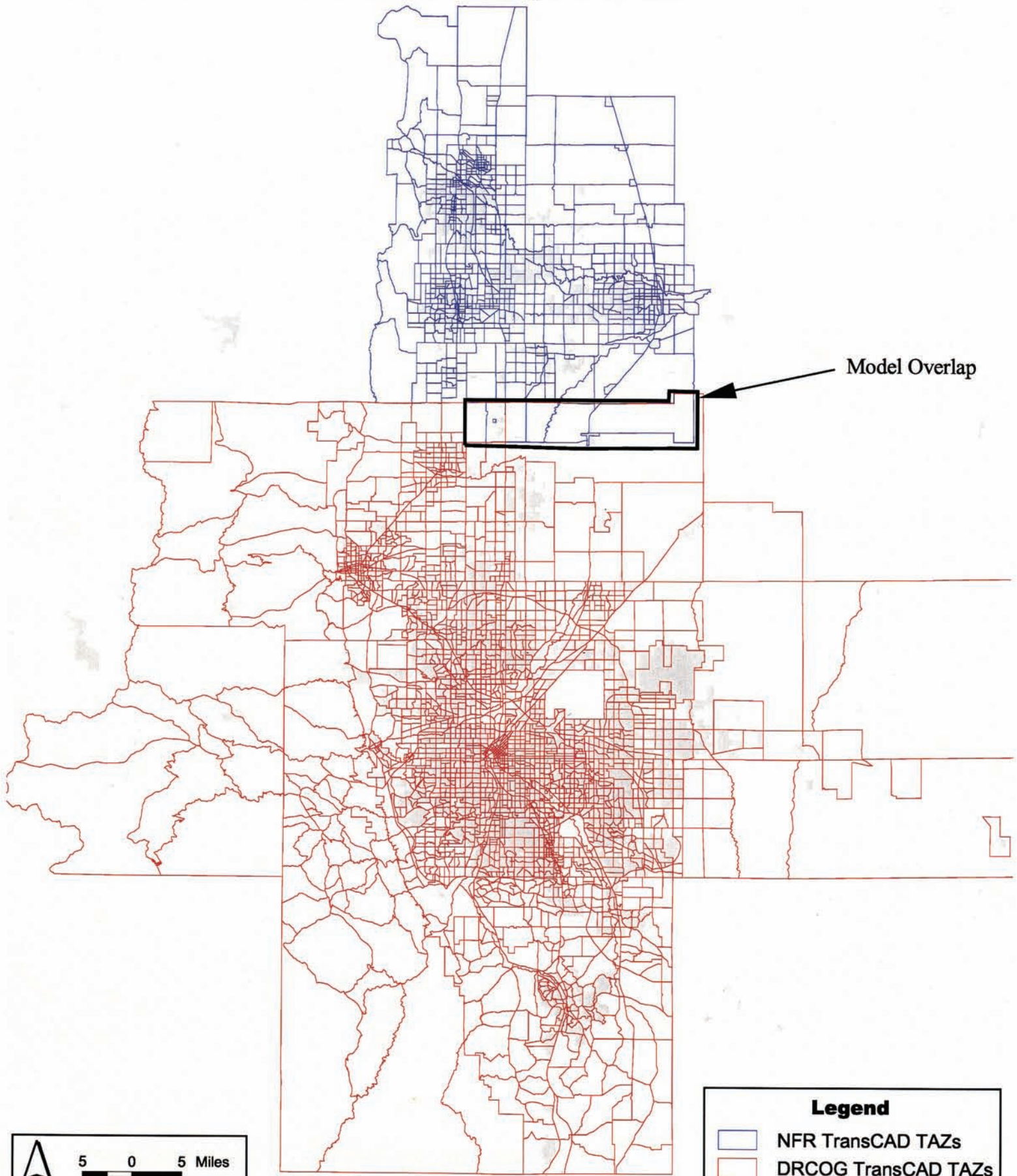


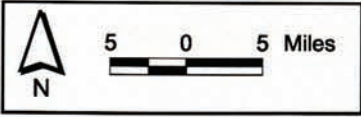
North Front Range & DRCOG Traffic Analysis Zones



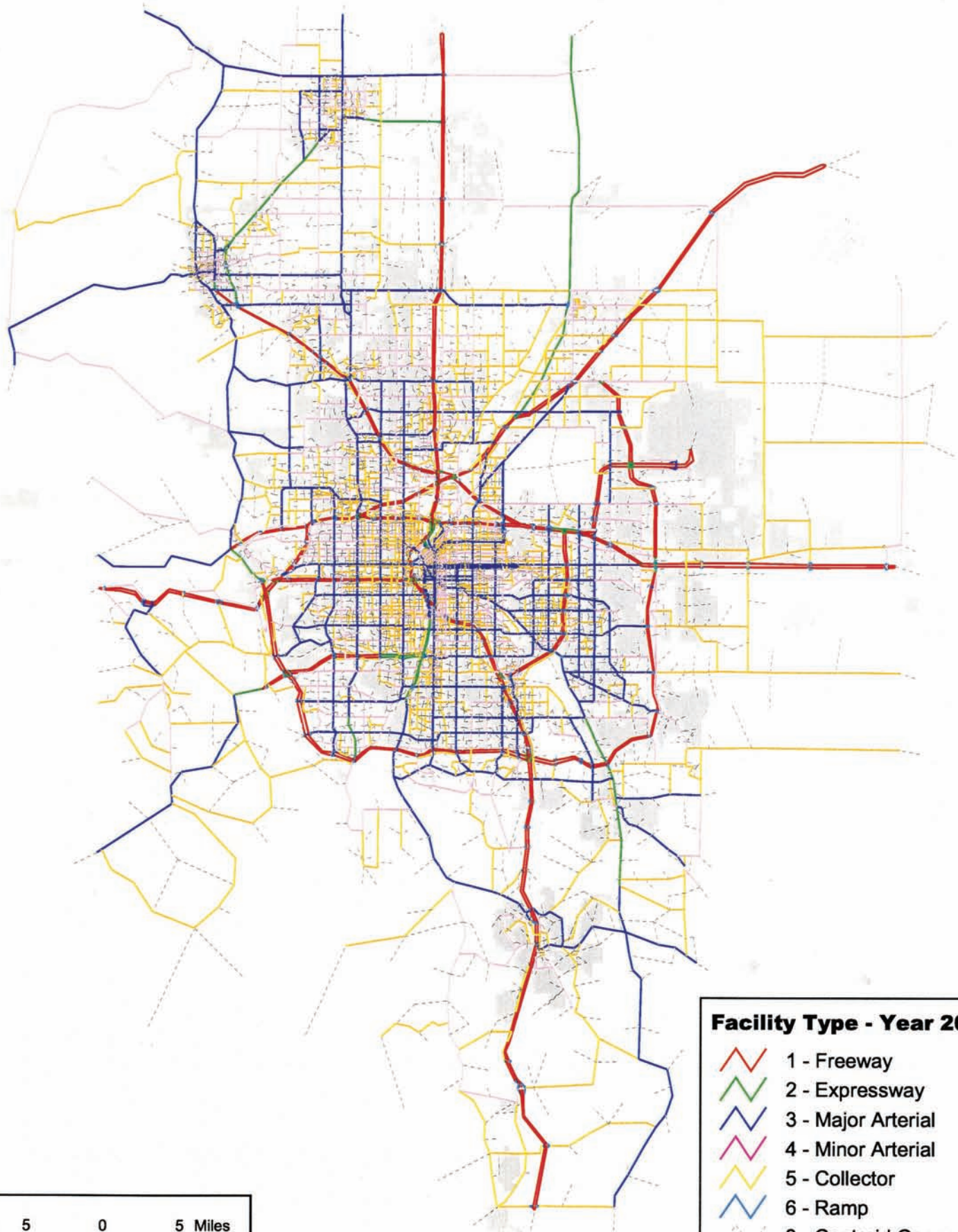
Model Overlap

Legend








-  NFR TransCAD TAZs
-  DRCOG TransCAD TAZs
-  Municipalities





DRCOG Travel Demand Model



Facility Type - Year 2001

-  1 - Freeway
-  2 - Expressway
-  3 - Major Arterial
-  4 - Minor Arterial
-  5 - Collector
-  6 - Ramp
-  8 - Centroid Connector

