

**JOINT RESOLUTION**  
BY PRINCETON TOWNSHIP COMMITTEE AND PRINCETON BOROUGH COUNCIL  
ASKING THE NEW JERSEY DEPARTMENT OF TRANSPORTATION  
**TO REMOVE ROUTES 206 AND 27 IN PRINCETON**  
**FROM THE NEW JERSEY ACCESS NETWORK FOR TRUCKS**

Whereas Routes 206 and 27, which traverse Princeton Borough and Princeton Township, have been designated as part of the New Jersey Access Network in proposed rules governing the access of double-trailer truck combinations and 102-inch wide trucks to New Jersey roads, and

Whereas previous rules protecting Princeton's roads from this oversized truck traffic were declared unconstitutional *not* because they protected state roads like ours from these vehicles, but rather because they applied to interstate and not to intrastate trucks, and

Whereas Princeton's location to the south of Interstate 287, to the north of Interstate 295/95 and beside Route 1—all roads that are part of the National Network for Trucks—have in the past led to oversized vehicles using Routes 206 and 27 as free cut-throughs to avoid paying tolls on the Turnpike, and

Whereas the proposed rules limit oversized trucks to the National Network for Trucks except when taking the shortest distance to and from a point of delivery—an approach Princeton supports—but then go on to create a secondary network for trucks in the New Jersey Access Network, and

Whereas Section 1.6 of the proposed rules, which allows oversized trucks to continue on the New Jersey Access Network from point of delivery to point of delivery without returning to the National Network, will effectively cause Princeton's main roads to become truck routes, effectively part of the National Network, and

Whereas inclusion in the New Jersey Access Network will put Routes 206 and 27 on the truck route maps distributed to truckers traveling in New Jersey, and

Whereas Route 1 and the New Jersey Turnpike, with their connections to Interstate 287 and the interstate network to the south, all on the National Network for Trucks, are viable alternate routes for this oversized truck traffic; and

Whereas Routes 206 and 27, previously protected from oversized truck traffic, are Princeton's main roads—full of local cars, bicycles and pedestrians; traveling through densely residential communities; and a barrier to pedestrians and cyclists trying to cross safely, and

Whereas these main roads are narrow two-lane roadways without shoulders cut by hundreds of driveways and uncontrolled access points that pose a danger of accidents with oversized trucks and the roads are in some places lined with parked cars and dotted with school bus stops, and

Whereas some of these intersections allow limited sight distances—an environment that poses a threat to safety because oversized trucks have longer safe stopping distances than cars, and

Whereas, at the intersection of Route 206 and 27, the geometry of the road and the operating characteristics of oversized trucks combine to create a safety hazard to people in nearby cars and to pedestrians on the sidewalks due to excessive low-speed offtracking (turning truck drivers are forced to override the curbs or to swing wide and into adjacent or oncoming lanes), and

Whereas increased numbers of oversized trucks threaten substantially to increase levels of air and noise pollution in Princeton to the detriment of residents' and visitors' health, and

Whereas increased numbers of these trucks threaten to decrease property values for a several block area around these roads and to reduce the property tax base and related revenues to local government, thereby potentially placing increased burdens on other taxpayers and reducing local services; and

Whereas these trucks threaten to damage the local economy by discouraging tourism and making the center of Princeton unattractive to shoppers and visitors; and

Whereas Princeton is an historic community; and its many historic districts, national and local, and many national historical landmarks and other historic buildings are located close to these main roads; and these historic structures deteriorate when subjected to the vibrations and layered with the particulate matter associated with heavy truck traffic; and

Whereas Route 27 and the southern leg of Route 206 in Princeton are both part of the historic King's Highway—placed on the National Register of Historic Places as a result of concern that the road and its relationship with its historic surroundings be preserved; and

Whereas the 18<sup>th</sup> century stone-arched Stony Brook Bridge, which supports a section of Route 206 on the King's Highway, is the oldest bridge in New Jersey and has been placed by Preservation New Jersey on its list of most endangered historic sites, a danger that will only increase as more heavy trucks travel over it; and

Whereas Route 206 in Princeton Borough is composed of asphalt over concrete slab; and heavy vehicles cause the asphalt to break from the bottom up as their weight rocks the slabs; and regular repair of this section is an expensive drain on state resources; and

Whereas when police, who have stopped trucks for other infractions, conduct roadside inspections of those vehicles, they have discovered a significant number of trucks with brakes so seriously out of adjustment that they must be taken off the road—a finding that confirms national statistics that one in four trucks in service have badly adjusted brakes and that badly adjusted brakes result in dramatically increased stopping distances and causes accidents; and

Whereas state police report that, because Routes 206 and 27 are two lane roadways without shoulders, it is unsafe for them to conduct truck inspections in Princeton and so the town, which is no longer allowed under state law to conduct inspections unless traffic infraction has been observed, can expect many more unsafe trucks to be traveling on its main roads if these rules are enacted as written, and

Whereas increased truck traffic in Princeton will cause challenges to public safety combined with potential negative effects on economic health and quality of life that will be felt in multiple and overlapping ways so that the net negative impact will be substantially greater than any single negative impact; and

Whereas thousands of Princeton residents in different contexts have recently and consistently asserted by petition and in person that they do not want oversized trucks on their roads except when these trucks make deliveries nearby; and

WHEREAS application of the proposed rules to Princeton would fly in the face of important principles in the federal TEA-21 legislation: that new highway projects preserve environmental, scenic, community, and historic values, provide for consideration of the context of the locality, and encourage access for other modes of transportation—all of which would be threatened;.

THEREFORE, be it resolved that Princeton Township and Princeton Borough commend the State of New Jersey for making rules that require oversized trucks to stay on the National Network and to take the most direct route from the National Network to a point of delivery and back, and

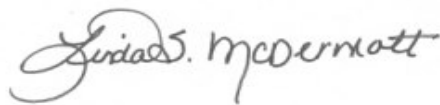
Princeton Township and Princeton Borough ask the State to exclude both of Princeton's main roads, Route 206 and Route 27 in Princeton, from the New Jersey Access Network in order to limit the number of oversized truck on Princeton's main roads to those taking the shortest distance from the National Network to a particular point of delivery and back, and

Princeton Township and Princeton Borough justify this request on the many grounds given above and ask that the State take into account the same set of conditions that caused it to ban oversized trucks from Princeton's main roads in the 1990s.

With copies to:

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 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

I, Linda S. McDermott, Clerk of the Township of Princeton, County of Mercer, State of New Jersey, do hereby certify that the foregoing is a true copy of a resolution adopted by Township Committee at its meeting held January 22, 2007.



Linda S. McDermott, Township Clerk