1.0 PURPOSE AND NEED

Downtown Denver is the center for rail and bus transit in the region. DIA is a critical link in the regional and national transportation network. The East Corridor project serves as a connection between these two important areas and travels through adjacent business, residential, and new development areas.

This chapter documents the project's purpose and need and related goals and objectives. The purpose and need defines the overall transportation problem to be solved in the East Corridor. The purpose and need was developed using input from scoping, gathering data, and technical analyses. The results of those activities guided the selection of the Preferred Alternative.

1.1 PROJECT DESCRIPTION

In June 2003, the East Corridor analysis began as part of the I-70 East Corridor EIS. The I-70 East Corridor EIS was a joint effort between RTD, FTA, CDOT, FHWA, and CCD. In June 2006, the highway and transit elements were separated into two independent projects because they serve different travel markets, are located in different corridors, have different funding sources, and meet the criteria for independent utility of NEPA. The two independent projects that resulted were the I-70 East EIS (focused on highway improvements) and the East Corridor EIS (focused on transit improvements). The East Corridor EIS is being conducted by RTD and the lead federal agency, FTA. Prior to July 2007, the Central Corridor extension was being evaluated as part of the East Corridor EIS. The RTD 2007 Annual Program Evaluation resulted in a recommendation to evaluate the Central Corridor extension in a separate environmental evaluation document apart from the East Corridor EIS. In support of the East Corridor EIS and Gold Line EIS, a supplemental environmental assessment (SEA) (RTD, 2009a) was conducted for the shared commuter rail maintenance facility (CRMF).

The intent of the East Corridor EIS is to evaluate transit improvements proposed along the East Corridor, including the associated benefits and impacts of implementing rapid transit service between downtown Denver and DIA.

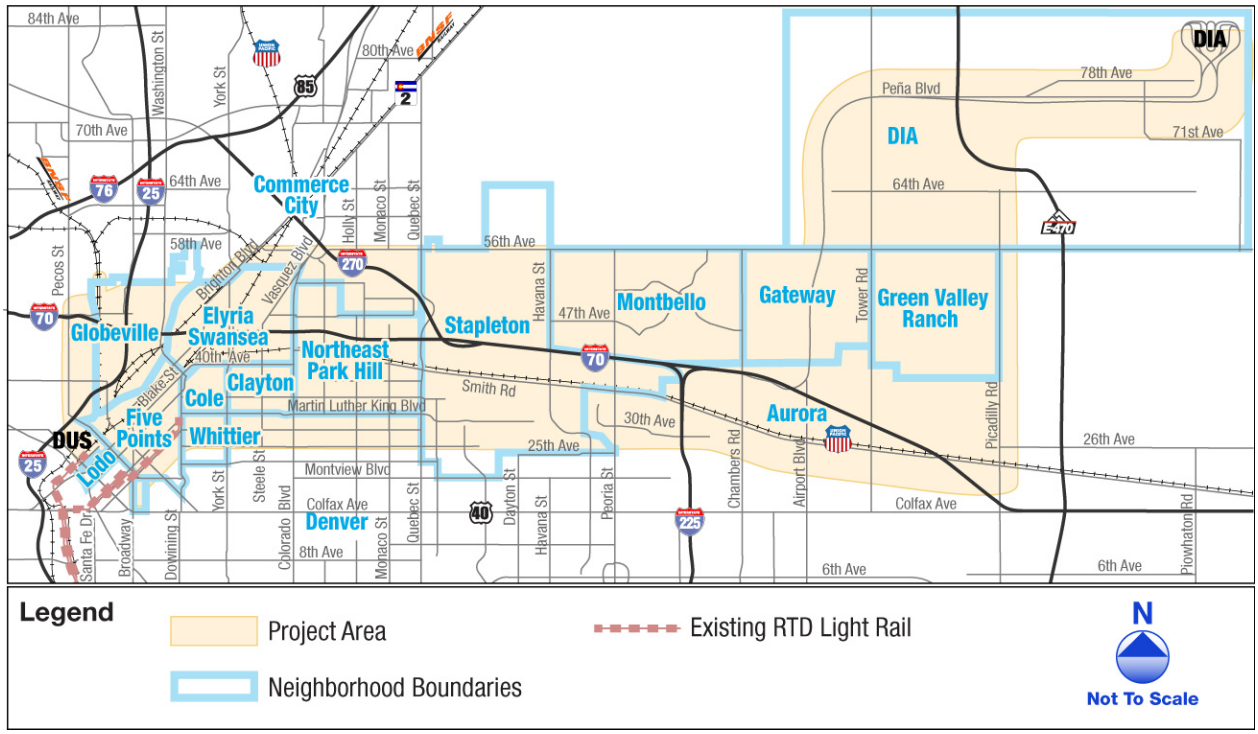
1.2 DESCRIPTION OF THE PROJECT AREA

Figure 1-1 shows the project area, which has established neighborhoods on the west end of the corridor and emerging residential and commercial areas on the east. The project area includes portions of Aurora, Adams County, and several Denver neighborhoods including Five Points, Lower Downtown (LoDo), Whittier, Cole, Clayton, Globeville, Elyria and Swansea, Northeast Park Hill, Stapleton (former Stapleton Airport), Montbello, Green Valley Ranch, Gateway, and DIA. Each community has a unique character and history and is comprised of residential, industrial, and commercial uses or a combination of any of the three land uses.

