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## MEMORANDUM

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**TO:** Partners' Roundtable Members and Alternates  
**FROM:** Jon A. Carnegie, AICP/PP  
Senior Project Manager  
**DATE:** September 4, 2001  
**SUBJECT:** Illustrative Goals and Objectives

At the August 28<sup>th</sup> Partners' Roundtable meeting, the project team agreed to provide examples of Goals and Objectives from other projects. These examples are intended to help guide your thinking with regard to Goals and Objectives appropriate for the Penns Neck Area EIS process. The examples presented below are illustrative of different approaches to formulating Goals and Objectives statements. They range from very simple to very specific and have been selected from a variety of past projects.

### **ROUTE 1 CORRIDOR COLLABORATIVE STUDY**

#### **GOALS**

- A. Improve Mobility
- B. Improve Safety
- C. Improve Accessibility
- D. Preserve Communities of Place
- E. Preserve the Environment

#### **OBJECTIVES**

##### ***Traffic Objectives***

- A. Reduce Congestion
- B. Reduce Accidents
- C. Reduce Pollution

##### ***Transit Objectives***

- A. Expand Ridership
- B. Increase Satisfaction
- C. Increase Options

##### ***Freight Objectives***

- A. Reduce Cost and Improve Reliability

- B. Reduce the Volume of Truck Traffic Through Communities

***Bicycle and Pedestrian Objectives***

- A. Improve Access
- B. Improve Safety

***Land Use Objectives***

- A. Concentrate Development
- B. Reduce through Traffic
- C. Reduce Visual Clutter and Access Confusion

**NJ STATEWIDE LONG-RANGE TRANSPORTATION PLAN (Excerpts from)**

**Improve the quality of life for users of the transportation system and those affected by its use.**

- A. Improve safety on the transportation system.
- B. Meet or exceed environmental standards.
- C. Provide mobility for all segments of the population.
- D. Provide additional transportation choices.
- E. Reduce stress associated with traveling in the state.
- F. Reduce the need for travel.

**Use transportation to shape desired development patterns consistent with the State Development and Redevelopment Plan.**

- A. Invest to support and strengthen "Communities of Place" to focus growth and development.
- B. Preserve and protect open space and environmentally sensitive areas.
- C. Advance development patterns and land uses that can support a greater range of transportation services.

**Improve the effectiveness, efficiency and attractiveness of transportation services responsive to the needs of the customer.**

- A. Reduce travel time and delays.
- B. Improve reliability.
- C. Provide affordable transportation services.
- D. Increase convenience for transportation users.
- E. Improve comfort and amenities for transportation users.
- F. Make access to the transportation system easier.
- G. Encourage greater energy efficiency.
- H. Reduce crime and perception of crime on the transportation system.
- I. Raise the quality and increase the productivity of the transportation system, while reducing costs.

**MAJOR INVESTMENT STUDY/DRAFT ENVIRONMENTAL IMPACT STATEMENT (MIS/DEIS) FOR LONG ISLAND TRANSPORTATION CORRIDOR**

***Goals and Objectives of the MIS/DEIS***

The primary goals of the study represent the broadest social and physical needs of the Long Island Transportation Corridor, as follows:

Primary Goals:

- A. Improve and ensure mobility within the corridor, between Long Island and the East Side of Manhattan.

- B. Promote and reinforce economic development and attractiveness of the New York Metropolitan region.

Within that framework, the following objectives will guide the process of selecting a locally preferred alternative:

Primary Objectives:

- A. Identify alternatives that address the corridor's transportation problem.
- B. Define the anticipated impacts of each alternative.
- C. Develop criteria for screening and evaluating the alternatives.
- D. Identify the locally preferred alternative that best meets the region's mobility and air quality requirements.