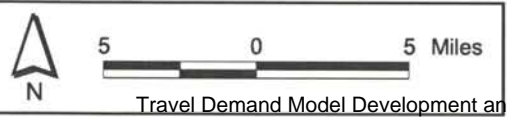
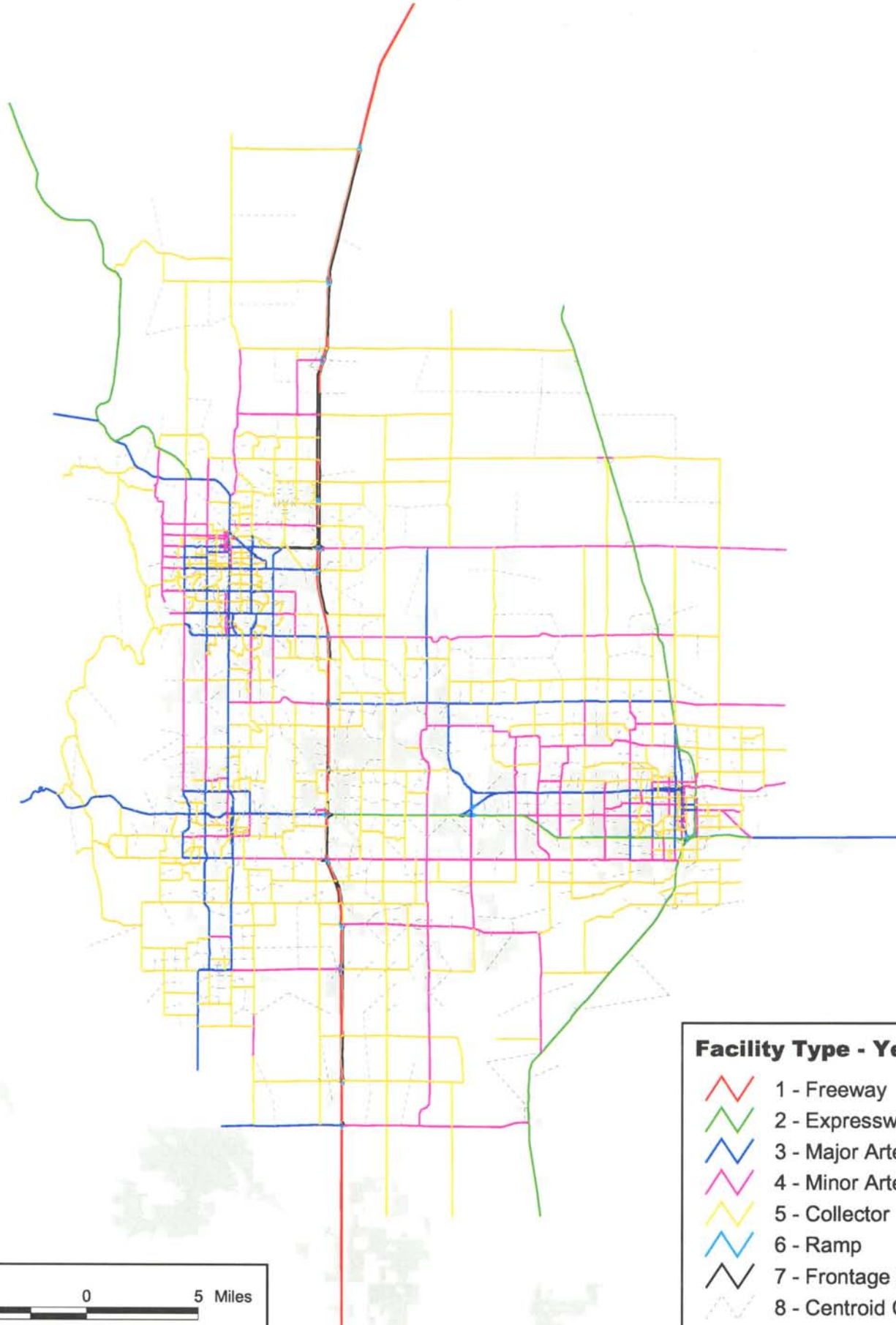
Municipalities

  5 0 5 Miles

Travel Demand Model Development and Validation

Section 5 - Page 2

North Front Range Travel Demand Model



Facility Type - Year 2000

- 1 - Freeway
- 2 - Expressway
- 3 - Major Arterial
- 4 - Minor Arterial
- 5 - Collector
- 6 - Ramp
- 7 - Frontage Road
- 8 - Centroid Connector

Municipal Page 3

Summary Comparison of MPO Models

Socio-Economic Model	DRCOG	NFRMPO																
<p>MODEL PROCESS</p>	<p>The Socio-economic model produces neighborhood specific population and employment forecasts for each area of the region based upon the comprehensive plans of the communities, as well as a series of social, economic, and physical factors that have been weighted based upon their suitability and attractiveness for future development. Key factors include:</p> <ul style="list-style-type: none"> - accessibility of transit service, - environmental constraints, - economic activity, - home-to-work travel times, - planned rapid transit stations, - availability of vacant & developable land, - proximity of expressway interchanges, - etc. 	<p>A Community-VIZ-based allocation model. The Base Year (2000) models were calibrated, validated in 2003. Both the employment and household models are based upon current Comprehensive Master Plans from the communities, but use different evaluation criteria. Allocation of employees and households are within the bounds of planned land uses based upon a series of social, economic, and physical factors that have been weighted based upon their suitability and attractiveness to future development. Output is disaggregated into TAZs and passed through a FRATAR process for further disaggregation. Key factors include:</p> <ul style="list-style-type: none"> - proximity to major roadway corridors, - floodplains, - existing development, - historic sites, - and other constraints 																
<p>SOCIO-ECONOMIC ATTRIBUTES</p>	<table border="1"> <thead> <tr> <th>Type</th> <th>Attribute Fields</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>HH Pop and HH by Low-, Med-, & High Income</td> </tr> <tr> <td>Employment</td> <td>Prod/Dist, Retail, & Service Emp.</td> </tr> </tbody> </table>	Type	Attribute Fields	Population	HH Pop and HH by Low-, Med-, & High Income	Employment	Prod/Dist, Retail, & Service Emp.	<table border="1"> <thead> <tr> <th>Type</th> <th>Attribute Fields</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>HH Income (1-5) HH Size (1, 2, 3, 4, 5+)</td> </tr> <tr> <td>Employment</td> <td>Basic, Retail, Service Emp</td> </tr> </tbody> </table>	Type	Attribute Fields	Population	HH Income (1-5) HH Size (1, 2, 3, 4, 5+)	Employment	Basic, Retail, Service Emp				
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Summary Comparison of MPO Models