1.3 PROJECT BACKGROUND AND HISTORY

Plans for rapid transit between downtown Denver and DIA have been discussed and analyzed since the airport site was determined in the late 1980s. Several studies have evaluated the feasibility of providing rapid transit service to the airport. Numerous local planning efforts focusing on potential changes throughout the project area have also been conducted. Ongoing transportation corridor studies in and adjacent to the project area were considered in the development of project alternatives.

Figure 1-1
Project Area



1.3.1 Project History

Past transportation studies have evaluated different alignments, transit technologies, and station locations in the project area. In 2004, RTD adopted the *FasTracks Plan* (RTD, 2004), a comprehensive financial plan for the expansion of rapid transit in the Denver metropolitan area. The *FasTracks Plan* included commuter rail proposed along a portion of the Union Pacific railroad (UPRR) corridor that runs east from downtown Denver and along Smith Road as well as the Peña Boulevard corridor to the airport.

1.3.2 Past Project-Related Planning Studies

Several studies that demonstrate a need for transportation improvements in and adjacent to the project area have been completed. These studies and their recommendations are shown in Table 1-1.

1.3.3 Recent and Concurrent Project-Related Planning Studies

Due to rapid growth in the project area and surrounding communities, transportation improvements continue to be evaluated in and adjacent to the project area. The transportation studies and plans shown in Table 1-2 have been developed concurrently with the East Corridor EIS document's NEPA process. Alternatives considered in this EIS were developed in coordination with these ongoing studies.

Table 1-1
Previous Transportation Corridor Studies between Downtown Denver and DIA

Title (Agency)	**Date**	**Study Summary**
Denver Airport Rail Service Feasibility Study (CCD)	April 1992	Assessed the feasibility of an "early action" rail service project in the airport corridor between downtown Denver and DIA. Examined four commuter rail corridors and recommended additional analysis for the Peña Boulevard corridor and the Havana Street/Rocky Mountain Arsenal corridor.
Air Train Environmental Assessment (CCD)	July 1994	Evaluated alternative corridors and technologies to provide express transit service from downtown Denver to DIA. Preferred alternative was commuter rail that began at DUS and followed the existing UPRR right of way (ROW) to Peña Boulevard. It then followed the median to Picadilly Road and transitioned to the northeast to access DIA. Preferred alternative had stations at DUS, Stapleton, Buckley Road, and DIA.
East Corridor Major Investment Study (DRCOG)	July 1997	Identified transportation improvements that would be effective in improving travel in the corridor within anticipated funding constraints, while considering environmental and community impacts. Recommended investments on the East Corridor including a commuter rail line from DUS to DIA with stations at 40th/40th, Stapleton, and Gateway; an extension of the existing light rail transit north to the commuter rail line; highway widening of I-70; and transportation management elements.

Table 1-2
Recent and Concurrent Transportation Studies

Title (Agency)	**Date**	**Study Summary**
DUS Master Plan and EIS (CCD, CDOT, FTA, DRCOG, and RTD)	Master Plan Supplement adopted June 2008 FEIS August 2008 ROD October 2008	The *DUS Master Plan* identifies how the transportation facility may become an intermodal center for transportation and mixed-use development to serve the needs of residents, tourists, and commuters. The plan includes the preparation of an EIS for the facility and surrounding area. The plan includes facilities for regional, express, and private buses, commuter rail, and light rail as a result of FasTracks, which identified that all corridors would connect to DUS.
Downtown Multi-modal Access Plan (CCD)	December 2005	The *Downtown Multi-modal Access Plan* is a comprehensive plan for vehicular, pedestrian, bicycle, and rail access into and throughout downtown Denver over the next 20 to 25 years. The plan considers long-term land-use planning, infrastructure improvements, and streetscape elements.

