

GOALS AND OBJECTIVES

Developing transportation goals and objectives was an early step in the overall Watertown area transportation planning process; a critical step that results in the framework for much of the remainder of the study process. The goals and objectives identified for this study are products of the overall plan vision, a statement of the desired plan outcome or what the community's transportation system should look like and how it should work.

The definition and application of goals and objectives for the transportation planning process are related but represent two different levels of the process.

- **Goals** are far-reaching statements of intent, often generalized and somewhat conceptual. An example goal of a transportation plan might be “to provide a reliable transportation system that minimizes user delays”. This example goal would communicate an intention, but the goal cannot be quantified or measured to determine the relative success of plan outcomes.
- **Objectives** are more focused statements of specific measures or procedures, typically more tangible statements of approach related to attaining the set goals. An example objective of a transportation plan would be “to reduce travel time and delays on the roadway system”. This example objective offers a concrete means of measuring the relative success of plan outcomes, the relative amount of time it takes or the level of delay experienced when traveling through an intersection / corridor / region.

The development of the study goals and objectives is a critical early step in the planning process, because to a large extent they will define the general course of the study. The types of goals and objectives identified for this plan will direct the study in two primary ways:

- **The identified goals and objectives aid in prioritizing the types problems/issues the plan addresses.** The plan-specific goals and objectives dictate the types of problem areas / deficiencies the study team will evaluate during the existing and future year deficiencies analysis. If an identified objective is to reduce travel delays

along corridors in Watertown, the study team will look for existing and forecasted locations of congestion.

- **The identified goals and objectives guide the types of alternative improvements the study evaluates.** The study specific goals and objectives dictate the types of improvements that are considered when addressing an identified deficiency area. In the above example where reducing corridor travel delays is a goal, the study team will consider various concepts for reducing travel delays in the identified corridors, including:
 - *Transportation System Management (TSM)* alternatives, which are concepts such as installing new traffic signals or adding turn lanes at selected intersections.
 - *Transportation Demand Management (TDM)* policies, which attempt to affect travel demand so that travelers use the existing system more efficiently.
 - *Expansion Concepts*, which could include widening a congested corridor or developing a new corridor to divert traffic from congested corridors.

The goals and objectives developed for the plan were developed with input from steering committee. It is believed that these goals and objectives are representative of the values of the wider community, since they are consistent with public comments received via returned travel surveys, e-mails sent via the study website and comments received at the September public meeting. These goals and objectives will be presented to the Stakeholders committee at the first meeting for comment.

The five goals developed for the Watertown Area Transportation Plan are summarized below:

Goal 1: Provide for Community Connectivity for Motorized and Non-Motorized Modes

Goal 2: Improve Mobility, Safety, Efficiency and Transportation Choices in Watertown and the Surrounding Area

Goal 3: Provide a Transportation System that Supports Economic Growth and Development

Goal 4: Provide a Quality, Attractive and Affordable Multimodal Transportation System.

Goal 5: Provide a Transportation Project Development Process that incorporates Public Involvement.

Goals and Objectives

The transportation planning objectives associated with the five goals are documented in Table 2. As many of the objectives support more than one goal, the information displayed in the objectives table reference each of the goals supported by the individual objectives.

TABLE 2: WATERTOWN TRANSPORTATION PLAN OBJECTIVES

Transportation Objective	Goal(s) Addressed
Use the existing transportation system (roadway, trails, sidewalks, transit) to its best advantage.	4
Develop a balanced transportation system that meets the mobility needs of the community and supports the City of Watertown's land use projections.	1, 2, 3, 4
Design a street and road improvement program that is both physically attractive and sensitive to the environs of urban neighborhoods.	4
Maintain a transportation system of major streets throughout the City to relieve central area traffic, while allowing the use of cul-de-sacs and innovative designs, which best utilize existing topography for drainage, reducing development costs, and creating neighborhood settings.	2, 4
Limit access (driveways/curbcuts) on arterial and major/minor collector streets.	2
Discourage through traffic on local streets within established neighborhoods.	2
Require continuity of collector streets between adjacent subdivisions.	1, 2
Develop sufficient off-street parking to meet existing and future demands.	2
Provide convenient access to residential areas with a minimum of traffic hazards.	2
Secure sufficient rights-of-way to accommodate Watertown's future arterial/collector street system and non-motorized access to walking and trail systems.	2, 3, 4
Increase the use of alternate means of transportation, including public transportation and bicycle and pedestrian movement, by improving and expanding facilities and services in built and developing areas and encouraging compact "walkable" land use patterns and project designs.	1, 2, 4
Provide safe, direct pedestrian and bicycle access from residential neighborhoods to schools, commercial centers and recreation areas through the use of sidewalks and/or bicycle trails.	1, 2
Maximize the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.	3
Enhance and protect aviation facilities, while minimizing their effects on surrounding land uses.	3
Coordinate transportation plans with other jurisdictions.	2
Provide for an efficient system through a combination of programs/projects that address both supply (capacity) and demand (person and/or vehicle trips).	2
Prioritize transportation projects based on need and cost.	4
Identify future right-of-way needs and establish a program for advanced protection (preservation and/or reservation).	3
Increase the level of landscaping and variety of cross section designs to maintain and enhance the attractiveness of neighborhoods, open space	4

