerns or ideas that were brought to the attention of the Safe Neighborhood Unit are being reviewed.

One of the important demographics that the survey did not adequately address was the needs of the Hispanic Community. Although we went door-to-door in the John Witherspoon neighborhood, we did not receive any completed surveys from residents who only spoke Spanish, and although a Spanish language version of the online survey was made available, we received no responses. The Department has seven Spanish speaking officers, two of which have been speaking regularly with members of the Hispanic Community at organized meetings over the last month to address their concerns and alleviate fears. We are also currently creating a PowerPoint Presentation that can be shown to the Hispanic Community, which outlines exactly what our duties are as a police department, which includes describing the role that we play in immigration enforcement and what is reported to Immigration and Customs Enforcement. We feel that this presentation is a great first step in building a strong and lasting relationship with the Hispanic Community. We are also in contact with the Latin American Legal Defense Fund (LALDEF) to discuss outreach and specific issues of concern to the community.

MONTGOMERY TOWNSHIP  
SOMERSET COUNTY



HOPEWELL TOWNSHIP  
MERCER COUNTY

LAWRENCE TOWNSHIP  
MERCER COUNTY



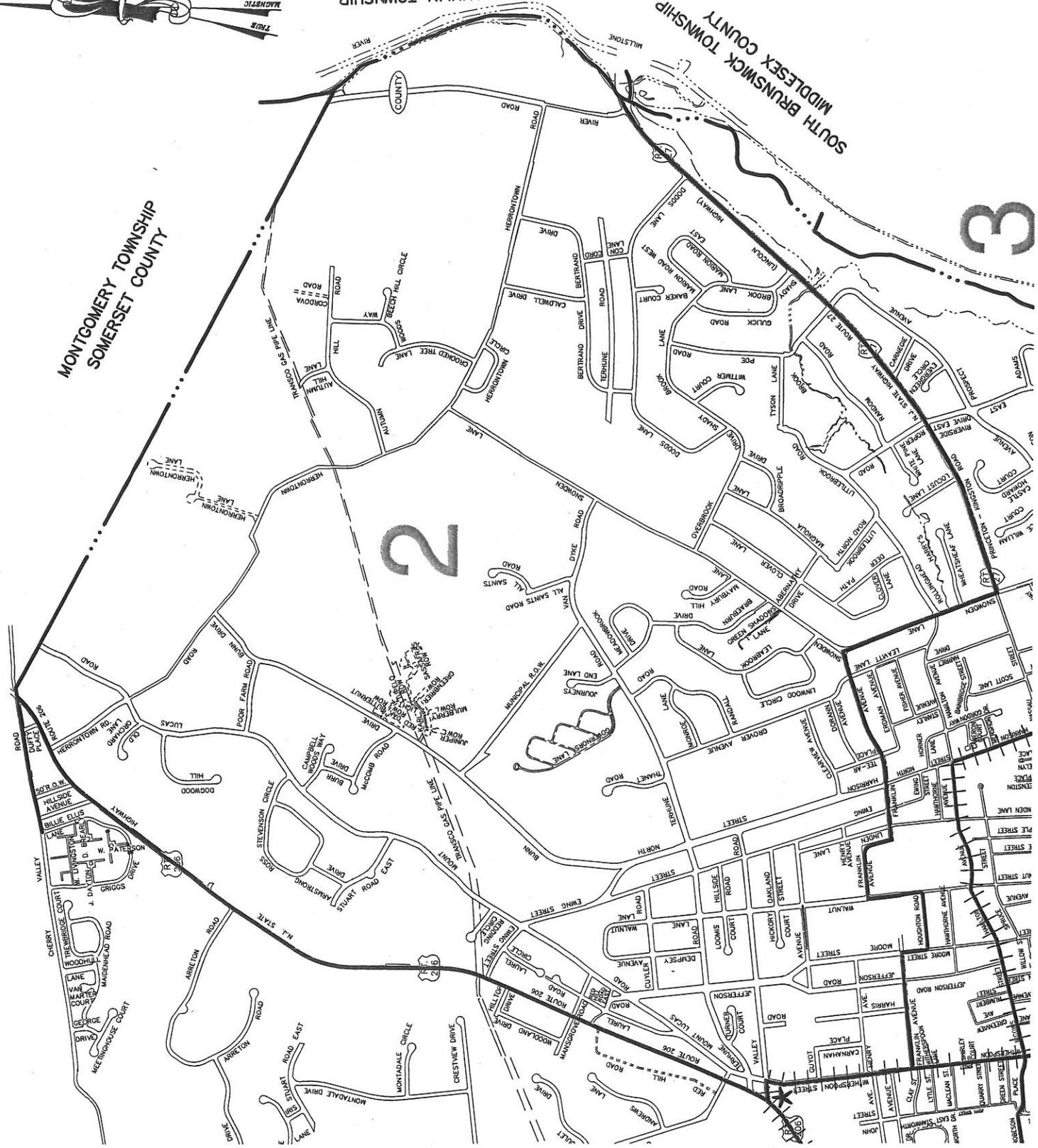
FRANKLIN TOWNSHIP  
SOMERSET COUNTY

SOUTH BRUNSWICK TOWNSHIP  
MIDDLESEX COUNTY

MONTGOMERY TOWNSHIP  
SOMERSET COUNTY

3

2



CHERRY  
VALLEY  
HILLSIDE AVENUE  
BILLY ELLIS  
LANE  
VAN WART  
COURT  
GEORGE  
DRIVE  
MONTGOMERY COUNTY

ARRETON ROAD  
MONTAIALE DRIVE  
CRESTVIEW DRIVE  
MONTAIALE CIRCLE  
STUART ROAD EAST  
ARRETON ROAD

WILSON ROAD  
MONTAIALE DRIVE  
CRESTVIEW DRIVE  
MONTAIALE CIRCLE  
STUART ROAD EAST  
ARRETON ROAD

WILSON ROAD  
MONTAIALE DRIVE  
CRESTVIEW DRIVE  
MONTAIALE CIRCLE  
STUART ROAD EAST  
ARRETON ROAD

WILSON ROAD  
MONTAIALE DRIVE  
CRESTVIEW DRIVE  
MONTAIALE CIRCLE  
STUART ROAD EAST  
ARRETON ROAD

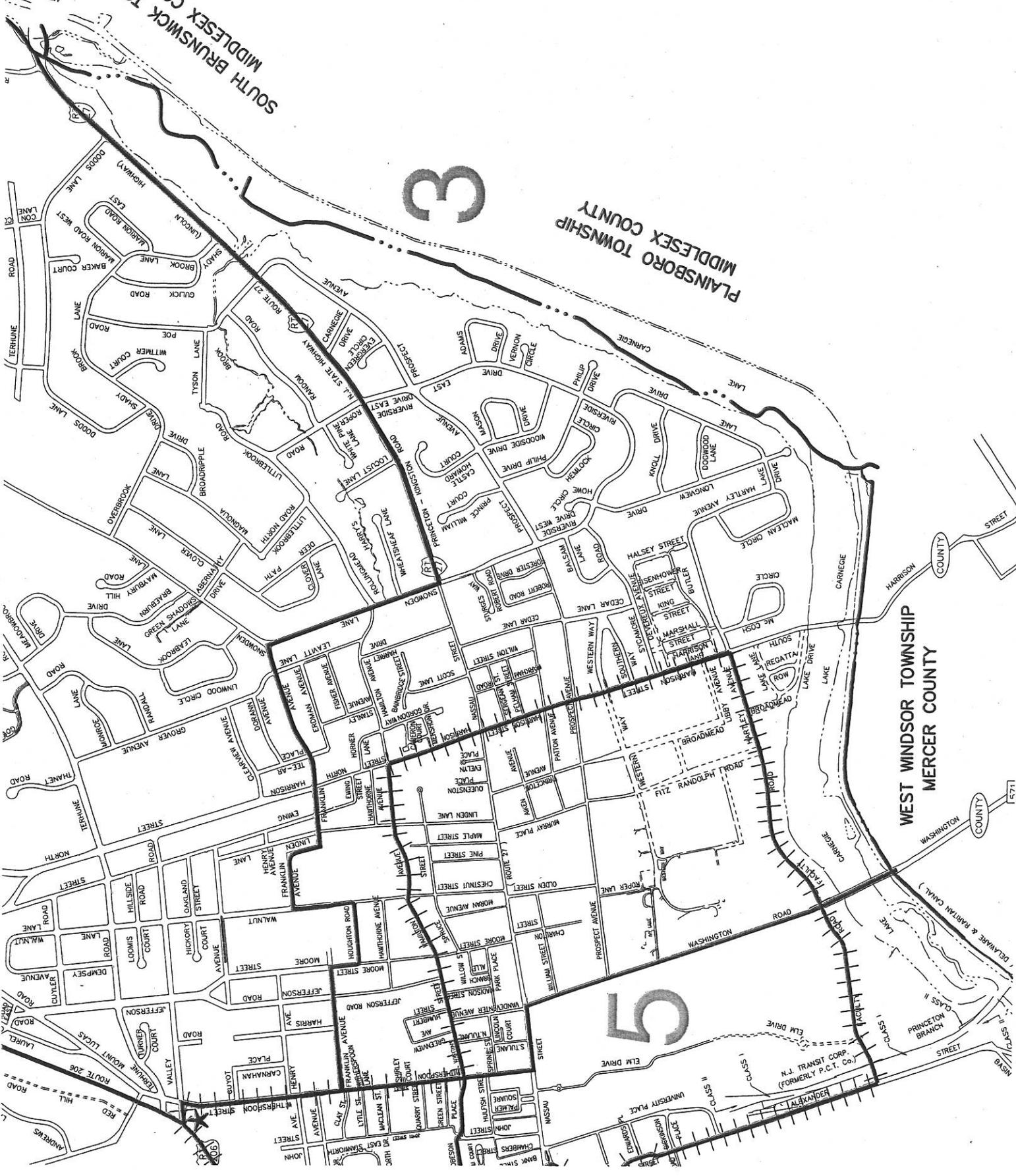
SOUTH BRUNSWICK TOWNSHIP  
MIDDLESEX COUNTY