Table 1-2
Recent and Concurrent Transportation Studies

Title (Agency)	**Date**	**Study Summary**
I-70 East EIS (CDOT and FHWA)	Ongoing	This EIS, originally combined with the East Corridor EIS, examines alternatives and potential impacts to implementing highway improvements to improve safety, access, and mobility and address congestion along I-70 between I-25 and Tower Road.
North Metro EIS (RTD and FTA)	Ongoing	This EIS examines transit alternatives and potential impacts in the corridor that runs between DUS and 162nd Avenue, passing through Denver, Commerce City, Thornton, Northglenn, and unincorporated Adams County.
I-225 Environmental Evaluation (RTD)	Ongoing	This environmental evaluation examines light rail alternatives and potential impacts in the corridor that will connect the current Southeast light rail and the future East Corridor commuter rail.
Gold Line EIS (RTD and FTA)	Ongoing	This EIS examines transit alternatives and potential impacts in the corridor that runs from DUS to the vicinity of Ward Road, passing through northwest Denver, unincorporated Adams County, Arvada, and Wheat Ridge.
Northwest Rail Environmental Evaluation (RTD and FTA)	Ongoing	This environmental evaluation examines potential impacts of a proposed 41-mile commuter rail corridor from DUS to Longmont, passing through north Denver, Adams County, Westminster, Broomfield, Louisville, and Boulder.
Central Corridor/Downing Street Extension Environmental Evaluation (RTD)	Ongoing	This environmental evaluation examines potential impacts of extending light rail along Downing Street from its current location at 30th Avenue/Downing Street to the planned East Corridor commuter rail.
Central Park Boulevard Interchange Environmental Assessment (CCD, CDOT, and FHWA)	Ongoing	This environmental assessment examines potential impacts of providing additional I-70 access through a new interchange at Central Park Boulevard, a north/south arterial through the Stapleton Redevelopment area.
CRMF SEA to FasTracks Commuter Rail Corridors (RTD and FTA)	Ongoing	This supplemental environmental assessment examines the potential impacts of the FasTracks commuter rail projects, including the East Corridor, due to the CRMF and the shared track extending from DUS to the CRMF. This analysis is summarized in the East Corridor FEIS and is supplemental to the FEIS.

1.3.4 Local Planning Studies

Multiple adopted local land-use, neighborhood, and comprehensive plans were considered in the development and evaluation of alternatives:

- *2003 Aurora Comprehensive Plan* (City of Aurora, 2003)
- *Adams County Comprehensive Plan* (Adams County, 2004)
- *Airport Layout Plan Narrative Report* (DIA, 2004)
- *Blueprint Denver* (CCD, 2002a)
- *Cole Planning Report* (CCD Community Planning and Development Office, 1998)

- *Comprehensive Plan 2000* (CCD, 2000)
- *Curtis Park Neighborhood Plan* (CCD Community Planning and Development Office, 1987)
- *Denver Strategic Transportation Plan* (CCD, 2008)
- *Game Plan* (CCD, 2003)
- *Gateway Park East Station Area Plan* (City of Aurora, 2008)
- *Gateway Concept Plan* (CCD Community Planning and Development Office, and Gateway/Stapleton Development Office, 1990)
- *Globeville Neighborhood Plan* (CCD Community Planning and Development Office,1990)
- *Greenprint Denver Plan* (CCD, 2006d)
- *Montbello/Green Valley Ranch Neighborhood Plan* (CCD Community Planning and Development Office, 1991)
- *New Lands Comprehensive Plan* (Commerce City, 1992)
- *Park Hill Neighborhood Plan* (CCD Community Planning and Development Office, 2001a)
- *River North Plan* (CCD Community Planning and Development Office, 2003b)
- *Stapleton Development Plan* (The Green Book) (CCD, 1995)
- *Stapleton Parks and Recreation Master Plan* (CCD, 2002b)
- *Transit-Oriented Development (TOD) Strategic Plan* (CCD, 2006b)

1.4 PLANNING CONTEXT

DRCOG guides the transportation planning process in the Denver region. The agency represents a nine-county area including municipalities and county governments, CDOT, RTD, and other local jurisdictions. Through this process, DRCOG develops both short-term and long-term transportation plans for the state, region, and cities/counties. DRCOG also manages and distributes some transportation funding to member agencies. In addition to the documents developed by DRCOG, RTD has adopted a transit plan for the Denver region called the *FasTracks Plan*.

1.4.1 Metro Vision 2030 Plan

The *Metro Vision 2030 Plan* (DRCOG, 2005a) is a long-range plan for the Denver region. It provides a vision for the future growth and development of the metropolitan area based on the expectations and desired plans of local governments, RTD, CDOT, and the views of the public. The plan identifies all needs regardless of available revenues. The plan also outlines the transportation system envisioned for 2030, while its companion document, the *2030 Metro Vision Regional Transportation Plan* (DRCOG, 2005b), provides a vision of the transportation system that is specific to corridors throughout the region.

The *2030 Metro Vision Regional Transportation Plan* includes a federally required component, the *Fiscally Constrained 2030 Regional Transportation Plan*. This component is a fiscally-constrained plan and includes a comprehensive list of transportation programs and projects that are capable of being financed under reasonable revenue projections within the next 20 years. All FasTracks corridors, including the East Corridor, are included in the *Fiscally Constrained 2030 Regional Transportation Plan*. The plan identifies the East Corridor as a part of the

regional rapid transit system that includes light rail, commuter rail, and bus rapid transit (BRT) corridors.