Structural Elements	DRCOG TransCAD Travel Model	NFRMPO TransCAD Travel Model																																																			
PROJECTION																																																					
Coordinate System Type/Zone Units	State Plane 83 Colorado Central Feet	Lat. Long. Nad 83 Miles																																																			
ZONE SYSTEM																																																					
Number of Zones																																																					
Internal	2628 <i>2627</i>	797																																																			
External	36	18																																																			
Total	2664	815																																																			
Zone Area (acres)																																																					
Total Area	2,207,227	724,678																																																			
Average Area	840	909																																																			
Range	8 to 121,434	17 to 22,405																																																			
# of Centroid Connectors	5171	1020																																																			
Centroid Connectors per Internal TAZ Zone	1.95	1.26																																																			
Area Type Methodology	Based upon population and employment densities. Used a calibrated discriminant model to determine area types. Modifications were made as necessary for contiguous areas.	Based on the employment and housing density of each TAZ. Ft. Collins has its own CBD category due to more compact nature. Takes into account the bike/ped aspects of Ft. Collins downtown. Definition of downtown areas based on downtown development associations. A zone is considered a specific area type if <i>either</i> minimum employment or minimum household density is exceeded. Wherever possible, Set 1 was used but some manual changes were made for continuity. Set 2 was used for additional guidance and reflects DRCOG guidelines.																																																			
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	2	40	40	45	55	60																																																																																																																										
	3	26	26	34	46	57																																																																																																																										
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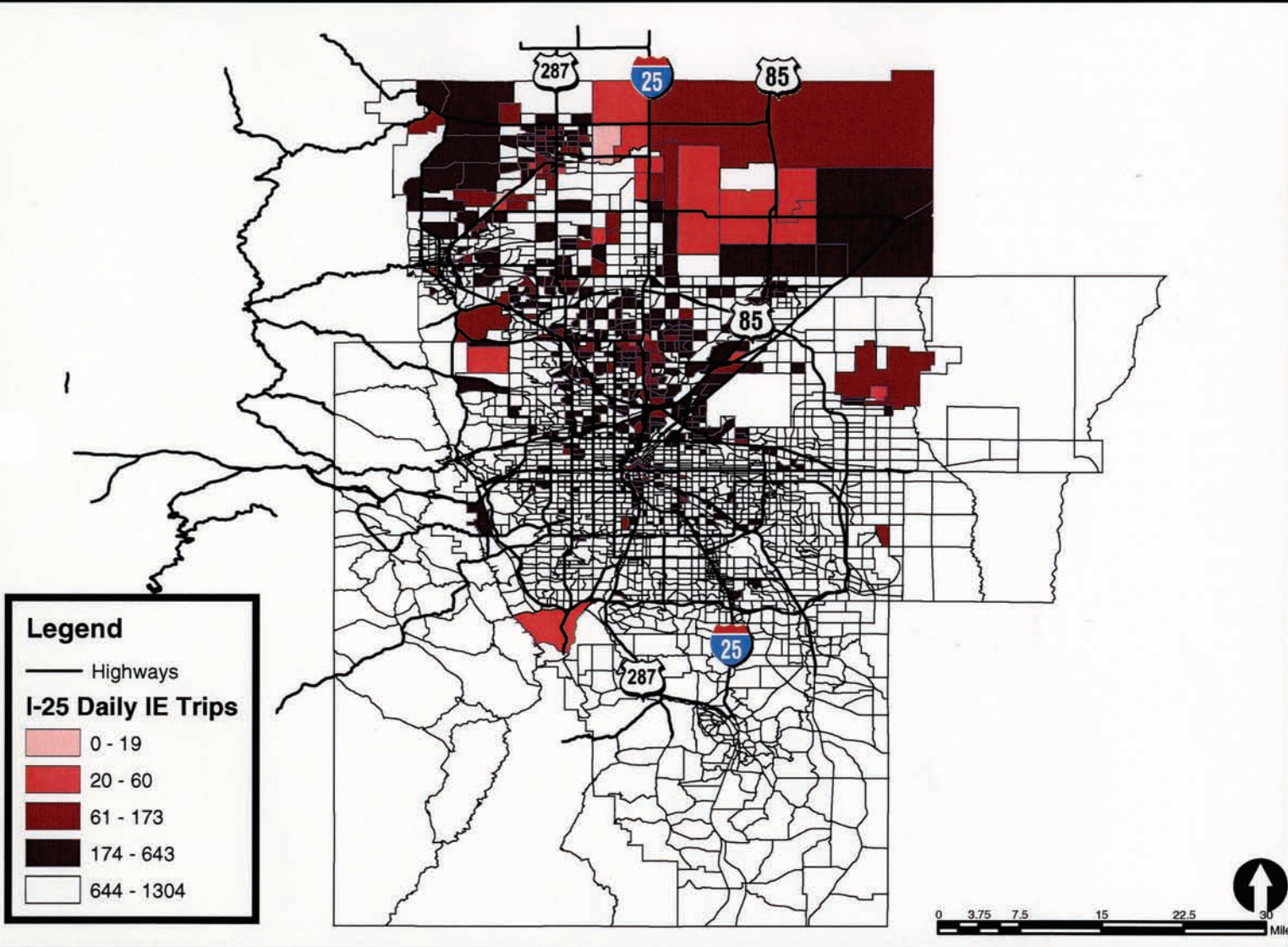
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<p>MODE CHOICE</p> <p>Methodology</p>	<p>HBW Trips use 5-dimensional logit model. HBNW Trips use 3-dimensional logit model. NHB Trips use 2-dimensional logit model. Utility functions account for time and cost of travel. Util. Function factors include time in veh, out of veh, transit fare, parking cost, and auto operating cost.</p>	<p>Mode split (or mode choice option for Ft. Collins area). 1st Step = non-motorized mode split - bike/peds are separated from motorized. (aggregate, factor based approach using distance-based algorithms) 2nd Step = mode split (NFR area) or optional mode choice (Ft. Collins area only). Mode Split = based on mode shares dervied from the 2001 travel survey. Ft. Collins Mode Choice = nested logit model.</p>																																																
<p>Parking Cost Methodology</p>	<p>Parking cost determined from a parking cost and supply model. Used CBD Parking Sub-districts. Sub-district parking characteristics based on an aggregation of parking supply, employment, and land area within the sub-district.</p>	<p>Ft. Collins Mode Choice Model Only: Daily Parking Costs are used for HBW trips.</p>																																																
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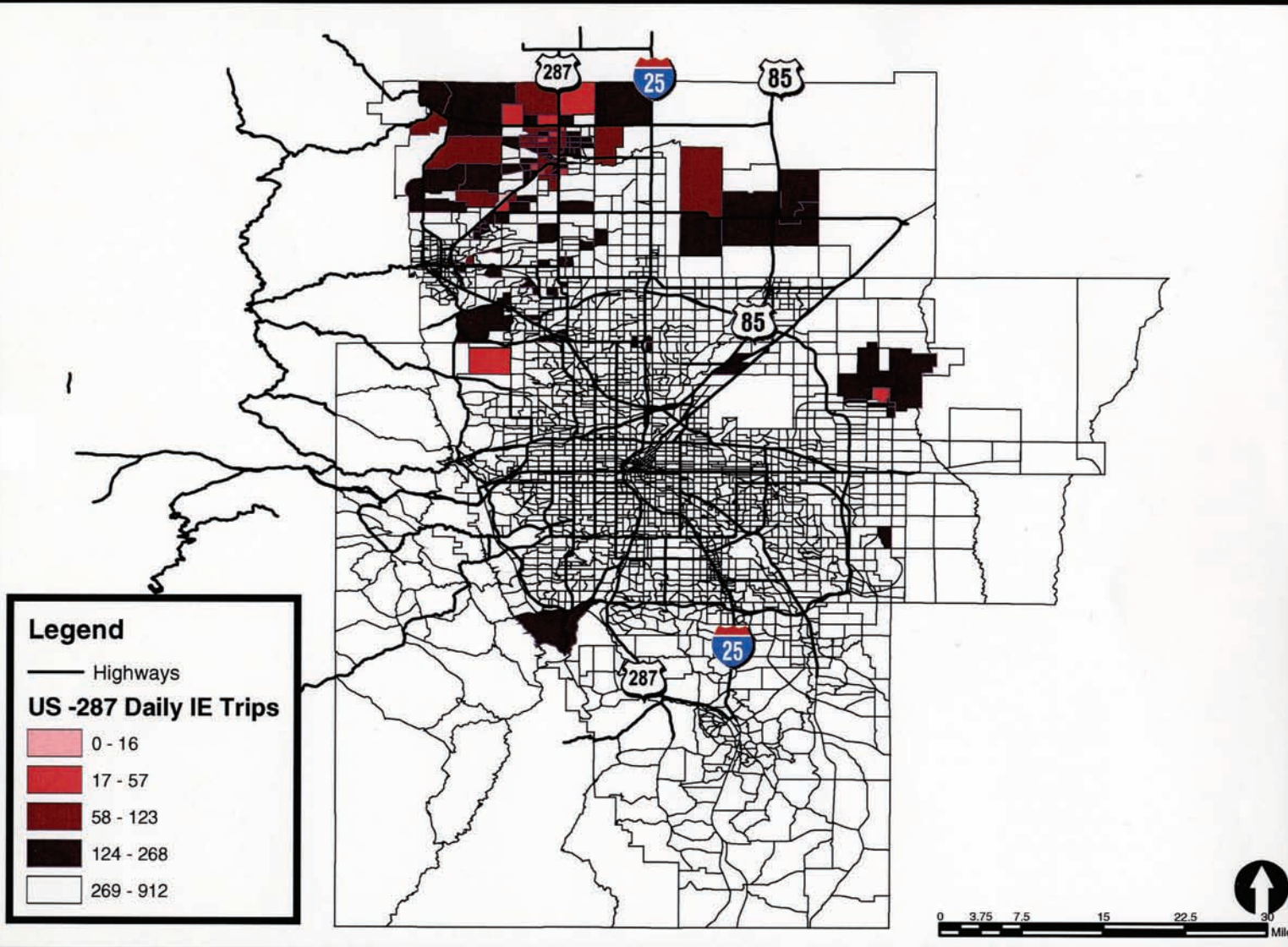
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N. I-25 EIS