Transportation Objective	Goal(s) Addressed
and commercial corridors.	
Consider crash experience in addition to capacity, when determining the need for action and promote solutions that address crashes.	2
Plan and develop a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and considers adverse environmental impact, particularly related to stormwater management.	4
Enhance the movement of goods and freight by identifying truck routes as funding priorities.	3
Sustain and enhance accessibility to centers of commerce, agricultural markets, major institutions, and tourist destinations.	3
Encourage private sector participation in providing the design, right-of-way and construction of transportation improvements.	3
Provide and support community education and involvement in transportation system planning.	5
Involve the public through project development through a variety of means, including: <ul style="list-style-type: none"> • Public meetings • Workshops • Preference surveys • Newsletters • News articles • Website information • Council presentations/briefings • Community forums 	5
Provide a public participation process that is inclusive, appropriate and provides opportunities for the public to have input into the decision-making process.	5

EXISTING TRANSPORTATION SYSTEMS

Gaining an understanding of the current system is vital to the planning process, in that the existing system forms the underlying structure/foundation for future system needs. The particular system needs for the study area are a function of the current and horizon-year traffic levels and patterns of travel throughout the region, relative to the transportation system in place. The current transportation system for the area is composed of the following elements:

- State and Federal highways and local roadway systems
- A system of on-street and off-street multi-use trails
- Watertown Municipal Airport
- Intra-area Transit
- Intercity Bus Transportation
- Rail/Freight

STATE/FEDERAL HIGHWAYS AND LOCAL ROADWAY SYSTEMS

FUNCTIONAL CLASSIFICATION

The existing highway and roadway systems were categorized into a functional hierarchy based on the type of facility, facility ownership, and the role the facility serves in the local transportation system. Within the study area, the roadways are grouped into five general functional categories:

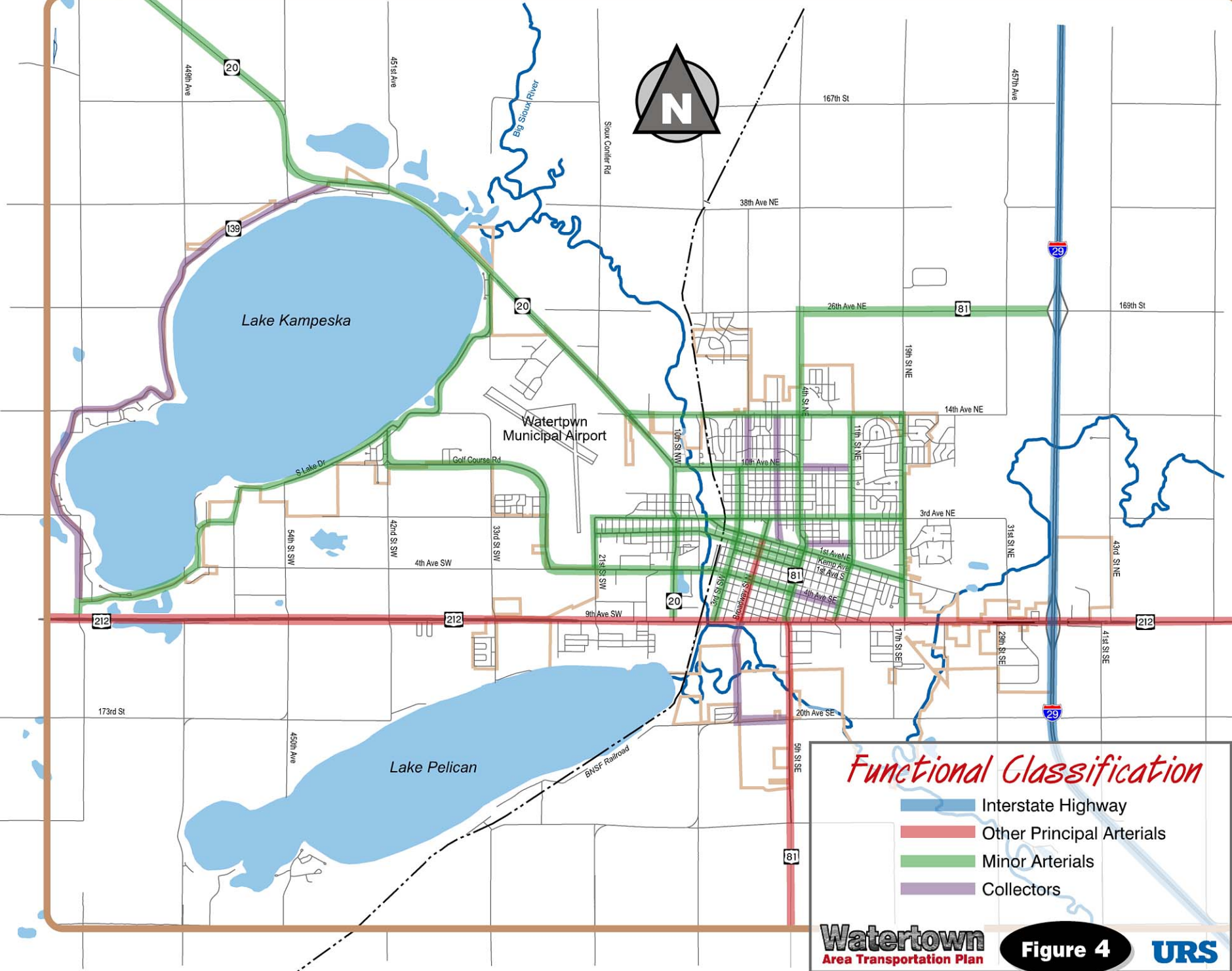
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local