For consistency with all FasTracks commuter rail corridors and continuity with technical analysis that began on the East Corridor, the 2030 planning year is used in the FEIS analysis. It should be noted that both the DRCOG *Metro Vision 2035 Plan* and the *2035 Metro Vision Regional Transportation Plan* have been completed since this EIS began. All FasTracks corridors, including the East Corridor, are included in the *Fiscally Constrained 2035 Regional Transportation Plan*.

1.4.2 FasTracks Plan

As originally conceived, the *FasTracks Plan* is a 12-year comprehensive financial plan developed by RTD to increase transit service and facilities in the Denver metropolitan area. The *FasTracks Plan* was adopted by the RTD Board in April 2004 and approved for funding by voters (known as Referendum 4A) in November 2004. The plan identified the UPRR corridor/Smith Road for commuter rail transit service between downtown Denver and DIA, with station locations at 40th/40th, Stapleton, Peoria/Smith, and 40th/Airport. While the FasTracks sales tax provides a funding mechanism for transit improvements in the region, this EIS will evaluate alternatives, including the Preferred Alternative for the East Corridor. A preferred alternative is defined as the alternative that best meets the project's purpose, need, goals, and objectives while minimizing adverse social, environmental, and economic impacts.

As part of the *FasTracks Plan*, RTD forecasted tax revenues based on the voter-approved 0.4-cent sales tax increase to design, construct, and begin operation of the expanded rapid transit system in the Denver metropolitan area. With the original *FasTracks Plan*, RTD committed to the voters in its service area that the transit system would be completed by 2017. While transit improvements for the East Corridor are accounted for, there are limitations on the types and nature of the improvements. This EIS evaluates a range of rapid transit improvements that meet the project purpose and need, while identifying an ultimate solution that is best able to be implemented within the identified *FasTracks Plan* budget and schedule.

1.4.3 Role of the Environmental Impact Statement in the Project Development Process

The intent of this EIS is to identify and evaluate rapid transit solutions along the East Corridor to comply with the policies and procedures under NEPA. Federal agencies are required by NEPA to prepare an EIS for major federal actions that may significantly affect the quality of the human and natural environment. The East Corridor must follow the NEPA process in order to be eligible for New Starts program funding. The East Corridor EIS analyzes rapid transit alternatives that meet the project purpose and need. This EIS details the process through which transportation alternatives were developed; describes the preferred alternative; discloses foreseeable social, economic, and environmental impacts that may result from the project; discloses findings for public review; and recommends potential mitigation measures to minimize, mitigate, and/or compensate for any impacts. FTA and RTD developed this EIS in accordance with the joint FHWA and FTA NEPA regulations and the implementing regulations of NEPA. RTD will implement all mitigation commitments as identified in the ROD.

1.4.4 Decision Framework

This FEIS is being released for public and agency review for a 30-day comment period. RTD will hold two public hearings during the comment period, at which time verbal or written comments will be received.

After completion of the FEIS, FTA will issue a ROD, which is the final decision on what action will be taken. Once the ROD is issued, RTD may then begin FTA-approved final design and construction of the proposed improvements.

1.5 PROJECT PURPOSE

The purpose of this project is to provide high-quality, high-capacity, fixed-guideway transit that improves transportation access and mobility between downtown Denver and DIA, with connections to the rest of the RTD transit system, consistent with, and identified in, previous planning efforts including the *Metro Vision 2030 Regional Transportation Plan*, the *FasTracks Plan*, and the associated referendum vote of November 2004.

1.6 TRANSPORTATION NEED

The need for this project resulted from the following issues:

- Limited regional connectivity
- Increased transportation demands
- Lack of reliable alternate modes of travel
- Increased travel times in the region
- Limited transportation options for underserved populations
- Completion of the *FasTracks Plan* regional fixed-guideway transit system

1.6.1 Limited Regional Connectivity

The existing transportation system in the project area does not have sufficient capacity or facilities to handle the increased travel demand within the corridor and region, as described in Subsection 1.6.3, Lack of Reliable Alternate Modes of Travel. Based on DRCOG's 2030 travel demand forecast, more than ten million daily trips are expected in the project area. Providing access and improving mobility to, through, and in the project area is critical to maintaining regional connectivity. This effort includes maintaining and enhancing connections between major activity centers in the corridor, such as downtown Denver, the Stapleton redevelopment area, and DIA.

The East Corridor project will provide an important regional link between DIA and downtown Denver. DUS is planned as the multi-modal transportation hub in the Denver region, linking regional and local buses, light rail, commuter rail, and BRT. Considered the fifth busiest airport in the United States (U.S.) and the tenth busiest in the world, DIA is a multi-modal transportation hub located 23 miles northeast of downtown Denver. In 2008, DIA serviced 51.2 million passengers. Currently, travel options for DIA commuters and employees are limited. Planning for DIA has always included provisions for a major transit corridor designed to serve the airport facilities. The airport terminal and entrance roadway were designed to accommodate a rapid transit connection. Subsequent studies, including the *Denver Airport Rail Service Feasibility Study* (CCD, 1992), *Air Train Environmental Assessment* (CCD, 1994), and the *East Corridor Major Investment Study* (DRCOG, 1997), reinforced the findings that additional mode choice options and reliable transit are needed for DIA employees and travelers.