Beyond the first tier of goals and objectives, there are numerous other significant deficiencies in the corridor's transportation system that could also be addressed through the efforts of this study. They include the following:

Secondary Goals:

- A. Provide increased mass transit, into Manhattan, while improving and protecting the physical and social environment.
- B. Attract new ridership to mass transit.
- C. Provide expanded reverse peak commute opportunities between NYC and Long Island.
- D. Relieve train traffic congestion at Penn Station, New York.
- E. Comply with the Clean Air Act and State Implementation Plan.
- F. Support efforts to create a seamless rail network.

Similarly, the following secondary objectives are also worthy of pursuit:

Secondary Objectives:

- A. Reduce passenger travel times.
- B. Extend public transportation into new areas.
- C. Alleviate crowding on existing transit lines and highway corridors.
- D. Improve connectivity.
- E. Provide high quality service.

## **ROUTE 9A ENVIRONMENTAL IMPACT STATEMENT**

### ***(From Chapter 1: Project Purpose and Need – Section E: Project Goals and Objectives)***

The Route 9A Reconstruction Project's goals, and the objectives to support them, reflect the need to address defined problems and respond to regional and local planning issues and community concerns. A statement of each goal is presented below, followed by a list of objectives.

#### **Project Goal 1: Provide effective, safe transportation service**

- A. Provide a roadway that improves traffic flow while maintaining the existing relationship to the regional and city transportation network (i.e., access to and egress from tunnels, roadways, and major streets, etc.).
- B. Provide an urban boulevard that is better oriented to pedestrian use and maximizes use of operational traffic controls and other transportation system management (TSM) measures to improve traffic flow.
- C. Improve vehicle, pedestrian, and bicyclist safety.

- D. Accommodate some traffic from the former West Side Highway (Miller Highway) now diverted to other city streets.
- E. Improve roadway geometrics, drainage, lighting, traffic control devices, and other design features.
- F. Minimize traffic flow disruption on the roadway during construction.

**Project Goal 2: Provide efficient, cost-effective transportation service**

- A. Coordinate the reconstructed roadway with citywide transportation planning strategies for improving traffic flow and air quality (e.g., improving transit service and preserving, to the extent practical, the opportunity to accommodate transit options on the roadway).
- B. Keep project costs within the amount allotted by federal and state agencies and reduce costs below these levels if possible.
- C. Minimize impacts on existing public and private utilities while supporting the city's efforts to provide and improve essential public services, especially major utility needs.
- D. Minimize construction, right-of-way, operation, and maintenance costs.
- E. Minimize vehicular travel time, accidents, and operating costs.

**Project Goal 3: Maximize benefits of the project, and minimize adverse impacts**

- A. Generate no new vehicular traffic on the CBD.
- B. Encourage truck travel along Manhattan's waterfront areas rather than on the local streets.
- C. Improve pedestrian access to the waterfront.
- D. Provide a continuous and effective pedestrian walkway and bikeway.
- E. Maximize compatibility of roadway plans with waterfront planning for a continuous waterfront esplanade extending from the western edge of the bikeway/walkway to the waterfront.
- F. Minimize property taking and relocation.
- G. Create the narrowest roadway possible.
- H. Minimize disruption to local residents and workers, particularly the elderly and handicapped.
- I. Minimize impacts of roadway plans on existing and planned land uses along the corridor.
- J. Create an appearance and character for the roadway appropriate to and compatible with the adjoining communities and the waterfront.
- K. Minimize physical or visual barriers between the inland areas of the city and the river. Preserve, to the fullest extent possible, visual corridors to the waterfront. Where the roadway is to be grade-separated, give preference to depressed sections over elevated structures, where cost effective and feasible.
- L. Minimize adverse effects on public parks and recreational areas; historic, architectural, and archeological resources; public and institutional properties; and other environmentally sensitive areas.
- M. Minimize impacts on the Hudson River and reconstruct the roadway on land, with no new intrusion on the river.
- N. Create no new violations of air quality standards and contribute to the improvement of air quality in the corridor.

- O. Minimize transportation-related noise and water pollution in the corridor.
- P. Minimize environmental impacts during construction.