PLAINSBORO TOWNSHIP  
MIDDLESEX COUNTY

WEST WINDSOR TOWNSHIP  
MERCER COUNTY

3

5



HARRISON COUNTY

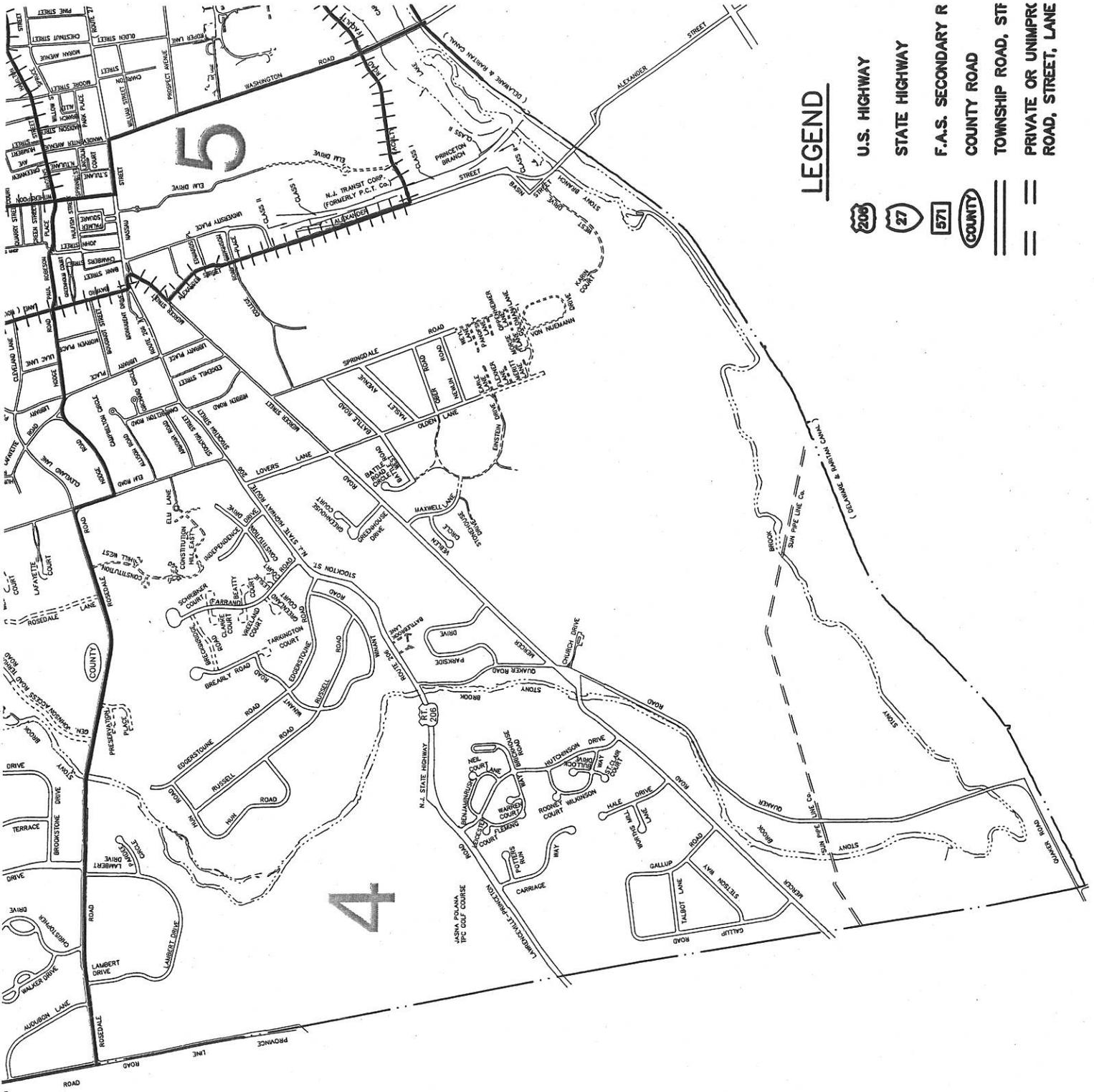
MOLDOUSAW COUNTY

DELAWARE & RARITAN CANAL

PRINCETON BRANCH

N.J. TRANS. CORP.  
(FORMERLY P.C.T. Co.)