1.6.2 Increased Transportation Demands

Recent population and employment growth has resulted in increased travel demand in the project area and region. Population and employment in the project area has been heavily influenced by the development of DIA and other areas and has increased by about 20 percent between 1996 and 2001. Major development areas in and adjacent to the project area are

shown in Figure 1-2. As shown in Figure 1-3, this influence is projected to continue as population in the project area is expected to increase 75 percent and employment is expected to increase 71 percent between 2001 and 2030.

Figure 1-2
Major Development Centers

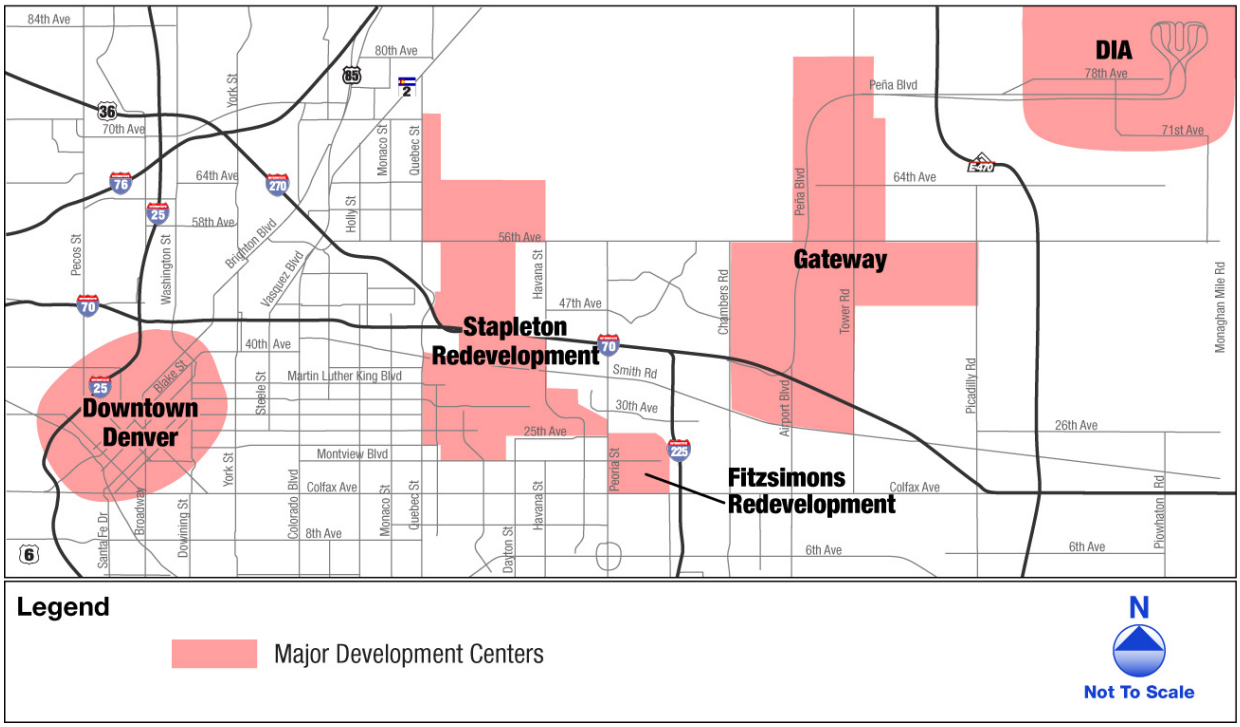
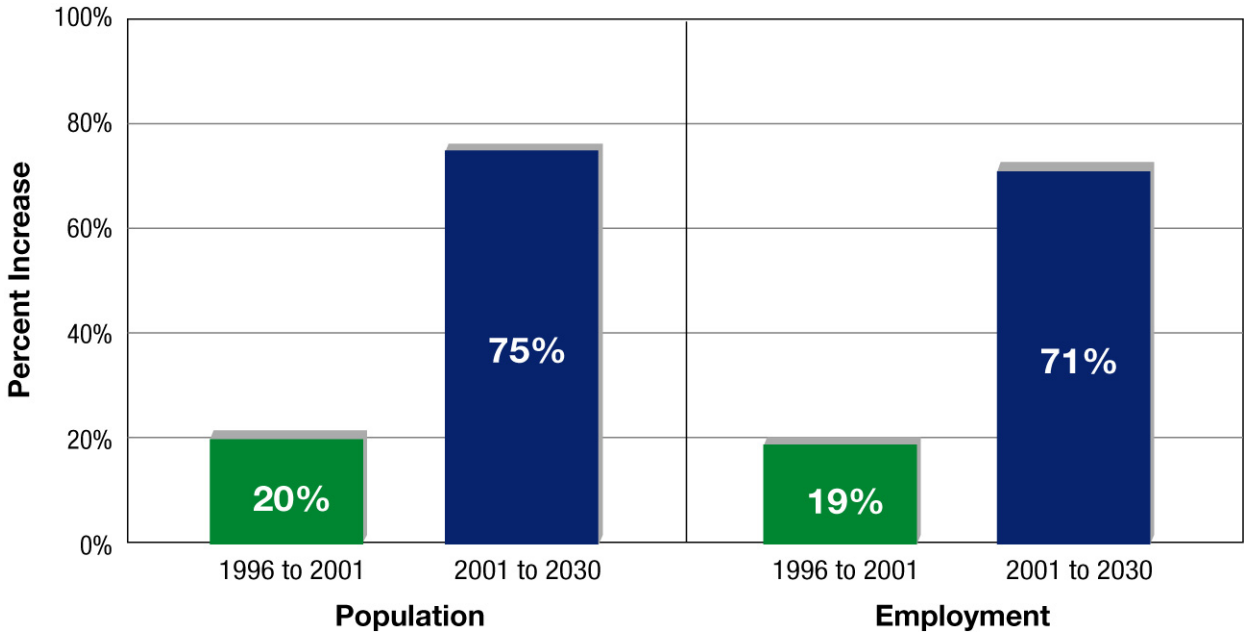


