

# PENNS NECK AREA EIS

## PROPOSED GOALS AND OBJECTIVES

The Penns Neck Area Environmental Impact Statement (EIS) is undertaken within a complex policy framework that requires a balancing of transportation, environmental, community and development needs. Toward that end, the following goals and objectives have been developed to guide the EIS process and to help to achieve consensus on a preferred course of action:

### TRANSPORTATION: ACCESS, MOBILITY, SAFETY AND INTERMODAL

#### Original goal/objective statement

- Ensure mobility for residents, visitors, and employees
- Ensure the safety of traveling public, pedestrians, bikes, etc.
- Improve access and safety for pedestrians and bicyclists
  
- Return residential streets (e.g., Harrison St. and Fisher Place) to residential traffic and prevent cut-through traffic
- Reduce through traffic using local streets to avoid congestion on Rt. 1
- Prevent non-local traffic in residential areas
- Improve neighborhood quality by ensuring traffic travels on appropriate roads designed for their purposes
- Return neighborhood streets to their primary residential use
- Prevent an increase in non-local traffic through residential neighborhoods.
  
- Increase mobility on Rt. 1
- Improve Rt. 1 to minimize delays due to congestion related to roadway intersections
- Improve travel reliability and reduce travel times to improve Quality of Life
- Put a time limit on reliability improvements (e.g., improve conditions for at least 10 years)
- Reduce frustrations related to travel in the area to improve quality of life.
  
- Ensure that access points along Route 1 are accessible for access and egress
- Examine the transportation benefits of further access control on Rt. 1
- Ensure a better balance where grade separations will occur.

#### Proposed goal/objective statements:

**GOAL: For all modes of transportation, improve transportation access, mobility and safety for residents, visitors and employees traveling in the study area.** ~~on all modes of transportation.~~

- a. Return residential streets to residential traffic and ~~discourage cut-through~~ return other traffic to appropriate facilities.
  
- b. Improve mobility and safety- on Route 1, consistent with its designation as an “accessible principal arterial.” <sup>1</sup> ~~on Route 1, and~~ reduce intersection delays, ~~and reduce the use of Route 1 by east-west traffic seeking access to sites along Route 1.~~
  
- c. ~~Ensure~~ Provide that safe and efficient access from cross-streets and driveways along Route 1. ~~is safe efficient.~~

## TRANSPORTATION (continued)

- Improve flow of traffic on E-W roads on both sides of Rt. 1
  - Eliminate delays on E-W roads crossing Rt. 1
  - Maintain equitable balance of E-W traffic flow. Keep flow proportionally the same. Share the burden
  - Discourage use by heavy trucks.
  
  - Reduce auto dependence
  - Reduce VMT
  - Reduce SOV
- same
- Ensure the safety of traveling public, pedestrians, bikes, etc.
  - Improve access and safety for pedestrians and bicyclists
  - Provide better access for pedestrians and bicyclists
- ? same
- same
- same
- a. Improve the flow of traffic on east-west roads in the study area (on both sides of Route 1), maintain an equitable balance of traffic on various routes east and west of Route 1, and ~~do not encourage~~discourage heavy truck movements on these east-west routes.
  - b. Encourage a balanced use of transportation modes for trips to employment sites, train stations and other destinations in the primary study area, in order to reduce single occupant auto-dependence.
  - c. Ensure the integrity and quality of public infrastructure elements (e.g. address structurally deficient bridges).
  - d. Provide better access and safety for pedestrians and bicyclists
  - e. Address the needs of emergency response personnel and vehicles.
  - f. ~~Ensure that there are~~Provide effective transportation options for the poor, seniors and young people.

### Notes:

1 The New Jersey State Highway Access Management Code [NJAC 16:47] designates Route 1 as an “accessible principal arterial,” which is defined as the classification category for a roadway that is part of an interconnected network of continuous routes serving transportation corridors with high traffic volumes and long trips, the primary function of which is to provide safe and efficient service for major traffic movements in which access is subordinate.