CLASS I  
CLASS II

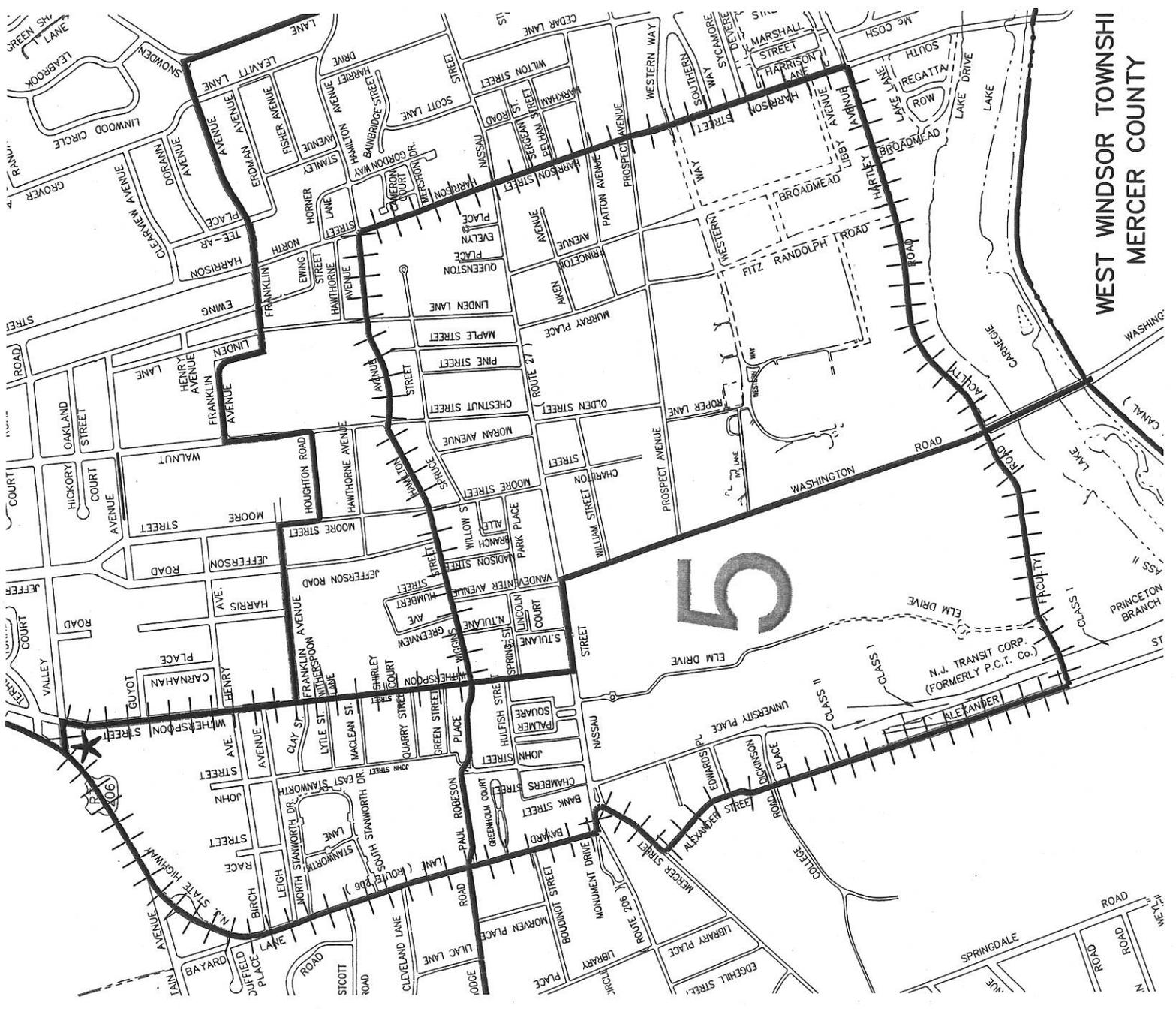


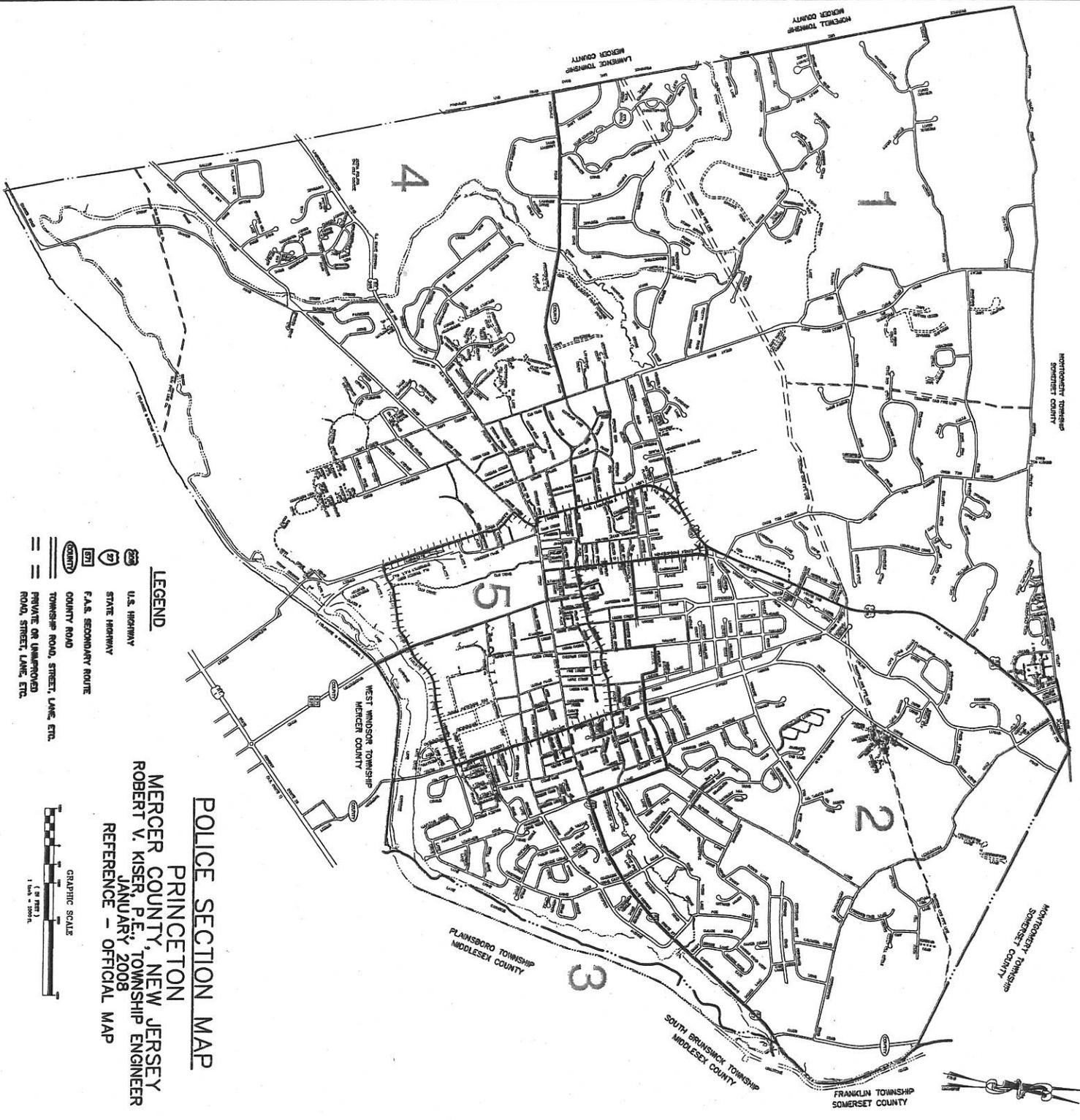
# LEGEND

-  U.S. HIGHWAY
-  STATE HIGHWAY
-  F.A.S. SECONDARY R
-  COUNTY ROAD
-  TOWNSHIP ROAD, STP
-  PRIVATE OR UNIMPRC ROAD, STREET, LANE