Figure 1-3
Population and Employment Growth (1996 to 2001 and 2001 to 2030) in the Project Area



Source: DRCOG travel demand models.

The project area is experiencing rapid growth and development. Part of this growth includes new development areas and redevelopment areas with residential populations and business activity. In addition to the established neighborhoods on the western end of the corridor, residential and business growth includes:

- **Downtown Denver.** According to *Blueprint Denver* (the land use/transportation plan for CCD), downtown Denver will add more than 21,000 new housing units and 47,000 new jobs by 2020.
- **Stapleton redevelopment.** Redevelopment of the old Stapleton Airport site began in 2001 and is projected to have more than 30,000 new residents and more than 35,000 new jobs at build-out in 2030.
- **Gateway.** The Gateway area north of I-70 and east of Chambers Road is projected to have more than 33,000 housing units and 38 million square feet of commercial space at build-out in 2030. Job projections are currently unavailable.
- **DIA.** As DIA continues to expand, the airport is expected to add 13,500 jobs by 2030.
- **Fitzsimons redevelopment.** Fitzsimons includes the redevelopment of 570 acres, anchored by the 227-acre University of Colorado Health Sciences Center and 160-acre Colorado Bioscience Park in Aurora. Employment is expected to exceed 32,000 jobs at full build-out.

Other developments such as the redevelopment of residential and commercial development along E-470 and planned communities and business parks (i.e., Reunion and Bromley Park) north of DIA in Commerce City and Adams County will also influence transportation and circulation in the project area.

1.6.3 Lack of Reliable Alternate Modes of Travel

Transportation options in the project area are currently limited to automobile travel and existing fixed-route bus service. The number of transportation users is growing in the project area and ranges from commuters and tourists from outlying areas and DIA to local residents making short trips. The demand from these users will challenge the capacity of the existing transportation infrastructure in the project area. Given the limitations of major east/west roadways in the corridor, I-70 carries a majority of the east/west trips including bus service to DIA. Within the project area, I-70 is near or over capacity and currently carries 37,650 to 195,800 vehicles per day (vpd) (average daily traffic) depending on the location in the corridor. Forecasts for 2030, using the DRCOG 2030 travel demand model, show that traffic on I-70 will increase substantially, carrying from 150,400 to 347,900 vpd depending on the location in the corridor. This increase in traffic will result in more hours of congestion (defined as level of service [LOS] E or worse), longer delays, and increased potential for accidents. As shown in Table 1-3, hours of corridor congestion on I-70 will continue to increase.

Table 1-3
Daily Hours of Congestion

I-70 Highway Section	Daily Hours of Congestion	
	Existing (2001)	**Future** (2030)
I-25 to Brighton Boulevard	1.0	9.0
Brighton Boulevard to Colorado Boulevard	8.5	12.5
Colorado Boulevard to I-270	3.0	7.5
I-270 to I-225	8.5	12.5
I-225 to Tower Road	0.0	11.5

Source: 2001 and 2030 DRCOG travel demand models.
Note: Daily hours of congestion shown are the maximum in each section.

As shown in Table 1-4, the existing I-70 highway sections in the project area have more accidents on average than other similar facilities in the state. This higher-than-average accident potential also affects the reliability of automobile and bus travel on I-70 between downtown Denver and DIA. Improved fixed-guideway rail transit service provides an additional mode choice that expands mobility for those who currently use public transit while attracting new users. It also provides a reliable form of transit service that does not have to travel on I-70 or Peña Boulevard with the increased future congestion that is expected in the project area.