A general description of this classification system is included in Table 3.

TABLE 3: FUNCTIONAL CLASSIFICATION SYSTEM DESIGN CRITERIA

	Interstate	Principal Arterial	Minor Arterial	Collector	Local
Trip-Making Service Performed	Connects Watertown to other regions.	Connects Watertown and other regions and within sub-areas of the region.	Connects activity centers within the study area.	Connects neighborhoods and commercial areas to arterials; offers subarea mobility.	Provides mobility within neighborhoods and subareas.
Location	Edge of development areas.	On edges of neighborhoods and commercial areas.	On edges or within neighborhoods and commercial areas.	On edges or within neighborhoods and commercial areas.	Within neighborhoods or commercial areas.
Mobility / Access	Highest traffic mobility; no direct land access.	Medium to high traffic mobility, limited land access.	Medium traffic mobility; medium land access.	Limited traffic mobility; high land access.	Most limited traffic mobility; highest land access.
Approximate Daily Traffic (VPD)	5,000+	5,000 – 30,000	4,000 – 20,000	1,000 – 3,000	<1,000
Approximate Spacing (Miles)	--	--	1/8 to 1	1/2 or less	As needed
Typical Speed Limit (MPH)	65 - 75	25 – 65	25 – 55	20 – 40	15-25
Right-of-Way Width (Minimum)	300 Feet (Typical)	100 Feet	100 Feet	75 to 80 Feet	50 to 60 Feet
Pavement Width (Minimum)	76 Feet (Not including median)	64 Feet	60 Feet	45 – 50 Feet	30 – 38 Feet
Linkage to Regional Roadways	--	Yes	Sometimes	Rarely	No
Parking	Prohibited	Generally Prohibited	Limited	Generally Permitted	Permitted
Traffic Management Tools	Interchange spacing; no direct land access	Signal timing, land access spacing	Signal timing, land access spacing	Geometry, number of lanes, access spacing	Discontinuity, stop signs, etc.
Level of Continuity	Continuous	Semi-continuous	Semi-continuous	Usually not continuous	Discontinuous
Typical Signal Spacing (miles)	--	1/4 to 1/2	1/4 to 1/2	Only where arterial crossing signal warrant met	None

The current functional classification system displayed in Figure 4 was developed by the SDDOT. The facility mileage by functional class is documented in Table 4.



Functional Classification

- Interstate Highway
- Other Principal Arterials
- Minor Arterials
- Collectors

TABLE 4: SYSTEM MILEAGE BY FACILITY TYPE

Functional Category	Mileage
Interstate	10.8 miles
Principal Arterial	21.7 miles
Minor Arterial	49.4 miles
Collector	11.7 miles
Total	93.6 miles

Source: URS Corporation

ROADWAY GEOMETRICS

The consultant collected information on the number of lanes for each approach to key intersections. A key intersection was defined as the junction of any two roadways functionally classified as collector, minor arterial, or principal arterial. The intersection lane geometry was collected on the basis of number of through lanes, and number of left-turn and right-turn lanes. This intersection information is a key input into determining the capacity of the current roadway system.

TRAFFIC VOLUMES

The current study area traffic volumes are an integral component in evaluating the study area’s existing transportation system conditions. Average daily traffic (ADT) counts are available from the SDDOT. The most recent available ADT data, collected between 2000 to 2002 for most locations, are illustrated in Figure 5. In addition to these daily volume counts, hourly turning volumes for several intersections in the study area were obtained from counts conducted by the study team.