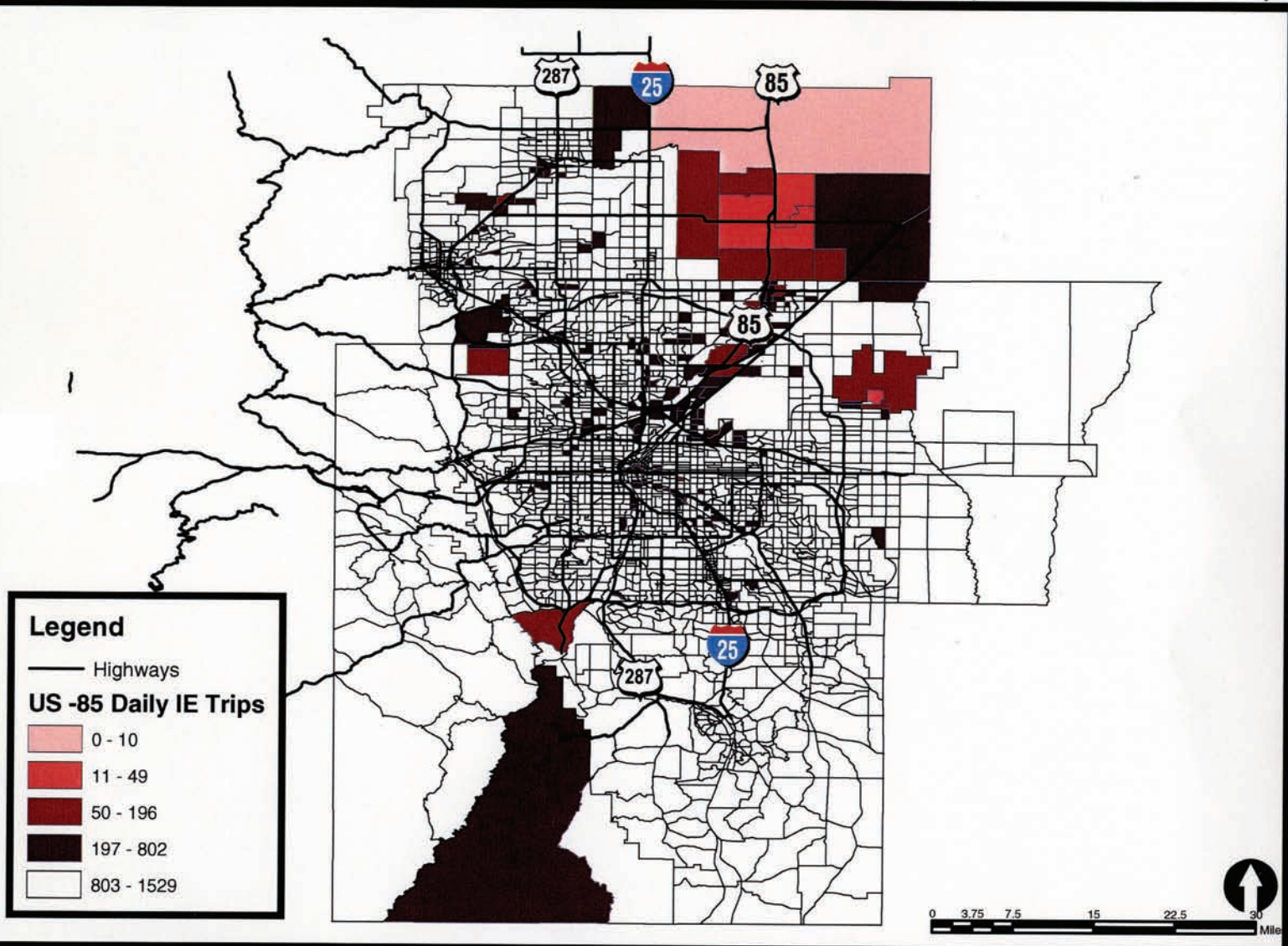
I-25 DRCOG 2001 Model Daily Internal/External Trips





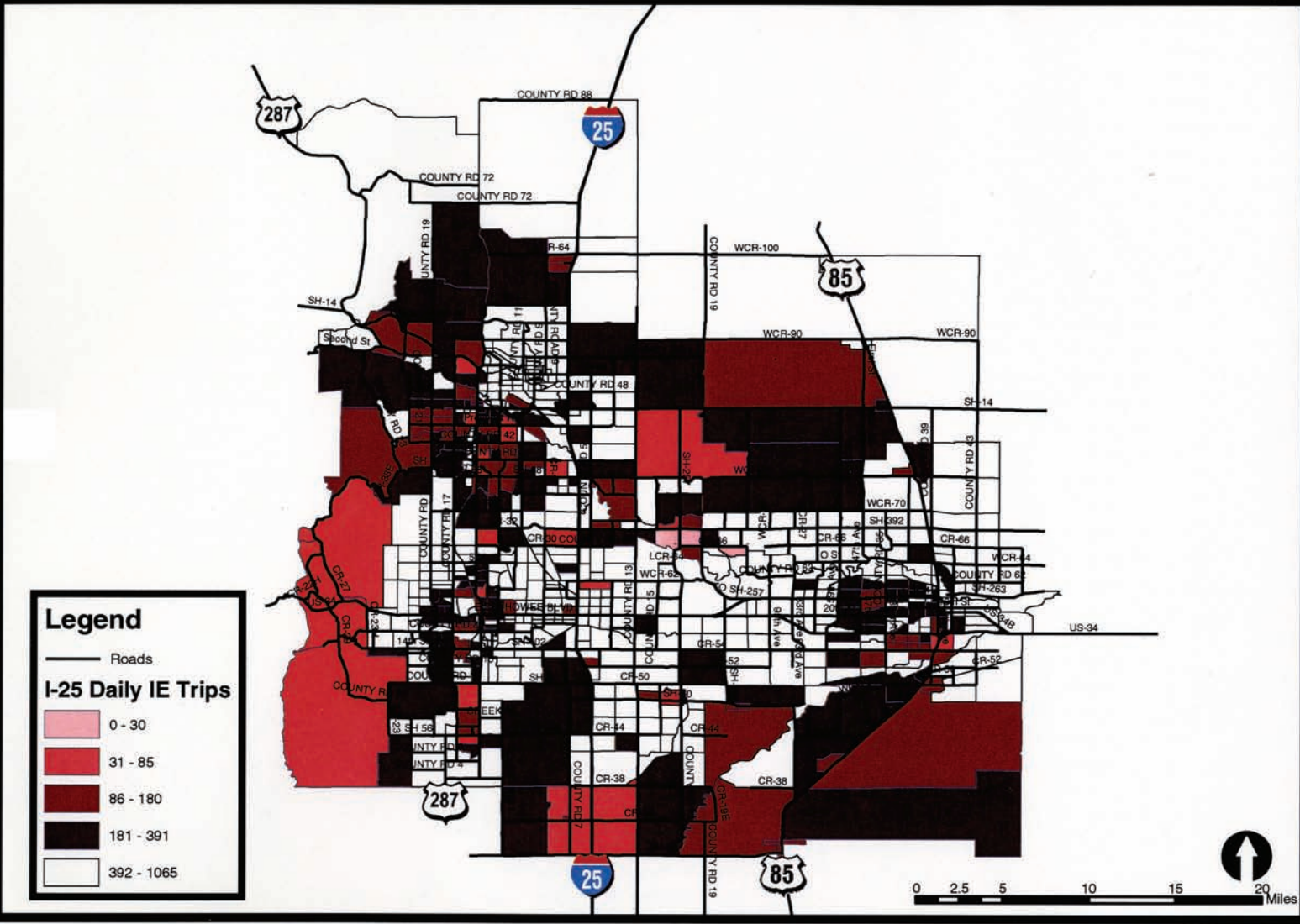
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US-85 DRCOG 2001 Model Daily Internal/External Trips



