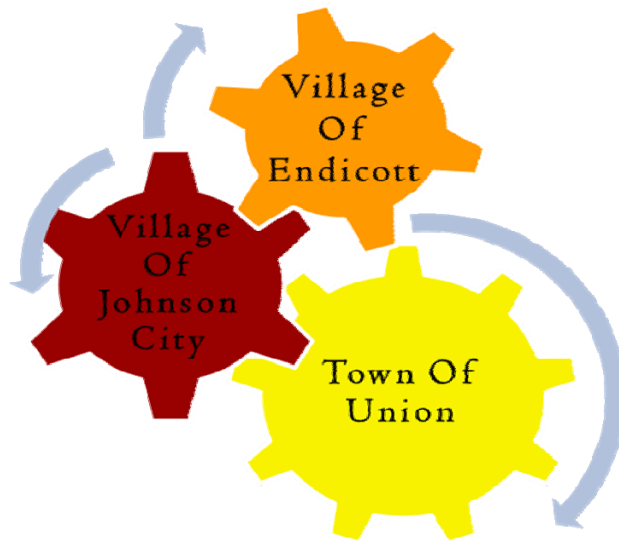


# Goals & Objectives

Chapter 9



# Transportation

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# Transportation

# 9

**MISSION STATEMENT: TO PROVIDE A TRANSPORTATION NETWORK CAPABLE OF MOVING PEOPLE AND GOODS EFFICIENTLY AND SAFELY.**

The transportation system serves residents and businesses within the community as well as traffic passing through the community. It is meant to serve residents for some leisure activities, trips to work and shopping, and emergency access for ambulances and fire equipment. It is meant to serve businesses as access for customers, employees, and suppliers, and for the delivery and shipment of freight. Methods of travel include everything from walking and bicycling to trucking, rail, and air travel. The transportation system includes streets and sidewalks, arterial and highway network, traffic signalization and signage, parking, public transportation, trucking, rail, and air service. Transportation needs reflect changes in population and demographics, land use, and the economy. It also reflects the physical demands of maintaining the infrastructure that comprises the transportation system.

Ideally, every community should have a transportation network able to accommodate all sectors of the population, but in reality this is not so. Road capacity, unsafe intersections, inadequate sight distances, poor public bus service, and poorly designed roads are issues before the Town. The town and villages must prioritize if and how these problems should be resolved. It is important to make design decisions that conserve materials, labor, equipment, land and environmental values while maximizing the transportation system. However, it must be realized that total safety and convenience are practically unobtainable, regardless of the cost. Traffic hazards and some inconvenience are inherent in all transportation networks.

## **Transportation Goals**

- TR-1 Increase the safety of the transportation system for pedestrian and vehicular traffic;
- TR-2 Increase the accessibility and mobility options available;
- TR-3 Support the economic vitality and growth of the area;
- TR-4 Integrate the various modes of the transportation system for people and freight;

TR-5 Emphasize the maintenance of the existing transportation system.

The transportation objectives and policies are divided into: streets, pedestrian circulation, parking, long distance travel, and public transportation.

#### **Objectives - Streets**

1. Maintain and improve the local street system offering safe and convenient vehicular, bicycle, and pedestrian movement and circulation;
2. Encourage harmony between street design and the residential environment;
3. Promote a balance between initial construction, operating, maintenance, and replacement costs, encouraging designs that minimize total costs;
4. Design nonresidential roads to accommodate industrial and commercial vehicular uses;
5. Reconstruct the major gateways to the town and downtown areas of the villages.

#### **Objectives – Pedestrian Circulation**

1. Provide convenient, safe, secure, and attractive pedestrian access to schools, shopping, community facilities, and public transportation;
2. Minimize pedestrian and vehicular conflicts.

#### **Objectives - Parking**

1. Provide convenient, safe, affordable, and aesthetically pleasing off-street parking facilities.

#### **Objectives – Long Distance Travel**

1. Upgrade long distance air, rail, truck, and bus transportation and links between the various modes of transport.

#### **Objectives – Public Transportation**

1. Provide convenient, affordable, safe, and accessible public transportation to all segments of the population.

**Objective A. Maintain and improve the local street system offering safe and convenient vehicular, bicycle, and pedestrian movement and circulation.****a. Capital Improvement****Policies**

1. Revise and/or update town-wide design standards for street construction based on the functional classification and subsurface conditions;
2. Schedule necessary repairs under the road prior to resurfacing;
3. Initiate improvements to mitigate problems at documented locations having a high rate of accidents;
4. Separate pedestrian, bicycle, and vehicular traffic, where feasible;
5. Install intelligent transportation system technology such as advanced traffic signal controls, automated traveler information systems, automated vehicle locators, advanced transit operator systems and rider information kiosks.