E TOWNSHIP  
R COUNTY

WEST WINDSOR TOWNSHIP  
MERCER COUNTY





**POLICE SECTION MAP**  
**PRINCETON**  
**MERCER COUNTY, NEW JERSEY**  
**ROBERT V. KISER, P.E., TOWNSHIP ENGINEER**  
**JANUARY 2008**  
**REFERENCE - OFFICIAL MAP**

**LEGEND**

- U.S. HIGHWAY
- STATE HIGHWAY
- F.A.S. SECONDARY ROUTE
- COUNTY ROAD
- TOWNSHIP ROAD, STREET, LANE, ETC.
- PRIVATE OR UNIMPROVED ROAD, STREET, LANE, ETC.





# *Municipality of Princeton*

*Municipal Building  
400 Witherspoon Street  
Princeton, NJ 08540-3496*

---

*Traffic and Transportation Committee*

## MEMORANDUM

TO: Mayor and Council  
Robert Bruschi, Administrator

FROM: Princeton Traffic and Transportation Committee

DATE: July 3, 2013

SUBJECT: **Speed Bumps and Speed Humps Policy Recommendation**

---

---

Transmitted herewith please find the following relating to the Traffic and Transportation Committee's recommendation that the Princeton Council state its intent to no longer create new speed bumps or speed humps on its public streets.

- Power Point Recommended Policy Statement
- Documentation prepared by Traffic and Transportation Committee dated June 5, 2013 substantiating the Committee's recommendation
- Resolution for consideration by Council, endorsing Traffic & Transportation Committee's recommendation

Please contact Robert Altman, Traffic & Transportation Committee Vice Chairman or Robert V. Kiser, P.E., if you have any questions.

c: Linda McDermott, Municipal Clerk  
Edwin W. Schmierer, Municipal Attorney  
Kathy Monzo, Deputy Administrator/Director of Financing  
Anton Lahnston, Chair, Traffic and Transportation Committee  
Robert Altman, Vice Chair, Traffic and Transportation Committee  
Robert V. Kiser, P.E., Director of Engineering  
Deanna L. Stockton, P.E., Assistant Engineer  
Sgt. Thomas Murray, Traffic Safety Officer  
Robert Gregory, Director of Emergency Management  
Dan Tomalin, Chief Princeton Fire Department  
Frank Setnicky, Director of Operations, Princeton First Aid and Rescue Squad

# PRINCETON TRAFFIC AND TRANSPORTATION COMMITTEE

Policy statement relating to the  
installation of speed humps and  
speed bumps on municipal streets  
within Princeton.

### Speed bumps and speed humps

- Speed bumps are typically 3" to 4" high and 12" to 18" long
- Speed bumps are uniformly discouraged in areas other than parking lots and private roads
- Speed humps are typically 3" to 4" high and 10' to 14' long
- Speed humps are typically used on public roadways
- In New Jersey, their use is limited by statute to certain local ("self-contained") roads which have fewer than 3,000 vehicles per day and a posted speed

There are several risks and benefits associated with the installation of speed humps as a method of traffic calming – as well as competing public interests and the complex definition of “overall citizen safety”

Some of the risks include include

- ❖ A negative impact on the environment (caused by increased numbers of accelerations and decelerations)
- ❖ Increased cost and complexity of resurfacing the roadway
- ❖ Potential drainage issues on some streets
- ❖ Damage to vehicles, with increased risk as the weight of the vehicle increases

## Speed humps force all vehicles to reduce their speed

- ❖ One study included approximately 600 passenger cars, SUVs, service trucks, and buses, etc.)
- ❖ At posted speeds of 25mph, the average speed of all vehicles crossing 12' speed humps was 9.6mph, and the 85<sup>th</sup> percentile speed was 12.3 mph
- ❖ Another study included three kinds of emergency vehicles\*
- ❖ At the two desired (most typical) speeds (25mph and 35mph), the average time for the three types of apparatus to cross *a single speed hump* was increased by 3.6 seconds over the time required without speed humps in the road.
- ❖ The American Heart Association reports that "For every minute lost in the resuscitation process (for cardiac arrest), the risk of death increases by 10%.

\*Pierce Telesquirt Fire Engine [47,360 lbs.],  
Pierce Aerial Platform Fire Truck [74,120  
lbs.], and Ford/Braun Ambulance

## IN PRINCETON

- ❖ There are 125.05 miles of road, of which 96.62 (77%) are posted 25mph
- ❖ Princeton Fire responded to:
  - ❖ 3 building fires, among 225 total incidents in 2013 (YTD)
  - ❖ 13 building fires, among 908 total incidents in 2012
  - ❖ 11 building fires, among 1008 total incidents in 2011
- ❖ Princeton Police responded to:
  - ❖ 5 car/pedestrian and 5 car/bicycle accidents in 2013 (YTD)
  - ❖ 6 car/pedestrian and 7 car/bicycle accidents in 2012 (Twp. Only)
  - ❖ 4 car/pedestrian and 3 car/bicycle accidents in 2011 (Twp. Only)
- ❖ Princeton First Aid & Rescue Squad transports:
  - ❖ approximately 2,100 patients per year, of which
  - ❖ approximately 160 (7.5%) are patients suffering heart attack or stroke.