Table 1-4
I-70 Accident Rates

I-70 Highway Section	**2003 Accident Rate** (Total)
I-25 to Brighton Boulevard	4.07
Brighton Boulevard to Colorado Boulevard	2.69
Colorado Boulevard to I-270	2.35
I-270 to I-225	2.16
I-225 to Tower Road	2.22
State average (urban interstate)	**1.85**

Source: CDOT Accident and Rates Book (2003).
Note: Accident rates represent the number of accidents per million vehicle miles traveled.

1.6.4 Increased Travel Times in the Region

Rapid transit in the project area would offer corridor residents, workers, and commuters a mode of transportation that is reliable and efficient. Currently, travel time on I-70 is unreliable because of increased highway congestion and higher-than-average accident rates. As estimated by the DRCOG 2030 travel demand model, travel times are expected to more than double from 2001 to 2030 during the peak hour without improvements. Travel time from downtown Denver to DIA by car or bus was estimated to be 32 minutes during peak hour in 2001. In 2030, that travel time during peak hour is estimated to increase to 79 minutes. Existing bus service must travel in mixed traffic, often experiencing the same delays and traveling no faster than automobiles.

1.6.5 Limited Transportation Options for Underserved Populations

Throughout the public outreach process for this EIS, it was apparent that there was a strong public demand and need to better serve populations in the project area with improved transit. Rapid transit service would provide access for users in the corridor and workers in the region. These users include DIA travelers and employees, current and future corridor residents, and other metropolitan area travelers.

Increased rapid transit service is also important for individuals without access to vehicles and minority, low-income, disabled, and elderly populations throughout the corridor. According to the U.S. Census 2000, the project area has 102,357 persons and 36,773 housing units. Table 1-5 shows the percentage of low-income, minority, elderly, disabled, and transit-dependent populations (that is, those with no vehicles available) in the project area as compared to the state average. Other than elderly populations, the population percentages in the project area are much higher than the statewide averages.

Table 1-5
Percentage of Underserved Populations in the Project Area

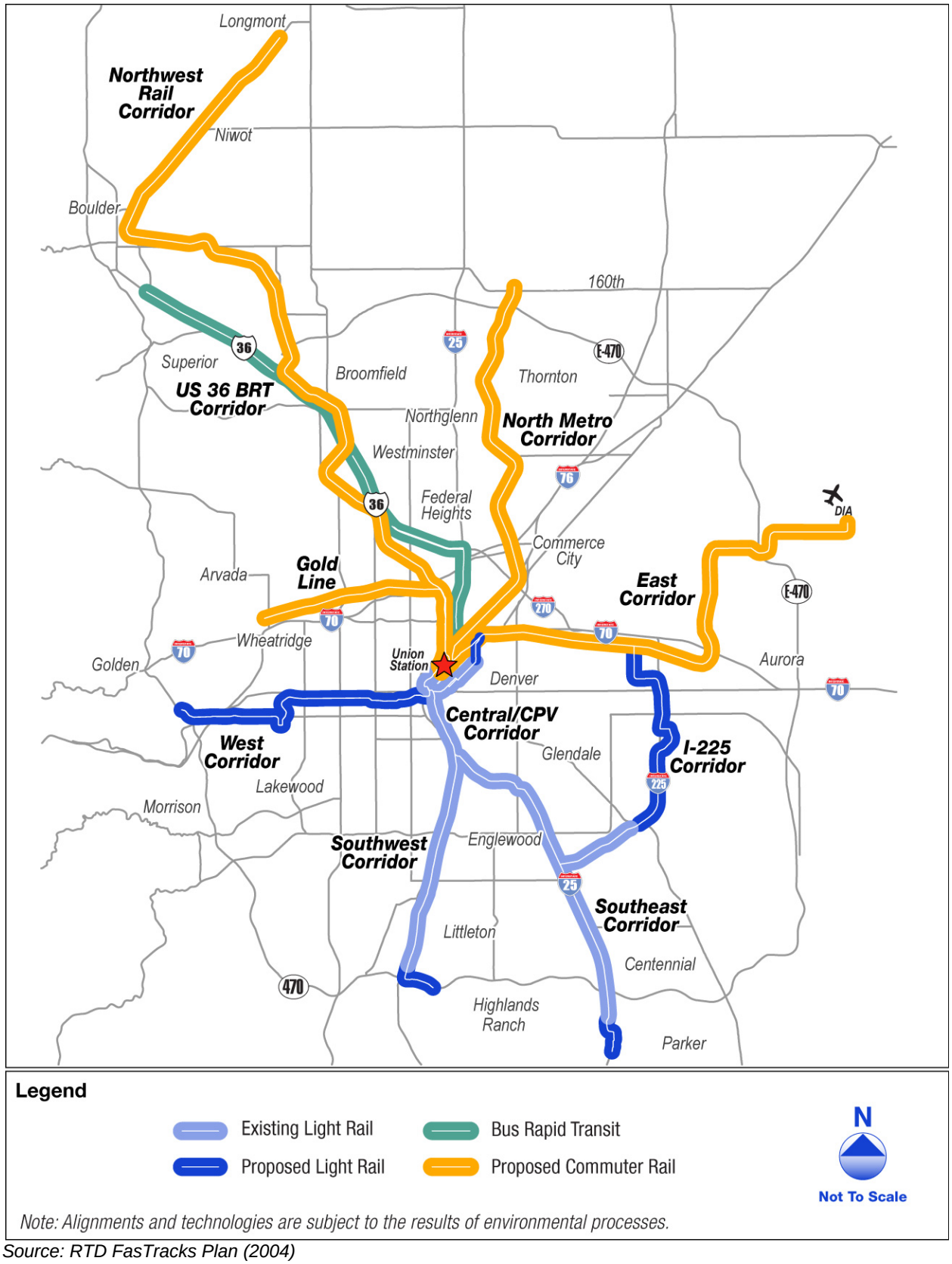
Population	Project Area (%)	Colorado State Average (%)
Low-income	28.4	14.8
Minority	76.0	25.5
Elderly	7.1	9.7
Disabled	24.7	16.3
Transit dependent	19.1	6.4