**Objective B. Encourage harmony between street design and the residential environment.****a. Capital Improvement****Policies**

1. Include innovative design techniques as part of the street system to better define and buffer different land use areas, enhancing their identity;
2. Implement the use of traffic calming techniques such as landscaped median strips on local streets where appropriate.

**b. Land Use and Ordinance****Policies**

1. Coordinate street planning and dwelling unit placement to reduce the number of houses fronting on through streets.

**Objective C. Promote a balance between initial construction, operating, maintenance, and replacement costs while encouraging designs that minimize total costs.**

**a. Capital Improvement**

**Policies**

1. Maintain process of joint purchasing and/or sharing of equipment;
2. Develop a five-year capital improvements program for street and infrastructure improvements and assess its impact on the local tax base.

**Objective D. Design nonresidential roads to accommodate industrial and commercial vehicular uses.**

**a. Capital Improvement**

**Policies**

1. Designate specific truck routes and make necessary improvements to streets to accommodate truck traffic;
2. Provide wider traveling lanes and turning radii for trucks.

**b. Land Use and Ordinance**

1. Encourage shared curb cuts and limit left turns from parking facilities onto arterials where alternative access is available;
2. Encourage off-street loading areas.

**Objective E. Reconstruct the major thoroughfares within the town and downtown areas of the villages**

**a. Capital Improvement**

**Policies**

1. Work to secure funding for roadway modifications to accommodate vehicular, pedestrian, and bicycle use, especially the full length of Main Street, Route 17C;
2. Work to secure funding for a direct connection to Route 17 in the Endwell area and an additional river crossing to Vestal;

3. Provide necessary lane modifications and intersection improvements to maintain the level of "C" service as a minimum for arterial streets. The Highway Capacity Manual 2000 defines Level of Service (LOS) as "a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience".

<b>Level of Service Descriptions</b>	
<b>Level of Service (LOS) Category</b>	<b>Category Characteristics</b>
<b>A</b>	Relatively free-flow. No restrictions to vehicle maneuverability or speed. Very slight delays. Most vehicles do not stop at all. Control delays generally 10 seconds or less per vehicle.
<b>B</b>	Stable Flow. Some slight reduction in maneuverability and speed. Slight delays. Control delays generally in the range of 10-20 seconds per vehicle.
<b>C</b>	Stable flow operation. Higher volumes. More restrictions on maneuverability and speed. Acceptable delay. Control delays generally in the range of 20-35 seconds per vehicle.
<b>D</b>	Approaching unstable flow operation. Congestion becomes noticeable. Queues develop. Little freedom to maneuver. Tolerable delays for short periods. Control delays generally in the range of 35-55 seconds per vehicle.
<b>E</b>	Unstable flow or operation. Low operating speed; momentary stoppages. This condition is common in peak hours. Significant congestion and lengthy delays. Control delays generally in the range of 55-80 seconds per vehicle.
<b>F</b>	Forced flow or operation. Arrival flow rates exceed intersection capacity. There are many stoppages. This level is considered to be unacceptable by most drivers. Control delays generally > 80 seconds per vehicle.

**b. Land Use and Ordinance****Policies**

1. Control development along major arterials to avoid conflict with future road widening and interior development;
2. Limit the number of access points onto highways and arterial streets;
3. Encourage shared parking facilities between adjacent commercial properties to reduce the number of curb cuts;
4. Develop and adopt an Official Map showing future road patterns and Ultimate Rights-of-Ways (UROW).

**Objective A. Promote convenient, safe, secure, and attractive pedestrian access to schools, shopping, community facilities, and public transportation.****a. Capital Improvement****Policies**

1. Design, upgrade, and maintain sidewalks and curbs to meet the needs of the disabled and elderly;
2. Install streetlights that are compatible with the neighborhood and provide sufficient illumination to assure the safety of residents and pedestrians;
3. Develop pedestrian and bicycle routes to improve or assure public access to locations offering unusual scenic areas (i.e. greenways) or other interesting physical features;
4. Upgrade traffic signals to allow pedestrians to cross safely at all intersections.