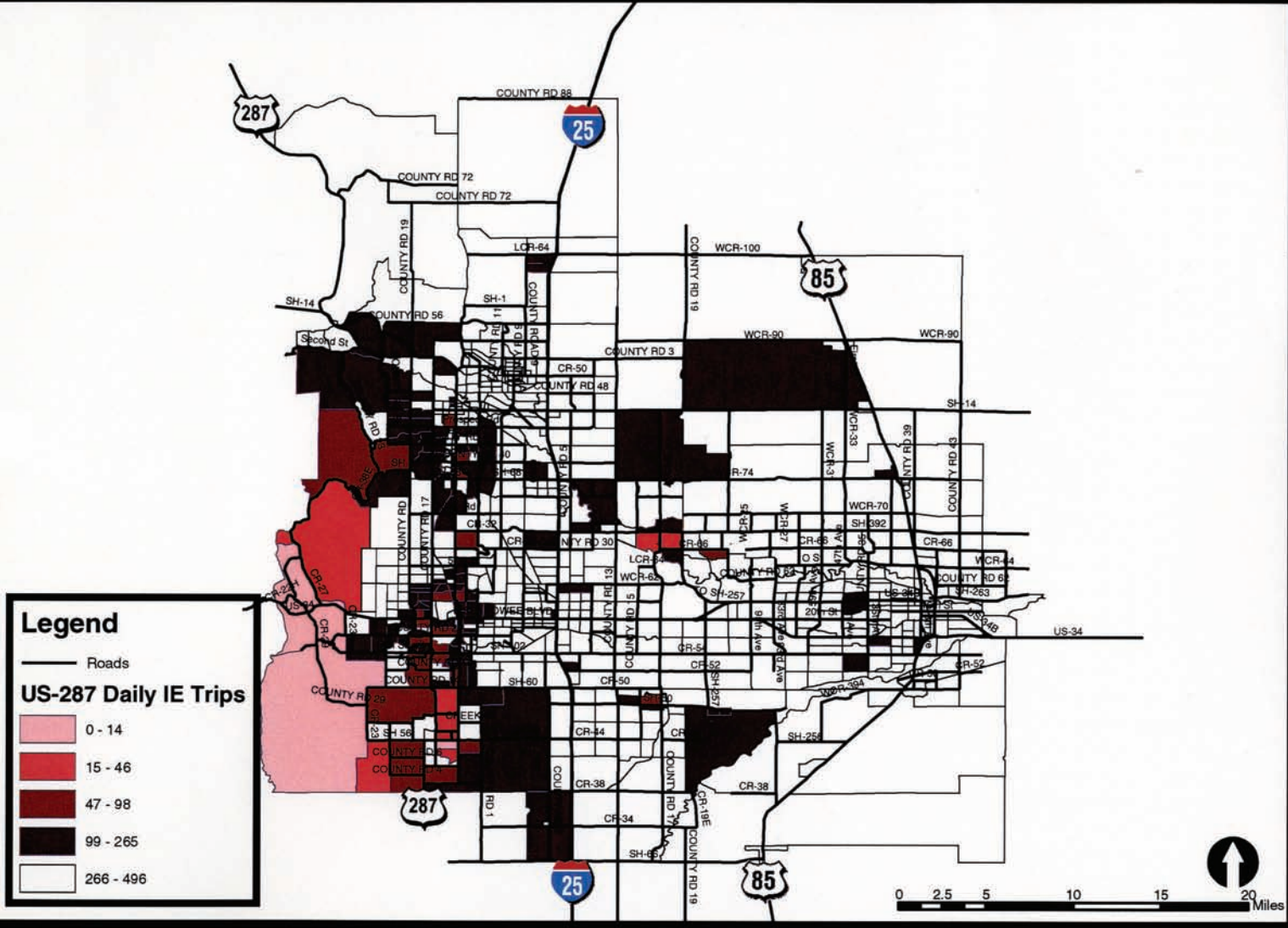
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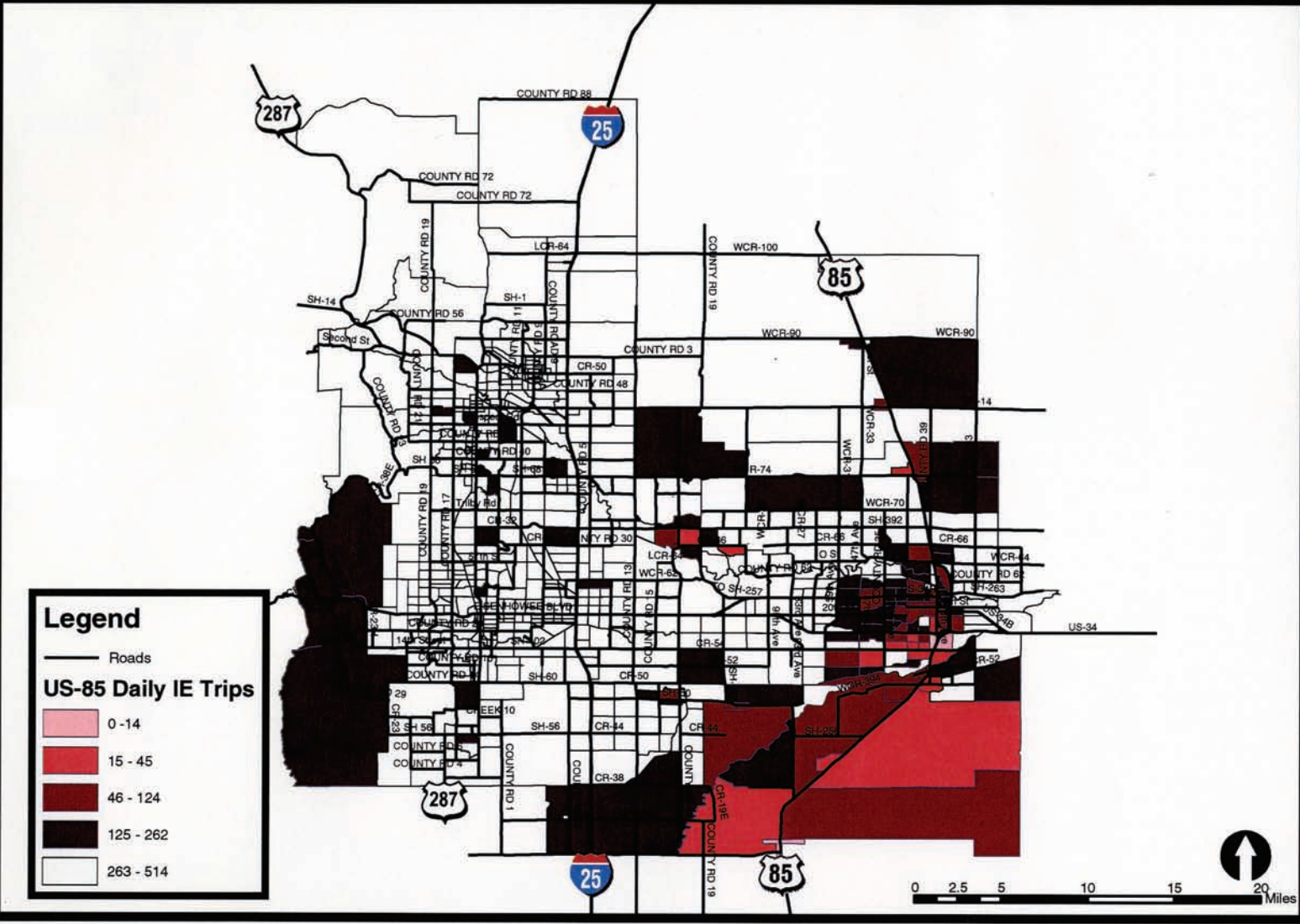
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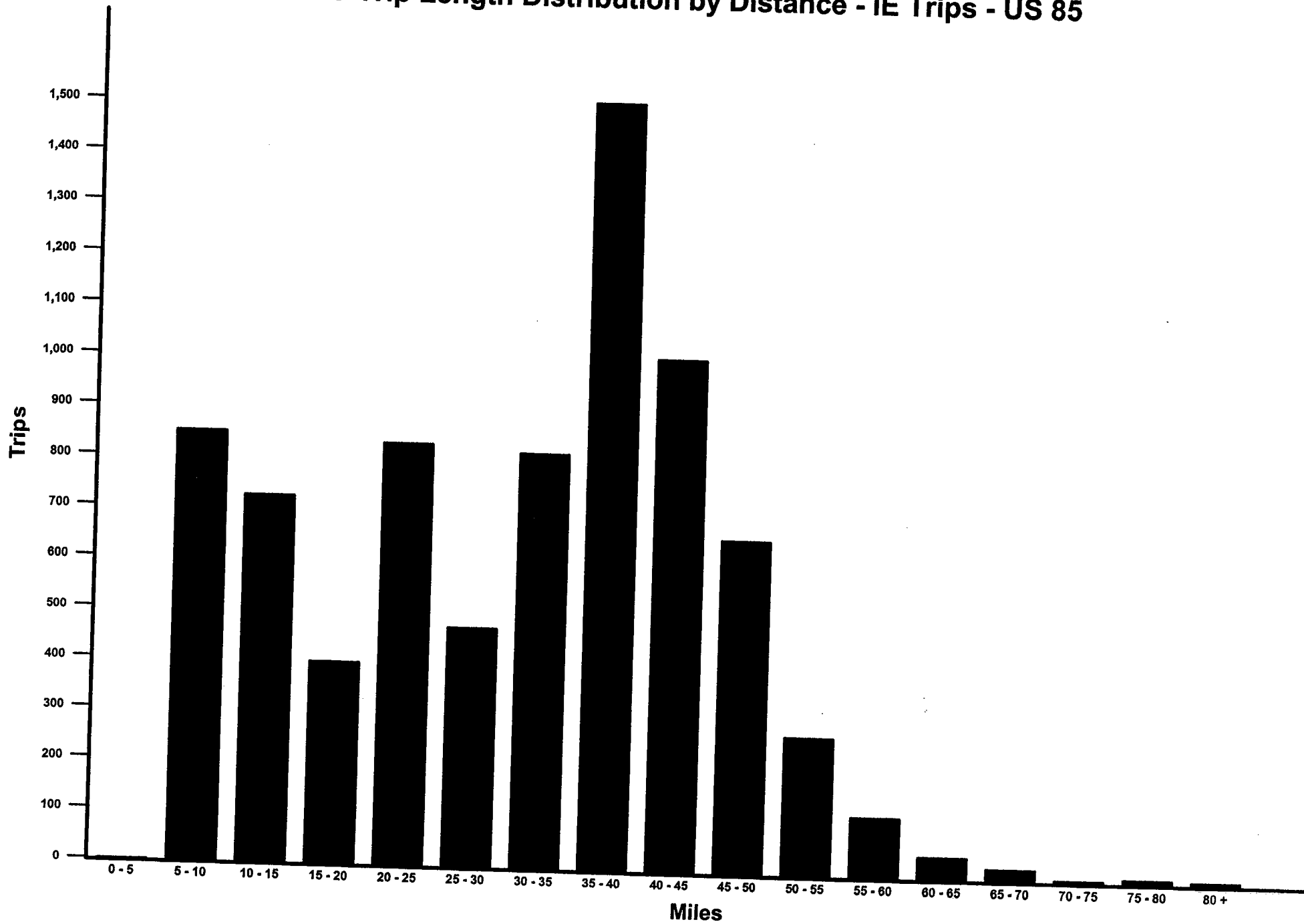