## MOTION

The Traffic and Transportation Committee recommends that Princeton state its intent to no longer create new speed bumps and speed humps on its public streets.

**RESOLUTION 2013-R  
OF THE MAYOR AND COUNCIL  
OF THE MUNICIPALITY OF PRINCETON  
REGARDING SPEED BUMPS AND SPEED HUMPS**

**WHEREAS**, N.J.S.A. 39:4-8.10 concerning the Construction of Speed Humps and Traffic Calming Measures by Municipalities and Counties limits the construction of speed humps to residential roadways under municipal or county jurisdiction with a posted speed of 30 mph or less and which have fewer than 3,000 average vehicles per day; and

**WHEREAS**, eighty three percent (83%) of Princeton's municipal roadways have a posted speed of 30 mph or less; and

**WHEREAS**, the former Borough permitted the installation of speed humps and speed bumps; and

**WHEREAS**, the former Township Committee approved a Traffic Calming Policy on February 25, 2002, which prohibited the installation of speed humps, speed bumps, and raised traffic islands on municipal streets within Princeton Township; and

**WHEREAS**, the Princeton Traffic and Transportation Committee compiled data regarding speed humps, including their negative impact on the environment, the increased cost and complexity of roadway maintenance, increased risk of vehicle damage, and the decreased response time for emergency response vehicles; and

**WHEREAS**, the Traffic and Transportation Committee endorses a consolidated speed hump and speed bump policy that prohibits the future creation of new speed bumps or speed humps on Princeton's municipal streets; and

**WHEREAS**, the Princeton Police Department, Emergency Management, Fire Department, and the Princeton First Aid and Rescue Squad endorse the prohibition of speed bumps and speed humps on Princeton's municipal streets; and

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Council of Princeton that the attached Princeton Traffic and Transportation Committee's Policy Statement Relating to the Installation of Speed Humps, Speed Bumps and Raised Traffic Islands on Municipal Streets Within Princeton be fully endorsed and hereby states its intent to no longer create new speed bumps or speed humps on Princeton's municipal streets.

Councilperson	Absent	Present	1 <sup>st</sup>	2 <sup>nd</sup>	Yea	Nay	Abstain	Disqualified
Ms. Butler								
Mrs. Crumiller								
Ms. Howard								
Mr. Liverman								
Mr. Miller								
Mr. Simon								
Mayor Lempert								
<p>I, Linda S. McDermott, Clerk of the Municipality of Princeton, do hereby certify that the above is a true and complete copy of a resolution adopted by the Mayor and Council of said Municipality at a meeting held July 8, 2013.</p> <p>IN WITNESS WHEREOF, I hereunto set my hand and affix the corporate seal of said Municipality, this 8<sup>th</sup> day of July, 2013.</p>								
<p>_____ Linda S. McDermott Municipal Clerk</p>								

## PRINCETON TRAFFIC AND TRANSPORTATION COMMITTEE

Policy statement relating to the installation of speed humps, speed bumps and raised traffic islands on municipal streets within Princeton

June 5, 2013

---

---

In late 2001, following citizens' expressions of concern about the increasing speed and volume of traffic on local streets, the Princeton Township Traffic Safety Committee undertook a review of traffic calming alternatives. The resulting report, attached as Appendix I, reviewed the advantages and disadvantages of various methods of speed calming as they relate to the conflicts of competing public interests and the complex definition of "overall citizen safety."

The original report described three categories of issues and conflicts:

- the issue of overall public safety, within which there are conflicting priorities
- the impact of traffic safety on the environment (e.g. increased numbers of accelerations and decelerations), and
- the increased risk of lawsuits and of increased municipal civil liability (e.g. ADA, EMS response times).

With respect to public safety, the report noted that

"overall citizen safety.... includes not only local pedestrian and bicycle safety, but also emergency response time for police, fire, and ambulance. Regrettably, to the extent that traffic calming succeeds in requiring all vehicles to reduce speed, data strongly suggest that the overall impact on citizen safety is negative, due particularly to increased response time for emergency service vehicles such as EMS, fire, and police.... These data are of particular concern when combined with data from the American Heart Association (AHA Journal Report, 11/9/01) which show that 'For every minute lost in the resuscitation process (for cardiac arrest), the risk of death increases by 10 percent.'"

Recognizing that some methods of traffic calming "can be beneficial without creating undue problems," the report continued that existing data "also suggest strongly that some traffic calming devices – specifically speed humps, speed bumps, and raised traffic islands – create not only the three general risks, but also significant risk of damage to emergency vehicles and of injury to emergency service workers." The report concluded, "that the risk to emergency service workers, emergency vehicles, and the general public relating to the installation of speed humps, speed bumps, and raised traffic islands outweighs any

benefits derived.” Accordingly, the Traffic Safety Committee proposed that “The Township therefore prohibit[s] the installation of these types of devices on municipal streets within Princeton Township.”

The Committee’s report was reviewed by Township Committee on February 25, 2002, when “It was the consensus of Township Committee to accept for use the Traffic Calming Report as presented by the Traffic Safety Committee.”<sup>i</sup>

In 2004, New Jersey enacted a law (Attachment II) that created conditions under which a municipality may construct a speed hump: “on totally self-contained two-lane residential streets and on totally self-contained one-way residential streets under municipal jurisdiction which have no direct connection with any street in any other municipality, have fewer than 3,000 vehicles per day, with a posted speed of 30 mph or less, and on one-way streets connecting to county roads.”