**b. Assistance****Policies**

1. Seek federal or state funding sources for construction of the pedestrian walkway and supplemental uses.

**Objective A. Promote convenient, safe, affordable, and aesthetically pleasing off-street parking facilities.****a. Capital Improvement****Policies**

1. Promote parking facilities at suburban focal points for public transportation users;



2. Separate large parking areas by including maintenance free planting strips and islands to provide visual screening thereby improving the aesthetic value of the property;
3. Require adequate lighting for safe pedestrian access to and from the parking facilities and incorporate within the planting strips.

**b. Land Use and Ordinance**

**Policies**

1. Encourage shared off-street parking facilities for residents lacking such facilities.

**Objective A. Upgrade long distance air, rail, truck, and bus transportation and links between the various modes of transport.**

**a. Capital Improvement**

**Policies**

1. Implement a plan to remove barriers that restrict truck access or detour truck traffic;
2. Promote the upgrade of rail lines and other related facilities, such as bridges.

**b. Land Use and Ordinance**

**Policies**

1. Encourage further industrial development adjacent to the Tri Cities Airport (subject to floodplain limitations).

**Objective A. Public transportation should be convenient, affordable, safe, and accessible to all segments of the population.**

**a. Capital Improvement**

**Policies**

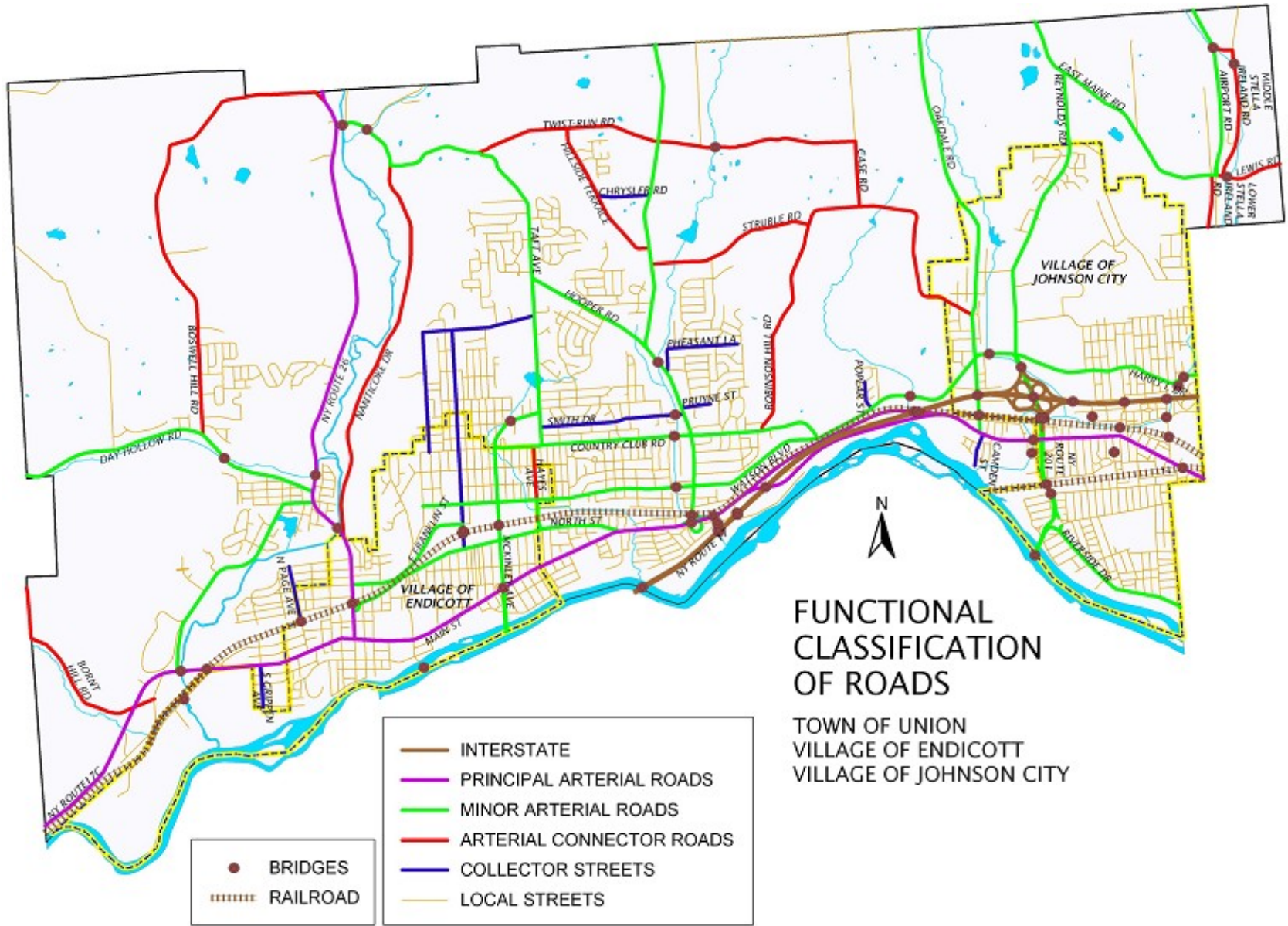
1. Increase frequency of bus service and extend public transportation to new developments.