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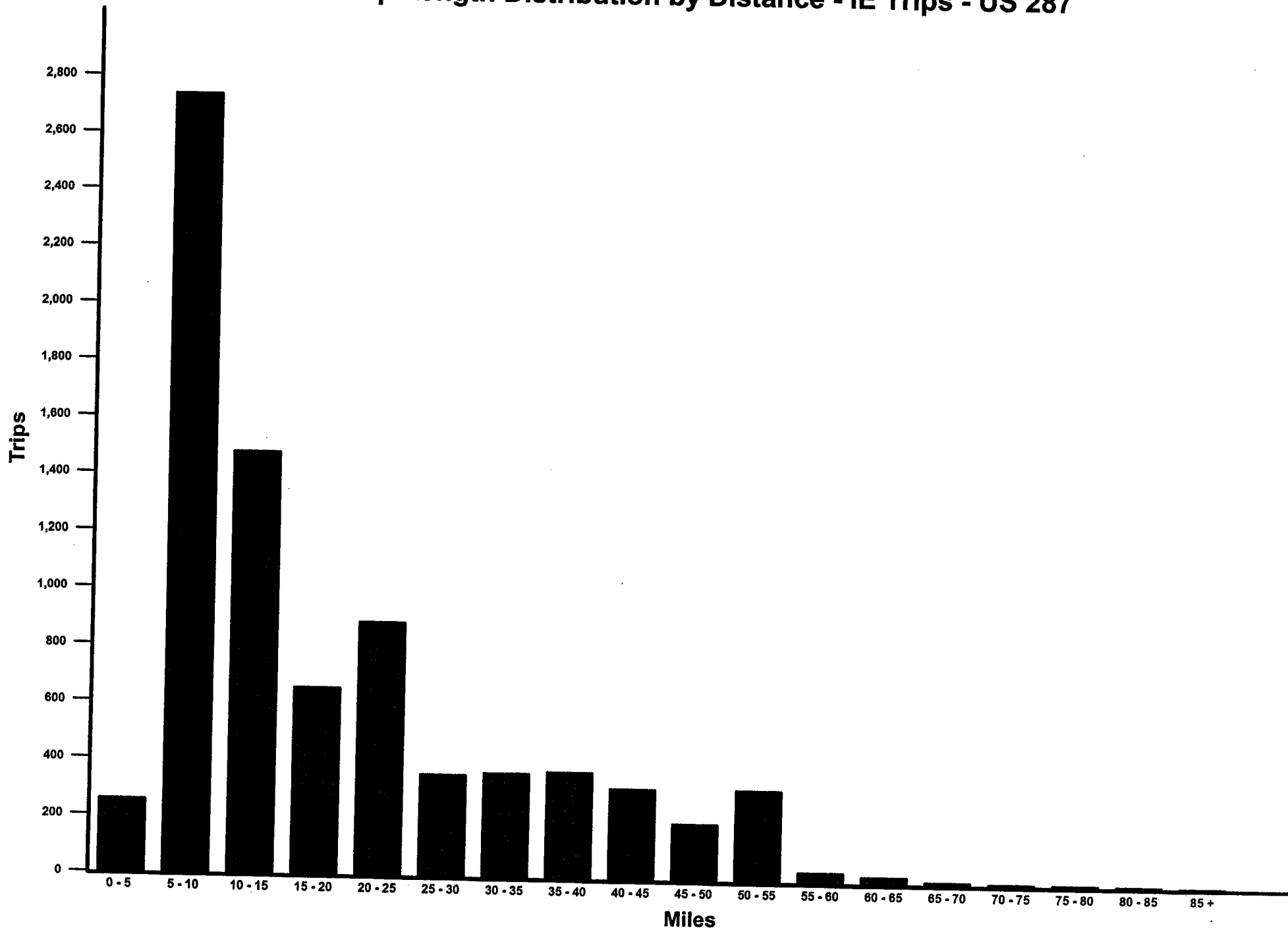
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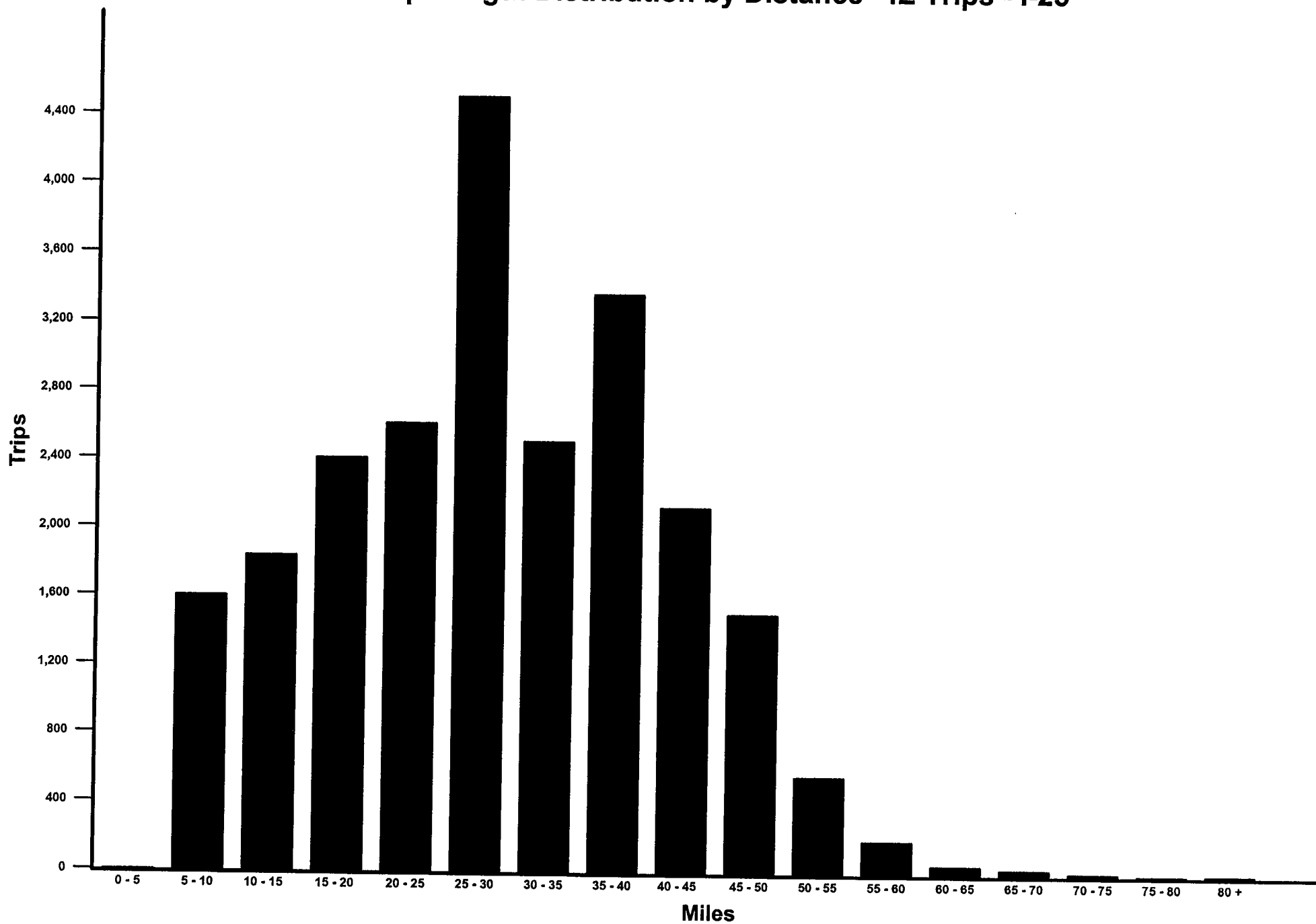
DRCOG Trip Length Distribution by Distance - IE Trips - US 85



