

**PHYLLIS L. MARCHAND, MAYOR**  
Township of Princeton  
400 Witherspoon Street  
Princeton New Jersey 08540  
(609) 924-5176

**MILDRED T. TROTMAN, MAYOR**  
Borough of Princeton  
PO Box 390  
Princeton New Jersey 08542  
(609) 497-7617

January 18, 2007

**Mr. Kris Kolluri, Commissioner**  
NJ Department of Transportation  
PO Box 601  
1035 Parkway Avenue  
Trenton, NJ 08625

Dear Commissioner Kolluri:

On behalf of the Princeton Township Committee and the Princeton Borough Council, we are writing to request that state roads Route 206 and Route 27 in Princeton be removed from the New Jersey Access Network under the proposed statewide truck routing regulations (N.J.A.C. 16:32, Truck Access). Both roadways are gateways to and backbones of our densely populated communities and they are not *in any way* positioned to accommodate large (102") trucks and double trailers. We present the following concerns:

***Safety of Our Citizens***

These roadways are narrow, two-lane roadways without shoulders. Large trucks pose obvious safety issues to pedestrians, among them: our children waiting for the school bus and people crossing the roadways or walking to and from our downtown shops, schools, community and recreational centers, parks, theaters, senior centers, and the state's major private university: Princeton University. Princeton has the highest rate of people commuting to work on foot of any town in New Jersey so it has a greater need for strong protections for pedestrian safety.

***Roadway Geometrics and Sight Distances are Poorly Suited for Truck Traffic***

At many points along these roadways, the sight distances and roadway attributes make it extremely dangerous and totally unsuitable for large truck traffic. Some examples:

As drivers heading south on Route 206 in Princeton Township travel around a curve and then downhill, they suddenly come upon the intersection at Ewing Street. The limited sight distance here has resulted in the highest accident rate of any intersection in Princeton Township. Safety

at this intersection would become even more compromised by an increase in truck traffic. As you know, heavy oversized trucks have a much longer stopping distance than cars.

Drivers on Routes 27 and 206 encounter hundreds of driveways and uncontrolled access points as they travel through Princeton. These uncontrolled access points, coupled with frequent curves and hills, create an environment in which drivers may suddenly come upon turning cars. Drivers of heavy vehicles would be especially challenged to stop safely in these circumstances.

In Princeton Borough, at the intersection of Route 206/Bayard Lane and Route 27/ Nassau Street, large trucks and double trailers would be forced into the oncoming lane of traffic when turning from Bayard Lane onto Route 206 heading south. Furthermore, it is virtually impossible for trucks coming south on Route 27 through Princeton Borough to make a right onto Route 206/Bayard Lane north without moving into oncoming traffic and/or endangering pedestrians crossing the street.

### ***Conflicts with the Route 206 Vision Plan***

As you know, our community asked for and received assistance from the NJDOT's Statewide Local Transportation Planning Assistance Program—a grant to develop a comprehensive vision plan for Route 206 from the Nassau Street intersection in Princeton Borough to the Cherry Valley Road intersection in Princeton Township. Preparation of this vision plan was the result of a broad-based community-wide effort to improve the Route 206 corridor, the broad outlines of which were recently passed by the Regional Planning Board of Princeton. The plan, developed through an intensive series of meetings with citizens, elected officials, and municipal staff, addressed the following concerns:

- The noise and volume of truck traffic, and the potential for even more truck traffic if a proposed inter-modal transload facility is built off of Route 206 in Hillsborough;
- Safety concerns generated by the volume and speed of traffic, dangerous driving practices and the current engineering solutions on the road, which cause drivers to speed;
- The high accident rate, which has prompted Princeton Township to seek Safe Corridor designation;
- The “barrier” effect of the road: the large volumes of fast-moving vehicles poses a challenge for pedestrians and bicyclists trying to cross Route 206 and divides formerly unified residential areas; and
- Piecemeal changes to the roadway to address problems at specific locations, which, in aggregate over time, have changed the way people relate to the road—to the detriment of Princeton's sense of community and its quality of life.