**b. Assistance**

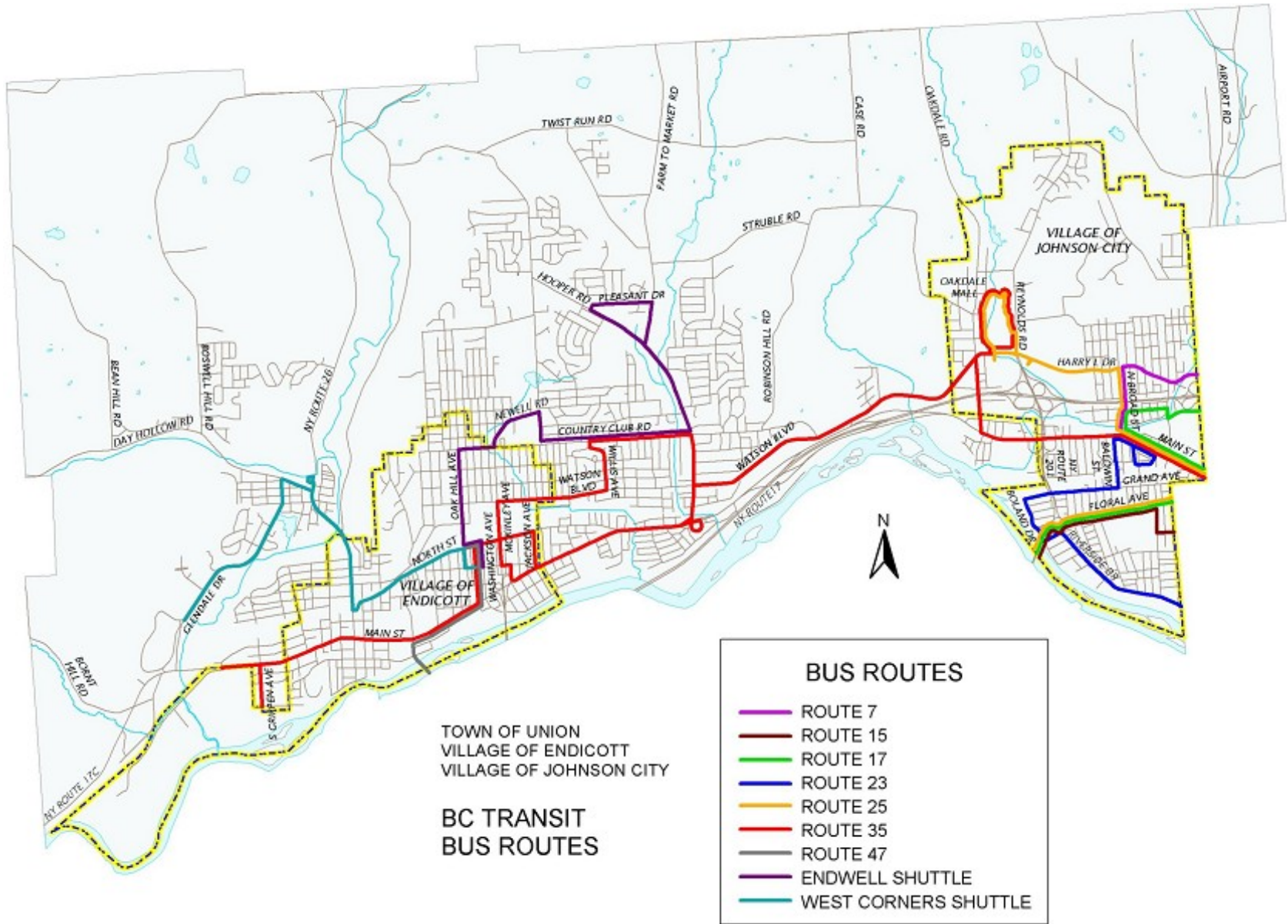
**Policies**

1. Seek federal or state funding sources for construction of bus shelters at downtown hubs to help improve passenger service and frequencies.