Today, a Google search for “speed humps” yields over 1,000,000 results but, if the first several hundred results are any indication, there is little new information available. In addition to advertisements for speed bump/hump installation, there are many documents that present the pros and cons of speed humps, occasionally in the broader context of traffic calming. Increasingly, speed bumps (3” to 4” high and 12” to 18” long) are now distinguished from speed humps (3” to 4” high and 10’ to 14’ long), and speed bumps are uniformly discouraged in areas other than parking lots and private roads.

For speed humps, the message continues to be more nuanced, with documents generally citing the same advantages and disadvantages as those reported in the earlier Traffic Safety Committee report. One exception is “Safe Routes to School Online Guide,”<sup>ii</sup> which among its four “Key Factors to Consider,” includes “Potential drainage issues on some streets”, “increase in cost and complexity of resurfacing”, and “appropriate design important to prevent motor vehicle passenger discomfort.”

At least two studies, conducted in Portland, OR (1996) and Eugene, OR (2000), have looked specifically at the impact of speed humps on response time for emergency response vehicles.<sup>iii</sup> Similar in design and findings, these studies measured the additional time required when specific emergency response vehicles (e.g. Pierce Telesquirt Fire Engine [39,000 lbs.], Pierce Aerial Platform Fire Truck [66,000 lbs.] and Ford/Braun Ambulance) travel on routes with speed humps. According to the Eugene study (p. 28), “The results... indicate that at the two desired speeds (25 and 30 mph), it took an average of 3.6 seconds longer for the three types of apparatus to cross a single speed hump than it would have taken if the apparatus had been able to respond without slowing for the traffic calming device....” with the time lost directly related to the weight and wheel base of the vehicles.

Although designed for a somewhat different purpose – to compare the effect of speed humps, speed slots, and speed cushions – a study presented at the 2004 meeting of the Institute of Transportation Engineers (ITE)<sup>iv</sup> collected data for seven kinds of vehicles (e.g. approximately 600 passenger cars, SUVs, service trucks, and buses, etc.). In a series of tests in streets posted at 25 MPH, the average speed of all vehicles crossing 12’ speed humps was 9.6 MPH, and the 85<sup>th</sup> percentile speed was 12.3 MPT. The 85<sup>th</sup> percentile

speed is the speed at or below which 85 percent of people drive at any given location under good weather and visibility conditions, which is considered the maximum safe speed for that location, and is the speed on which speed limits are based in New Jersey and most other states.

In sum, it is clear that speed humps work, reducing speed for virtually all vehicles – and/but particularly for heavier (i.e. EMS and fire) vehicles.

\* \* \* \* \*

Looking to the future, what should be Princeton’s policy about creating new speed bumps or humps? As was true a decade ago, the answer requires balancing competing public interests and the complex definition of “overall citizen safety.”

While there is no question but that speed humps can lower speed on residential roads, reducing the potential for accidents, it is also true that speed humps will lower speeds (and increase response time) for emergency vehicles, greatly increasing the risk to emergency service workers and vehicles, and particularly to the general public as response times become longer. And, since the proportion of the population that is over 70 is considerably higher in Princeton than in New Jersey or the U.S,<sup>v</sup> the risk of slower response times is increased.

Accordingly, the Traffic and Transportation Committee recommends that Princeton state its intent to no longer create new speed bumps or speed humps on its public streets.

---

<sup>i</sup>Minutes of the meeting of the Princeton Township Committee, February 25, 2002.

<sup>ii</sup>[http://guide.saferoutesinfo.org/engineering/speed\\_humps.cfm](http://guide.saferoutesinfo.org/engineering/speed_humps.cfm) , accessed May 31, 2013.

<sup>iii</sup>Bureau of Traffic Management, Portland Department of Transportation “The Influence of Traffic Calming Devices on Fire Vehicle Travel Times,” January, 1996, available at <http://www.portlandoregon.gov/transportation/35934>, accessed May 31, 2012, and Taylor Robertson, “Speed Hump Impacts on Emergency Response Times,” Eugene Fire and Emergency Medical Services, Eugene, Oregon, October 15, 2000, available at <http://www.usfa.fema.gov/pdf/efop/efo19594.pdf>, accessed May 31, 2013.

<sup>iv</sup>L. Johnson and A. J. Nedzesky, “A Comparative Study of Speed Humps, Speed Slots, and Speed Cushions”, available at <http://www.ite.org/traffic/documents/AB04H1502.pdf>, accessed May 31, 2013. “Speed slots are similar to speed humps in that they extend across the roadway but they have “slots” or tire grooves along each side of the centerline in order to allow emergency response vehicles to avoid of the device by driving through the slots along the middle of the road. Unfortunately the emergency vehicle must straddle the centerline and travel in both lanes of the roadway, increasing the risk to both the emergency vehicle as well as other vehicles. Speed cushions are smaller than lane width and are rectangular or square in shape. <sup>(5)</sup> These characteristics allow for an emergency response vehicle to straddle the cushion while remaining in its respective lane. Figure 3 shows the typical dimensions and layout of speed humps, slot and cushions.” p.4.

<sup>v</sup>Ralph Widner, Table 4 (“Percentage of Age Groups in Population and Median Age Compared”), *Princeton and Greater Princeton; A Statistical Portrait* ;Princeton Future, 2013.

PRINCETON TOWNSHIP TRAFFIC SAFETY COMMITTEE

Policy statement relating to the installation of speed humps, speed bumps and raised traffic islands on municipal streets within Princeton Township.

February 11, 2002

---

---

Increasingly – and understandably – residents of Princeton Township have expressed concern about the growing amount of traffic on Township streets, about the increased speed at which that traffic appears to be moving, and about the increased risks to residents' safety suggested by this increased volume and speed. Many residents – acting individually, or as a neighborhood – have sought assistance from Township elected public officials, and/or from the Township's Traffic Safety Committee.