The State-funded plan provides a series of recommendations, including traffic calming, roundabouts to more safely move traffic, and pedestrian median refuges to ease crossing the roadway. Accomplished by an exhaustive community effort, the plan, which is already moving to address safety problems at particularly dangerous intersections, will be effectively pushed

aside if Route 206 is added to the New Jersey Access Network and oversized vehicles being taking this route regularly.

### ***Historic Preservation***

Princeton is a historic community with great significance in the founding of our nation. The King's Highway, which includes the portions of Routes 206 and 27 in our exemption request, has been designated an historic road and placed on the National Register of Historic Places. With its beginnings as a Native American trail, the King's Highway was the first road to be mapped in colonial New Jersey, the main stagecoach route and postal road between New York and Philadelphia. Historic designation recognizes the importance not only of the road itself but also its immediate surroundings. These include a number of National Register of Historic Places and local historic districts.

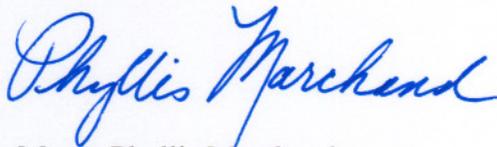
The landmark Stony Brook Bridge, built in 1792 (reconstructed from the wooden structure that George Washington burnt on his way from the Battle of Trenton to Princeton), is generally regarded to be the oldest bridge on a State Highway system in New Jersey and perhaps the nation. The bridge, a National Historic Landmark that is included on Preservation New Jersey's list of most endangered historic sites, currently takes a pounding as heavy traffic on Route 206 thunders over it. It would only be more threatened by increases in heavy truck traffic.

Other significant properties include Drumthwacket, the governor's mansion; Morven, the former governor's mansion; certain university buildings such as Nassau Hall; and many private houses. All of these structures and districts will be negatively impacted if Routes 206 and 27 through Princeton remain on the New Jersey Access Network.

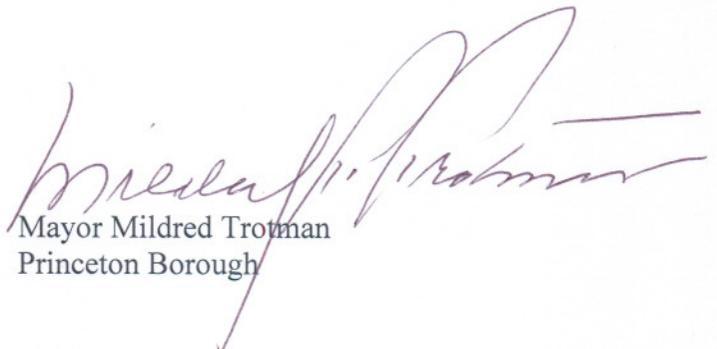
We will be forwarding to you a comprehensive response to these proposed regulations. We find them to be a serious infringement on the safety, quality of life, economic health, and heritage of our community. The distinctive character of Princeton Township and Princeton Borough and the stability of their property tax base depend upon preserving the existing character of both Route 206 and 27 by removing them from the NJ Access Network in the proposed regulations.

Thank you for your serious consideration.

Sincerely,



Mayor Phyllis Marchand  
Princeton Township



Mayor Mildred Trotman  
Princeton Borough

Cc:

U.S. Representative Rush Holt  
Governor Jon S. Corzine  
Senator Shirley Turner  
Assemblyman Reed Gusciora  
Assemblywoman Bonnie Watson-Coleman  
Assemblyman Peter Biondi  
Senate Transportation Committee  
Assembly Transportation Committee  
Dorothy Guzzo, State Historic Preservation Office  
New Jersey Future  
Delaware Valley Regional Planning Commission  
Regional Planning Partnership  
Mercer County Executive Brian Hughes  
Princeton Township Committee  
Princeton Borough Council  
Princeton Township Historic Preservation Commission  
Princeton Borough Historic Preservation Review Committee  
Franklin Township Mayor and Council  
Franklin Township Historic Preservation Commission  
Hillsborough Township Mayor and Committee  
Kingston Village Advisory Committee  
Lawrence Township Mayor and Council  
Lawrence Township Historic Preservation Commission  
Montgomery Township Mayor and Committee  
South Brunswick Township Mayor and Council  
South Brunswick Township Historic Preservation Commission  
Robert Durkee, Princeton University  
Kristin Appelget, Princeton University