



**Office of the Administrator,  
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**Date:** August 21, 20145  
**To:** **Mayor and Council**  
**FROM:** Robert W. Bruschi, Administrator  
**SUBJECT:** Bond Ordinance for Parking Equipment

There were a couple of questions raised at the introduction of the Bond Ordinance which appropriates \$95,000 for some repairs and equipment for the Parking Garage. My notes indicated that the questions were the following:

1. Can this ordinance be funded without bonding? The simple answer is yes. However I would caution the Council that each bond ordinance for the parking utility should stand on its own merits. The operating budget receives over a million dollars from the parking utility and the parking utility MUST be a self-sustaining operation. So there is a correlation from the standpoint that if there are expenses within the utility they must be paid first and the any balance remaining after all bills and obligations are paid can come to support the municipal operating budget.

Note that the wording in the ordinance is permissive. So as not to create a problem with adopting the ordinance on Monday evening at the conclusion of the adoption the council should direct the administration to pay for this item in cash. Should something come up that would cause some concern the governing body should be made aware of that prior to the issuance of any permanent financing.

2. The second querie was more generic and that dealt with the section 20 costs for bond ordinances. Sandy will outline those costs and have them broken down so that Council can understand how they are arrived at. (This information may not come through the agenda package. It may come via email) Typically they are financed as

part of the issuance just as engineering design, architectural design, legal, or any other profession soft costs are. I would strongly recommend that this practice continue as it fully illustrates the cost of projects for the public.

If council has any questions regarding the bond ordinances please feel free to reach out to Kathy, Sandy or myself prior to the meeting.

C: Kathy Monzo, Sandy Webb, Linda McDermott

**AN ORDINANCE CONCERNING MID-BLOCK CROSSWALKS WITHIN PRINCETON AMENDING THE “CODE OF THE BOROUGH OF PRINCETON, NEW JERSEY, 1972”.**

**BE IT ORDAINED** by the Mayor and Council of Princeton as follows:

Section 1.: Section 19-5 of the “Code of the Borough of Princeton, New Jersey, 1972”, which establishes mid-block crosswalks is amended to identify all mid-block crosswalks in Princeton within this Section and shall read as follows ([bracketed] material deleted; underlined material added):

(a) Designated. The following portions of municipally controlled streets [of the Borough] in Princeton are hereby designated as mid-block crosswalks for pedestrian crossing:

Alexander Street, from a point 150 feet south of County Bridge No. 330.1 to a point 6 feet southerly therefrom.

Alexander Street, from a point approximately 250 feet south of the center of the roundabout at the intersection with University Place extending 20 feet south.

Bunn Drive, from a point 680 feet south of the southerly curb of Karl Light Boulevard and extending six feet southerly therefrom.

Chambers Street, from a point 355 feet north of Route NJ 27 (Nassau Street) and extending 8 feet northerly therefrom.

Cleveland Lane, beginning at a point 552 feet east of the easterly curblines of the northerly approach of Library Place and extending 8 feet easterly therefrom.

Ewing Street from a point ninety feet south of the southerly curb of North Harrison Street and extending six feet southerly therefrom.

Guyot Avenue, beginning at a point 280 feet east of Walnut Lane and extending 6 feet

easterly therefrom.

Harriet Drive, beginning at a point 499 feet south of Hamilton Avenue and extending 8 feet southerly therefrom.

Harrison Street North, from a point 486 feet south of Hamilton Avenue and extending 8 feet southerly therefrom.

Jefferson Road, beginning at a point 332 feet south of the northerly curblineline of the intersection of Jefferson Road and Moore Street and extending 6 feet southerly therefrom.

John Street, from a point 340 feet north of Route NJ 27 (Nassau Street) and extending 12 feet northerly therefrom.

Library Place, from a point 282 feet north of Mercer Street and extending 10 feet northerly therefrom.

Olden Street, from a point 308 feet southerly of Route NJ 27 (Nassau Street) and extending 8 feet southerly therefrom.

Palmer Square East, from a point 195 feet south of Hulfish Street and extending 8 feet southerly therefrom.

Palmer Square West, from a point 209 feet south of Hulfish Street and extending 8 feet southerly therefrom.

University Place, beginning at a point 331 feet south of College Road and extending 6 feet southerly therefrom.

Washington Road, 830 feet south of the south line of Route NJ 27 (Nassau Street).

Witherspoon Street, beginning at a appoint 355 feet north of Guyot Avenue and extending 6 feet northerly therefrom.

Witherspoon Street, beginning at a point 268 feet south of Guyot Avenue and extending 6

feet southerly therefrom.

Witherspoon Street, beginning at a point 22 feet north of Hulfish Street and extending 8 feet northerly therefrom.

(b) Markings. The mid-block crosswalks hereinabove designated shall be distinctly indicated for pedestrian crossing by lines or other marking on the surface in conformance to M.U.T.C.D. standards.

Amended

Section 2.: This ordinance shall take effect upon its passage and publication as provided for by law.

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Linda S. McDermott, Clerk

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Liz Lempert, Mayor

Ordinance Introduced:

Ordinance Adopted:

The purpose of this ordinance is to codify the locations of all mid-block crosswalks in Princeton into one code and consolidate therein Section 11-11 of the “Code of the Township of Princeton, New Jersey, 1968” into the Borough code for ease of enforcement.