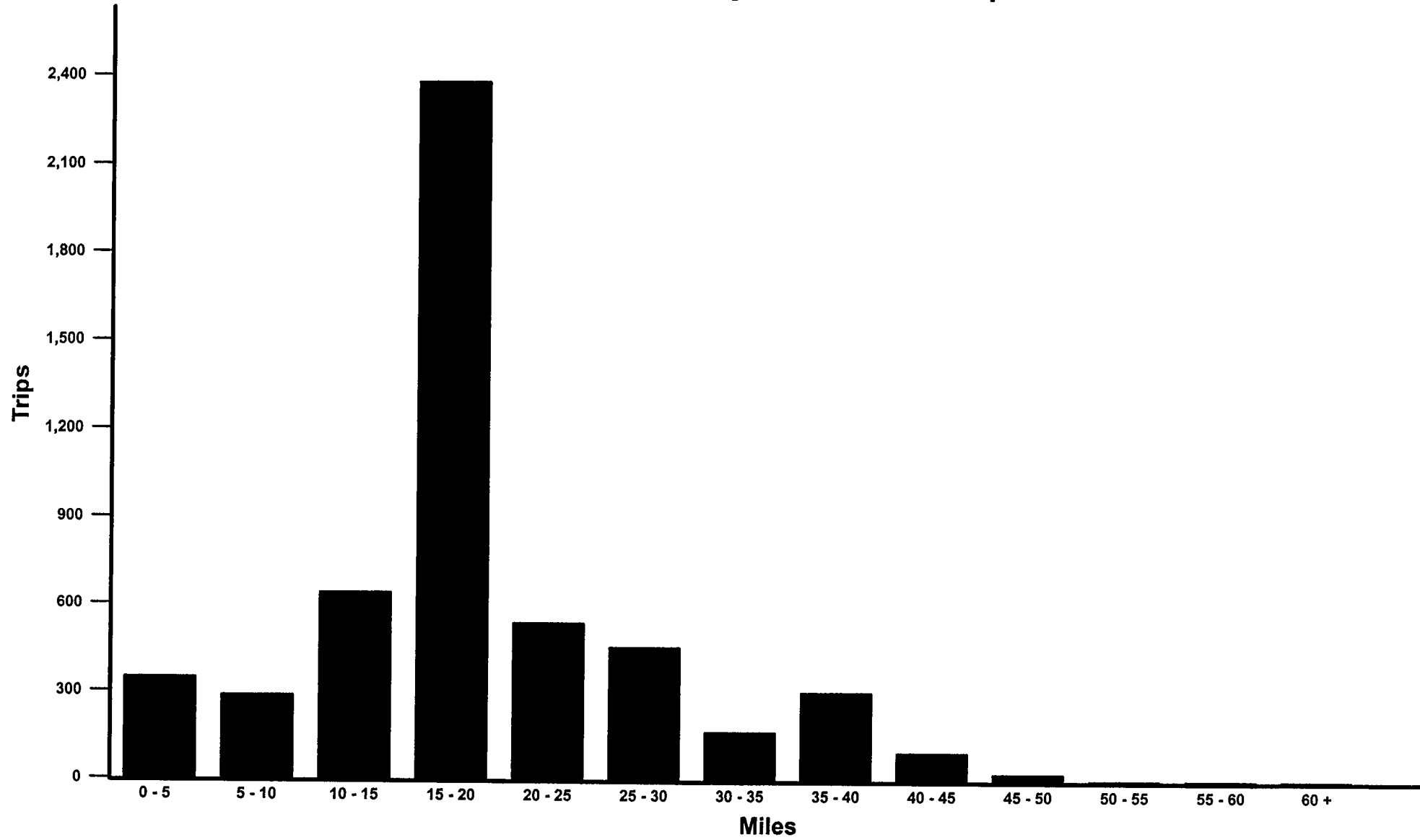
DRCOG Trip Length Distribution by Distance - IE Trips - US 287



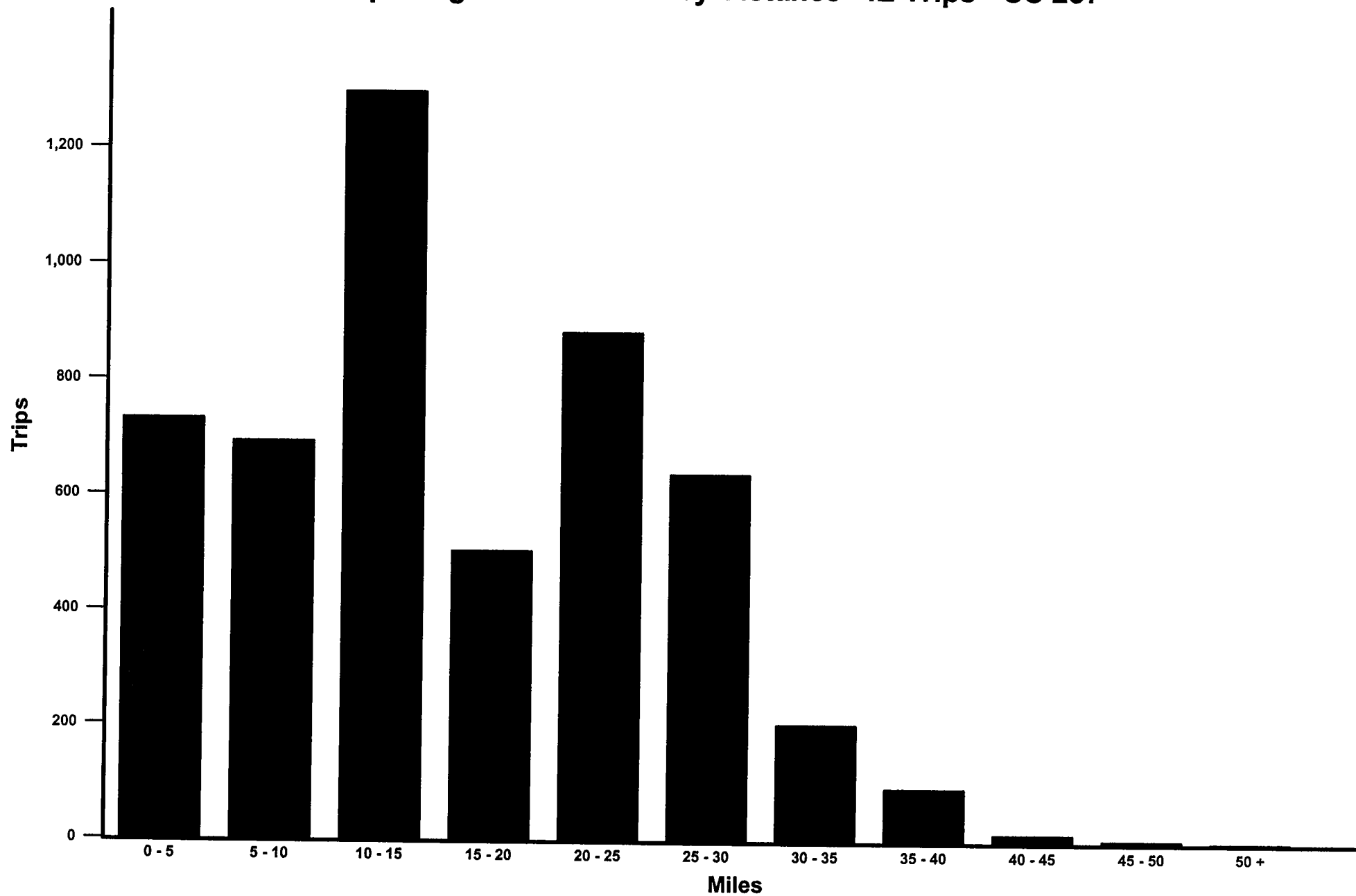
DRCOG Trip Length Distribution by Distance - IE Trips - I-25



