

REVISED GOALS AND OBJECTIVES FOR CORRIDOR MOBILITY OPTIONS

Mobility Themes	Goals		Objectives	
<ul style="list-style-type: none"> ▪ Major increases in population in suburban areas ▪ Major increases in employment in suburban areas ▪ Major increases in intersuburban travel ▪ Major increases in reverse commute travel ▪ Existing corridor transportation system is substantially unchanged over last four decades ▪ Insufficient level of service provided by existing corridor transportation system to address high growth travel patterns to employment centers ▪ Insufficient range of options provided by existing corridor transportation system to address high growth travel patterns to employment centers ▪ Limited or non-existent transit options for reverse travel markets ▪ Limited or non-existent transit options for intersuburban travel markets 	Goal 1	Develop Feasible Transit Options for Reverse Commuters to Major Suburban Employment Centers	Objective 1.	Maximize transit access to identified Corridor employment centers for current and future Reverse commuters.
	Objective 2.	Maximize access to additional potential places of employment.		
	Objective 3.	Maximize connectivity between employment centers and residential locations of significant existing and future origin density.		
	Objective 4.	Maximize opportunity to serve multiple or overlapping Corridor travel markets.		
	Objective 5.	Maximize opportunity to serve non-work trips.		
	Objective 6.	Maximize benefit to users of existing multimodal transportation system.		
	Objective 7.	Minimize the number of transfers.		
	Goal 2	Develop Feasible Transit Options for Intersuburban Commuters to Major Suburban Employment Centers	Objective 1.	Maximize transit access to identified Corridor employment centers for current and future commuters of Intersuburban travel markets.
	Objective 2.	Maximize access to additional potential places of employment.		
	Objective 3.	Maximize connectivity between employment centers and residential locations of significant existing and future origin density.		
	Objective 4.	Maximize opportunity to serve multiple or overlapping Corridor travel markets.		
	Objective 5.	Maximize opportunity to serve non-work trips.		
	Objective 6.	Maximize benefit to users of existing multimodal transportation system.		
	Objective 7.	Minimize the number of transfers.		
	Goal 3	Improve Service Quality in I-290 Travel Corridor	Objective 1.	Reduce travel times on I-290 (eastbound and westbound) for auto and transit users.
	Objective 2.	Reduce travel times on other key transportation system elements (facilities and services) relied upon by Intersuburban and Reverse commuters.		
	Objective 3.	Minimize adverse impacts on users of the existing multimodal transportation system.		
	Objective 4.	Reduce travel times for multi-modal/multi-vehicle trips.		
	Objective 5.	Maximize traffic/transportation management techniques and technology strategies.		
	Objective 6.	Improve travel experience and safety of transportation system users.		
Goal 4	Maximize Community and Corridor Benefits	Objective 1.	Minimize adverse impacts on existing communities, neighborhoods and people.	
Goal 5		Objective 2.	Enhance economic development/redevelopment opportunities.	
Goal 6		Objective 3.	Consider extent of and minimize adverse impacts of land acquisition.	
Goal 7		Objective 4.	Maximize achievement of Corridor Planning Standards.	

	Goal 6 Goal 5	Maximize Regional Benefits	Objective 1.	Maximize use of and integration with regional transportation system.
			Objective 2.	Ensure consistency with regional goals presented in the 2030 RTP and 2040 Regional Framework Plan.
			Objective 3.	Minimize negative impacts on environmental justice communities/populations.
			Objective 4.	Maximize access to disadvantaged communities/populations.
	Goal 7 Goal 6	Minimize Adverse Environmental Impacts	Objective 1.	Ensure all applicable air quality standards are met.
			Objective 2.	Avoid / minimize adverse impacts to wetlands, floodplains, and critical habitats.
			Objective 3.	Minimize operating noise and vibration levels.
			Objective 4.	Avoid / minimize adverse impacts to sensitive land uses and open space.
	Goal 8 Goal 7	Maximize Cost Effectiveness	Objective 1.	Maximize system value by balancing costs and benefits.
			Objective 2.	Minimize construction costs.
			Objective 3.	Minimize long term operating costs.
			Objective 4.	Maximize potential benefits.
Objective 5.			Maximize compatibility with and capacity of existing, local, state, and federal funding sources for both capital and operating costs.	