Source: U.S. Census 2000.

1.6.6 Completion of the FasTracks Regional Fixed-Guideway Transit System

The East Corridor is not only a critical link to DUS and DIA, it is also a part of 122 miles of proposed new rail transit facilities, including light rail and commuter rail and 18 miles of BRT. These new rail transit facilities will connect with destinations throughout the entire Denver metropolitan area including the proposed I-225 transit connection near Peoria Street and Smith Road, a connection to an extension of the existing Central Corridor at the 38th/Blake station, and a connection to DUS, which will have access to the rest of the proposed regional transit system. Figure 1-4 shows the proposed FasTracks rapid transit system as currently envisioned.

Figure 1-4
Proposed FasTracks System



Source: RTD FasTracks Plan (2004)

1.7 PROJECT GOALS AND OBJECTIVES

Using the comments received during the public and agency scoping process conducted between June and December of 2003 and the purpose and need analysis, the following goals and objectives were created to guide the development and evaluation of alternatives.

Goal: Access. Provide reasonable access to transportation facilities.

Objectives

- Balance the need for access with adverse effects on system performance.
- Bring together multiple transportation modes to maximize convenience, flexibility, and connectivity.
- Provide access to transportation facilities for a variety of users.

Goal: Capacity. Provide realistic capacity expansion and minimize future congestion.

Objectives

- Address additional capacity requirements by providing other multi-modal choices.
- Provide sufficient transportation system capacity to ensure the efficient movement of people.

Goal: Community. Support community plans and avoid, minimize, and mitigate impacts on neighborhoods.

Objectives

- Maximize consistency with existing local, regional, and state plans.
- Minimize adverse impacts to residential, business, and institutional properties.
- Minimize adverse economic impacts on local businesses.
- Allow for opportunities for economic development.
- Address transportation-related community impacts associated with air quality, water quality, hazardous materials, and noise.
- Allow for TOD opportunities.

Goal: Environment. Avoid, minimize, and mitigate adverse impacts on the natural, social, and cultural environment.

Objectives

- Minimize adverse impacts to historic resources.
- Ensure consistency with the regional air quality model to help achieve federal and state air quality standards.
- Minimize disproportionately high and adverse impacts on minority and low-income populations.
- Minimize adverse impacts on waters of the U.S., including wetlands.
- Minimize adverse impacts on recreational and open-space resources.
- Minimize public exposure to transit noise and transit vibration impacts.
- Minimize adverse impacts associated with hazardous materials.
- Incorporate design standards that minimize visual impacts and enhance aesthetics.

Goal: Implementation. Provide a cost-effective transportation solution that can be implemented.

Objectives

- Provide a cost-effective, long-term transportation solution.
- Provide flexibility for future expansion and modification.
- Provide technologies that are practical and able to be implemented.
- Maximize the opportunity that federal, state, local, and/or private funding will be available to fund improvements.

Goal: Mobility. Enhance mobility by providing transportation choices.

Objectives

- Facilitate connections between residential and business activity centers.
- Facilitate ease of transfer between modes.
- Provide convenient multi-modal transportation options.
- Enhance system reliability across travel modes.
- Balance the transportation needs of local, regional, and national users.

Goal: Safety. Address safety needs and upgrade facilities to current standards.

Objectives

- Optimize safety and minimize accidents across all modes.
- Conform to engineering design and safety standards and to standard practices for construction, maintenance, and operations.
- Minimize cross-modal conflicts and conflict points.
- Provide access for emergency response and evacuation situations.

Goal: Security. Provide a secure transportation system.

Objectives

- Maintain maximum security for DIA access.
- Develop and maintain a transportation system that supports homeland security objectives.