

# **PENNS NECK AREA EIS**

## ***Working* GOALS & OBJECTIVES**

As agreed by the Penns Neck Area EIS Partners' Roundtable  
(last revised 4.10.02)

### **GOAL: Provide an open, inclusive, transparent and responsive EIS process.**

#### **Objectives:**

- ❖ Create a process that embraces the principles of context sensitive design, fosters innovation and considers all ideas.
- ❖ Create a process that meets or exceeds Federal requirements.
- ❖ Ensure that important but tangential issues raised in the EIS process that cannot be addressed by the EIS process are directed to the appropriate entity for action.
- ❖ Create a process in which data are accessible and in which the models used are understandable and the assumptions are clearly defined.

### **GOAL: Provide a proactive, comprehensive and ongoing public participation program.**

#### **Objectives:**

- ❖ Provide a variety of forums to solicit broad public participation from a wide variety of perspectives.
- ❖ Ensure that opportunities for public input are widely communicated.
- ❖ Facilitate cross-communication between agencies, groups and individuals.

### **GOAL: Protect and enhance the integrity of residential neighborhoods.**

#### **Objectives:**

- ❖ Enhance pedestrian/bicycle amenities, access and safety to schools and other community facilities.
- ❖ Enhance vehicular access and safety to schools and other community facilities.
- ❖ Ensure that impacts are appropriate for the character of the existing roads and neighborhoods.
- ❖ Ensure that transportation (pedestrian/bicycle/transit/road) impacts do not disproportionately affect one neighborhood over another.
- ❖ Be aware of unintended consequences (e.g. diverted traffic).
- ❖ Minimize adverse impacts on the integrity of neighborhoods.

**GOAL: Maintain the viability of institutional and business communities**

**Objectives:**

- ❖ Enhance pedestrian/bicycle amenities, access, and safety to institutions and businesses.
- ❖ Enhance vehicular access and safety to institutions and businesses.
- ❖ Minimize adverse effects on development of campuses.
- ❖ Be aware of unintended consequences (e.g. diverted traffic).

**GOAL: Protect and enhance the environment, including natural resources and open space.**

**Objectives:**

- ❖ Preserve or improve water quality in the Millstone River watershed and the Delaware and Raritan Canal.
- ❖ Protect against flooding and encourage stormwater recharge, where appropriate.
- ❖ Protect against adverse noise impacts and meet federal and state air quality standards.
- ❖ Protect wetlands and avoid impacts to federal and state rare, threatened, and endangered species.
- ❖ Consider underlying geological conditions (i.e., bedrock, groundwater, etc.).
- ❖ Avoid habitat fragmentation.
- ❖ Protect and enhance access and use of recreational facilities.
- ❖ Protect open space as defined by Green Acres.
- ❖ Protect against adverse visual and light impacts.

**GOAL: Protect and enhance historic and archeological resources.**

**Objectives:**

- ❖ Protect and enhance historic resources that have been:
  - locally designated;
  - identified as eligible for State or Federal Register;
  - listed on State Register; or
  - listed on Federal Register.

(See list in Appendix.)

- ❖ Avoid disturbances to archeological resources.

**GOAL: Recognize the interrelationships between land use and transportation.**

**Objectives:**

- ❖ Consider impact on land use induced by any transportation improvement.
- ❖ Ensure that improvements are sustainable.
- ❖ Maximize the compatibility of actions with the goals and objectives of municipal Master Plans and the NJ State Development and Redevelopment Plan.

**GOAL: For all modes of transportation, improve access, mobility and safety and reduce congestion.**

**Objectives:**

- ❖ Discourage through traffic on residential streets and direct non-local traffic to appropriate transportation facilities.
- ❖ Reduce the number of curb cuts along Route 1, and make use of collector/distributor lanes on Route 1, where consistent with other objectives.
- ❖ Discourage heavy truck through movements on local east-west roads.
- ❖ Improve the flow of traffic on Route 1.
- ❖ Improve the flow of east-west traffic on both sides of Route 1, and reduce intersection delays when crossing north-south highways.
- ❖ Ensure an equitable balance of traffic on various east-west routes on both sides of Route 1.
- ❖ Encourage alternate transportation choices for trips to employment sites, train stations and other destinations, in order to reduce auto dependence and single occupant vehicles (SOVs).
- ❖ Encourage regional use of transportation demand management (TDM) strategies.
- ❖ Provide better access and safety for pedestrians and bicyclists.
- ❖ Address the needs of emergency response personnel and vehicles.
- ❖ Provide effective transportation options for underserved populations.
- ❖ Reduce travel delay and rate of growth in congestion throughout the primary study area, as measured by vehicle miles traveled (VMT), vehicle hours traveled (VHT), volume/capacity ratio (v/c), and level of service (LOS).