Most residents recognize that it is virtually impossible for one municipality to effectively reduce the overall traffic volume in an area, and that reducing volume on one street simply pushes traffic to nearby streets, hardly an appropriate solution for the Township as a whole. Given that traffic volume likely cannot be reduced, residents reasonably believe that their safety can and should be increased by controlling traffic speed – a process known as “traffic calming”. As defined in *Traffic Calming: State of the Practice*, (Ewing Reid, Washington, D.C.: Institute of Transportation Engineers, August 1999, p. 2) “traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.....” including but not limited to speed humps and speed bumps, center islands, traffic circles, and street closures.

Traffic calming can be encouraged by a variety of methods, and these methods have been tried in a variety of communities, several of which have been studied (Austin [TX], Berkeley [CA], Boulder [CO], Fresno [CA], Gwinnett County [GA], Montgomery County [MD], Portland [OR], Sacramento [CA], and Sarasota [FL]). Perhaps disappointingly, however, most U.S. local governments have suspended or placed their traffic calming programs in moratorium after careful (but often belated) consideration of the broader range of issues involved and of the conflicts among competing public interests that were generated.

These issues and conflicts fall generally into three categories. First is the issue of overall citizen safety, which includes not only local pedestrian and bicycle safety, but also emergency response time for police, fire, and ambulance. Regrettably, to the extent that traffic calming succeeds in requiring all vehicles to reduce speed, data strongly suggest that the overall impact on citizen safety is negative, due particularly to

---

increased response time for emergency service vehicles such as EMS, fire, and police. (See studies from Austin, Berkeley, Boulder, Montgomery County and Portland, all cited and summarized in Bunte, pp. 50ff.) These data are of particular concern when combined with data from the American Heart Association (AHA Journal Report, 11/9/01) which show that "For every minute lost in the resuscitation process (for cardiac arrest), the risk of death increases by 10 percent."

Closely related is the issue of the impact of traffic calming on the environment, since most traffic calming requires both deceleration and re-acceleration, with concomitant implications for emissions: "various studies have been conducted in Australia, Austria, Denmark, Germany, Holland, Sweden and the United Kingdom, which show that vehicle emission pollutants, along with fuel consumption, are increased with traffic calming devices, particularly speed humps." (Bunte, page 65)

Finally, although of less direct relevance to citizen safety, use of traffic calming devices also raises increased risks of lawsuits and of increased municipal civil liability (e.g. ADA, EMS response times) which need to be considered. (Bunte, pp. 80ff)

Despite these issues and risks, there remains evidence that some methods of traffic calming (e.g. painted street lines) can be beneficial without creating undue problems. However, the same data cited above also suggest strongly that some traffic calming devices – specifically speed humps, speed bumps, and raised traffic islands – create not only the three general risks, but also significant risk of damage to emergency vehicles and of injury to emergency service workers.

As a result, the Traffic Safety Committee recognizes that there are (and will continue to be) some circumstances in which some kinds of traffic calming devices and policies will be, on balance, of benefit to the community at large. At the same time, the Traffic Safety Committee believes that the risk to emergency service workers, emergency vehicles, and the general public relating to the installation of speed humps, speed bumps, and raised traffic islands outweighs any benefits derived. The Township therefore prohibits the installation of these types of devices on municipal streets within Princeton Township.

CHAPTER 107

AN ACT concerning speed humps on certain streets and roads and supplementing Title 39 of the Revised Statutes.

BE IT ENACTED by the Senate and General Assembly of the State of New Jersey:

C.39:4-8.9 Definitions relative to speed humps.

1. As used in this act:

"Department" means the Department of Transportation.

"Private roads" means semipublic or private roads, streets, driveways, parkways, parking areas, or other roadways owned by a private person, corporation or institution open to or used by the public for the purposes of vehicular travel by permission of such persons, corporations or institutions and not as a matter of public right.

"Speed hump" means a physical alteration to the horizontal and vertical alignment of a road surface used as a traffic calming measure and conforming to the technical standards established by the Department of Transportation.

C.39:4-8.10 Construction of speed humps by municipality.

2. Pursuant to the provisions of section 3 of this act, a municipality may construct a speed hump on totally self-contained two-lane residential streets and on totally self-contained one-way residential streets under municipal jurisdiction which have no direct connection with any street in any other municipality, have fewer than 3,000 vehicles per day, with a posted speed of 30 mph or less, and on one-way streets connecting to county roads. The board of directors of any corporation, or the board of trustees of any corporation or other institution of a public or semipublic nature not for pecuniary profit, having control over private roads, may construct or provide for the construction of a speed hump on any private road subject to the provisions of Title 39 of the Revised Statutes, pursuant to P.L. 1945, c. 284 (C.39:5A-1 et seq.).

C.39:4-8.11 Conformance of speed humps to DOT standards.

3. Any speed hump constructed by a municipality or a board of directors or trustees shall conform in design and construction to the technical standards established by the Department of Transportation.

A municipality or board shall provide advance warning, including but not limited to, the erection of appropriate signs giving notice of the presence of speed humps before the first speed hump in a series of speed humps and provide for a pavement marker to be placed at the location of the first speed hump. The signing and pavement markings for a speed hump shall conform to the current standards prescribed in the Manual of Uniform Traffic Control Devices for Streets and Highways as adopted by the Commissioner of Transportation.

4. This act shall take effect on the 120th day after enactment.

Approved July 14, 2004.