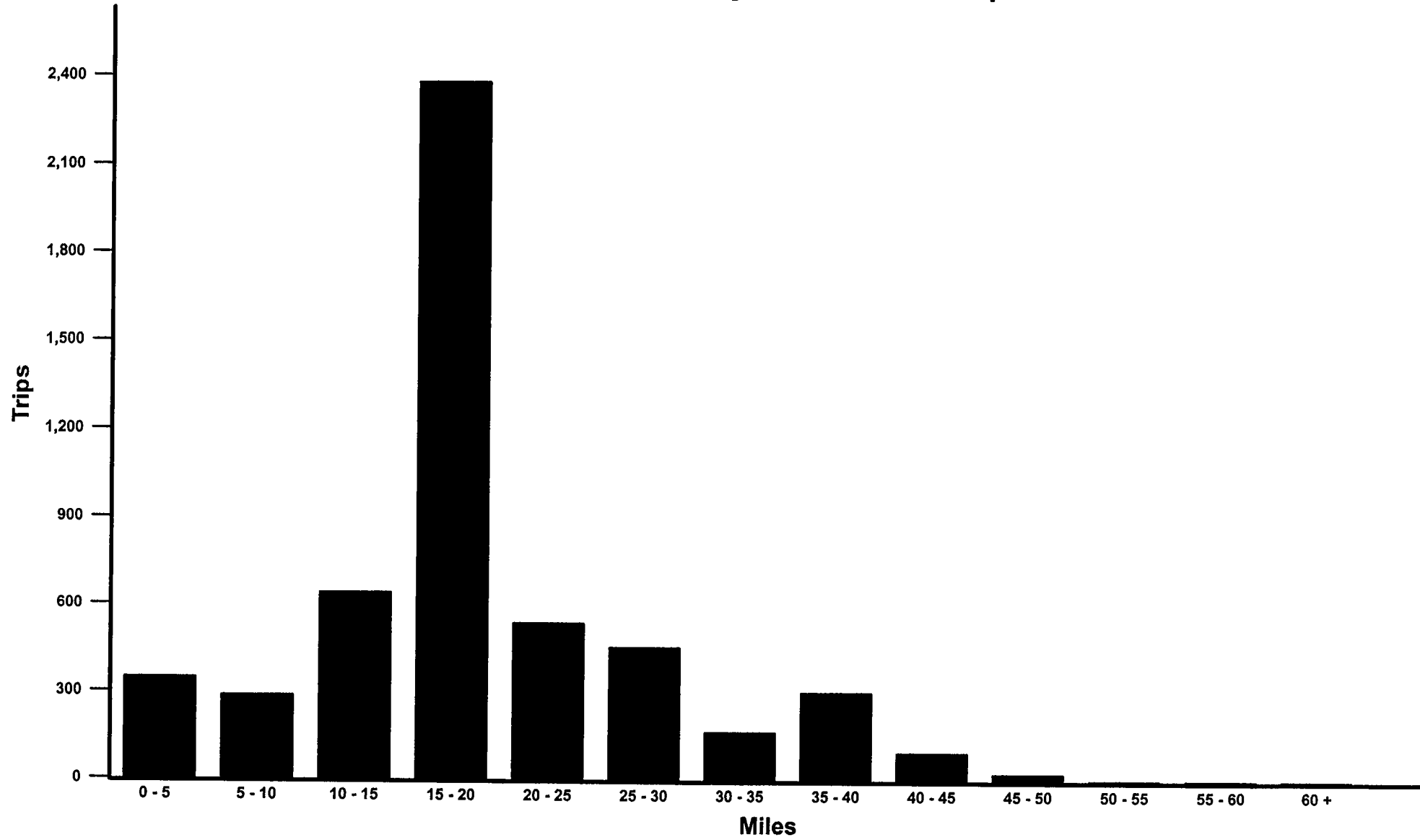
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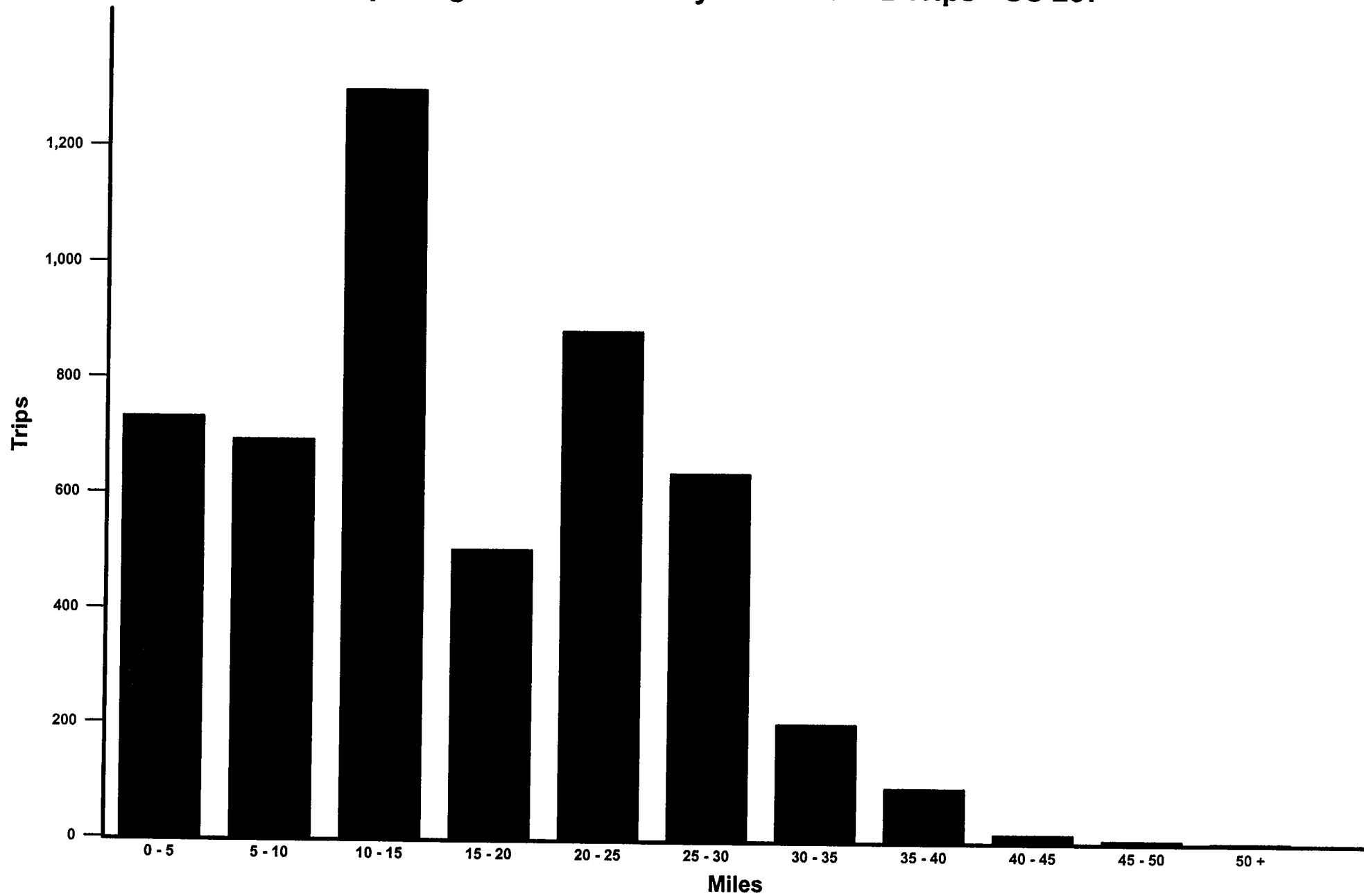
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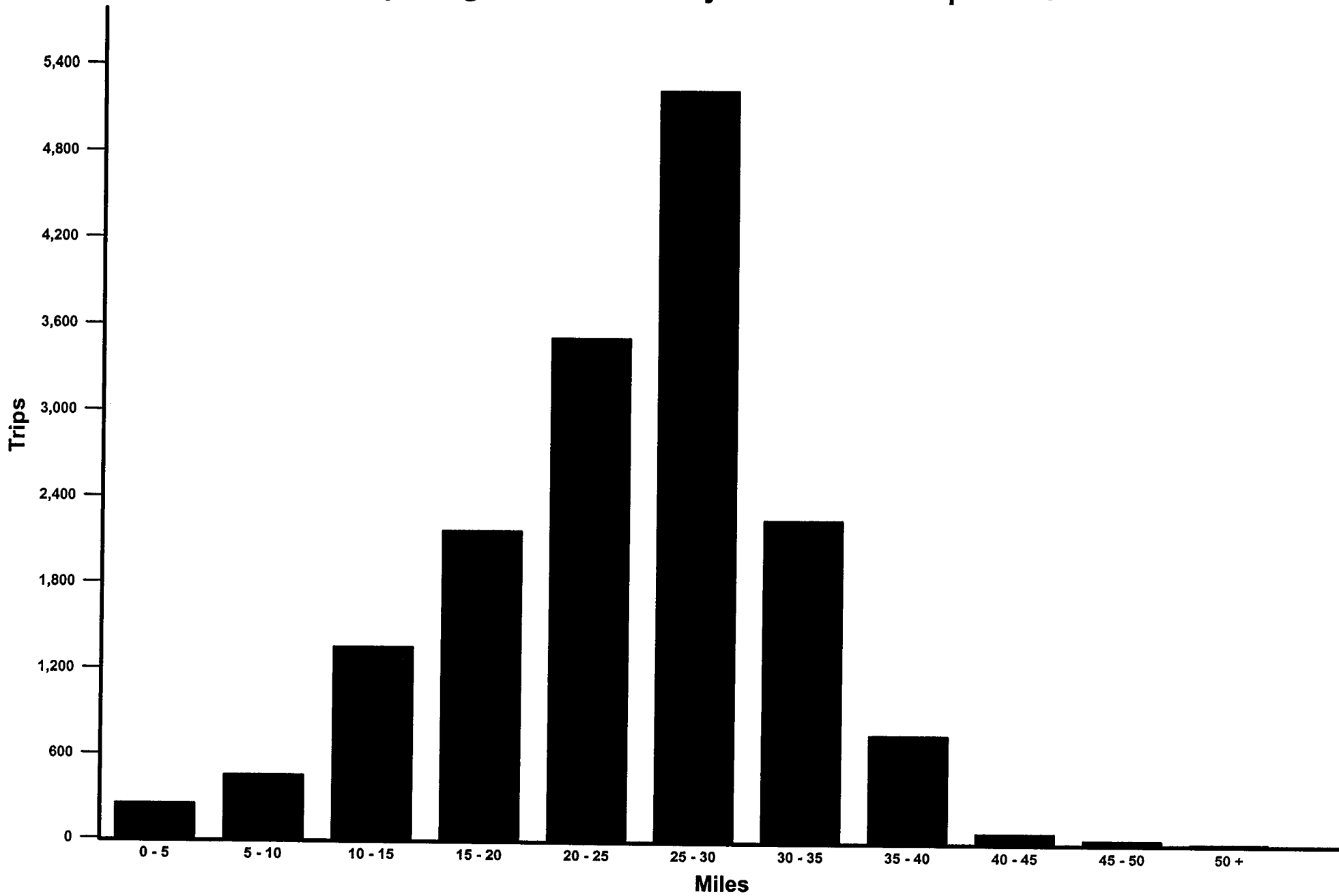
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NFR Trip Length Distribution by Distance - IE Trips - US 287



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