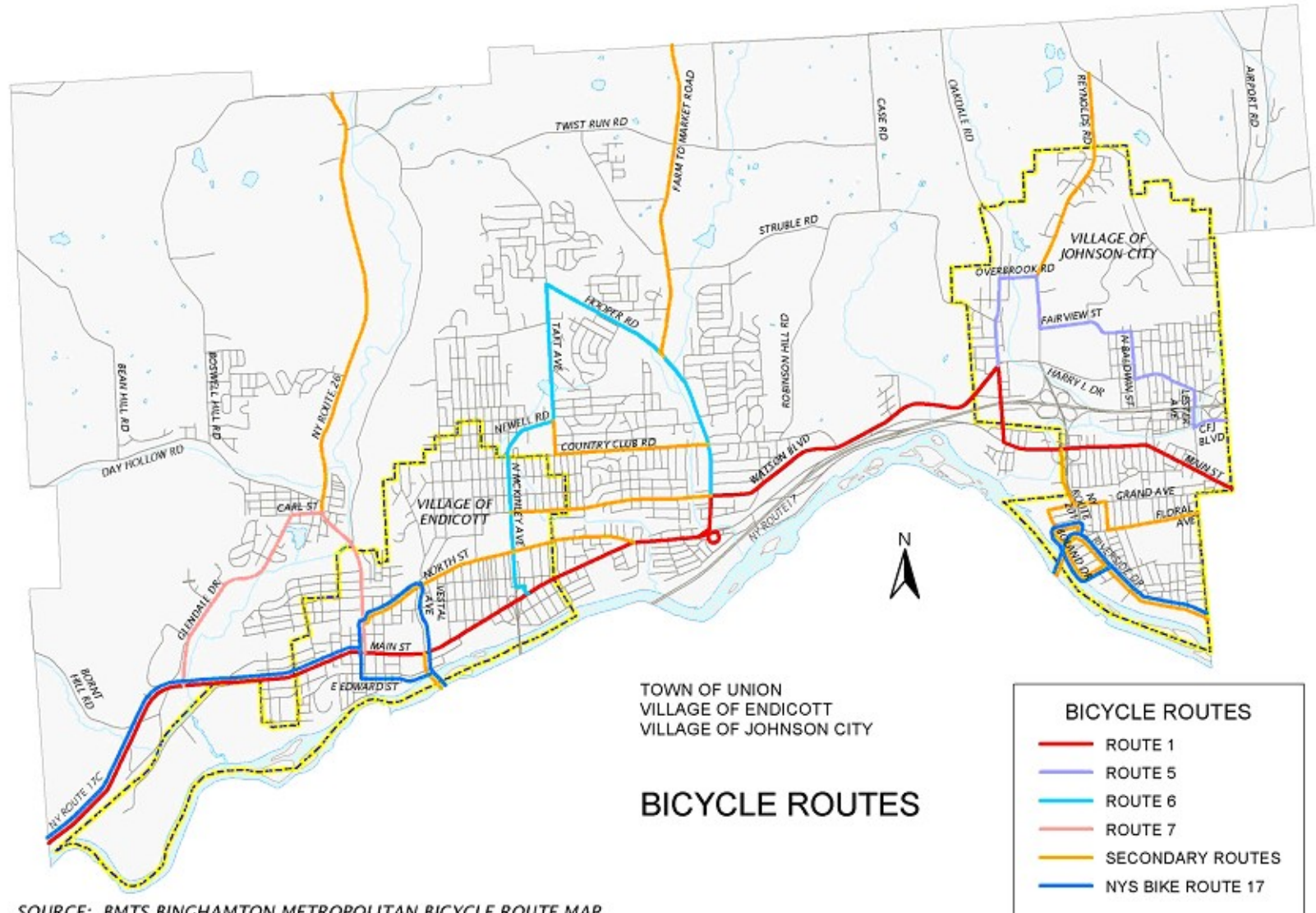
Map 1 ~ Town Of Union Functional Classification Of Roads



Map 2 ~ Town Of Union Bus Routes



Map 3 ~ Town Of Union Bicycle Routes



SOURCE: BMTS BINGHAMTON METROPOLITAN BICYCLE ROUTE MAP

TOWN OF UNION  
VILLAGE OF ENDICOTT  
VILLAGE OF JOHNSON CITY

### BICYCLE ROUTES

- BICYCLE ROUTES**
- ROUTE 1
  - ROUTE 5
  - ROUTE 6
  - ROUTE 7
  - SECONDARY ROUTES
  - NYS BIKE ROUTE 17