

2030 Daily Route Boardings
in north front range area

ROUTE	Description	NoAction	Alt1 Western Alignment	Alt2 Mid- Western Alignment	Alt3 Central Alignment	Alt4 Interior Alignment	Alt5	Alt6	Alt7	T12	T 13 (T3 with No DenFC)	T 14(T4 with DenFC Terminated at SH-7)
DenFC	North EIS Rail line	--	4,186	4,174	3,845	3,905	5,031	2,458	2,965	2,608		1886
DenLV	North EIS Rail line							394				
DenGR	North EIS Rail line							841	1301			
Boom	Loveland Local	283	284	284	284	284	284	287	301	284	283	283
Jitter	Loveland Local	722	792	795	852	917	868	801	860	835	790	896
Tango	Loveland Local	400	435	434	367	373	371	376	372	366	361	366
1GR	Greeley Local	415	357	356	356	357	357	359	399	356	355	355
2GR	Greeley Local	544	560	560	560	560	561	565	573	560	558	559
3GR	Greeley Local	199	70	70	70	70	70	71	76	70	69	70
4GR	Greeley Local	454	452	452	456	453	459	464	514	454	441	444
5GR	Greeley Local	983	1,059	1,059	1,069	1,066	1,076	1,101	1,280	1,063	1,032	1,040
6GR	Greeley Local	98	106	106	107	106	107	108	128	106	105	105
Fox Trot	Ft Collins-Loveland	685	2,609	2,628	2,091	2,072	2,086	2,024	2,772	2101	2239	2,101
11FC	Ft Collins Local	324	687	684	552	671	554	573	703	550	543	650
14FC	Ft Collins Local	438	310	309	727	319	778	362	336	680	535	313
15FC	Ft Collins Local	692	278	280	242	267	243	224	276	240	233	244
1FC	Ft Collins Local	1,454	1,632	1,625	1,517	1,693	1,527	1,522	1,656	1,516	1,522	1,657
2FC	Ft Collins Local	196	618	616	568	617	570	600	633	566	562	600
3FC	Ft Collins Local	489	606	605	523	599	525	538	611	521	515	585
4FC	Ft Collins Local	156	223	221	202	223	204	203	230	200	192	210
5FC	Ft Collins Local	560	674	669	592	632	594	576	917	590	587	614
64FC	Ft Collins Local	175	155	156	160	156	160	152	158	159	157	156
6FC	Ft Collins Local	304	437	436	401	434	404	400	804	399	396	413
7FC	Ft Collins Local	759	1,032	1,027	944	1,029	947	945	1,811	940	944	998
8FC	Ft Collins Local	390	499	494	413	464	414	418	476	411	405	452
9FC	Ft Collins Local	158	186	183	168	186	170	173	191	166	160	175
FFL	Feeder Firestone-Frederic-Longmont	--	674	748	735	724	751	717	702	716	678	692
GMB	Feeder Greeley-Milliken-Berthoud	--	682	666	--	725	--		770			684
GMBM	Feeder Greeley-Mill-Berth-Mead	--	--	--	619		630	606		606	563	
GWFC	Feeder Greeley-Windsor-Ft Collins	--	1,120	1,118	1,073	1,109	1,099	972	1,161	1,056	1,000	1,091
SH52	Feeder Ft Lupton-Boulder	--	976	1,172	1,231	1,285	1,274	1,178	1,025	1,177	1,064	1,212
US34	Feeder Greeley-Loveland	--	2,154	2,112	2,161	2,139	2,264	1,502	1,973	2,060	1,790	1,997
Well	Feeder Wellington-Ft Collins					397			405			385
DUSLM	FasTracks Rail -US36 to Longmont	2,109	1,689	2,333	1,683	1,743	1,661	1,732	1,710	1,732		1806
DUS30	FasTracks Rail -US36 to 30th/Pearl	1,323	1,058	1,211	1,214	1,211	1,221	1,209	1,230	1,210		1206
DUSH7	FasTracks Rail -N Metro to SH7	7,599	8,084	7,900	7,858	7,659	7,780	7,925	7,817	7,970		9132
DUS124	FasTracks Rail -N Metro to 124th	4,145	4,572	4,579	4,581	4,449	4,548	4,550	4,663	4,576		4558

n/a: Alternative does not include Route

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9/21/2007

GMBM = GMBE + GMBW

North I-25 EIS
Level 2B Screening

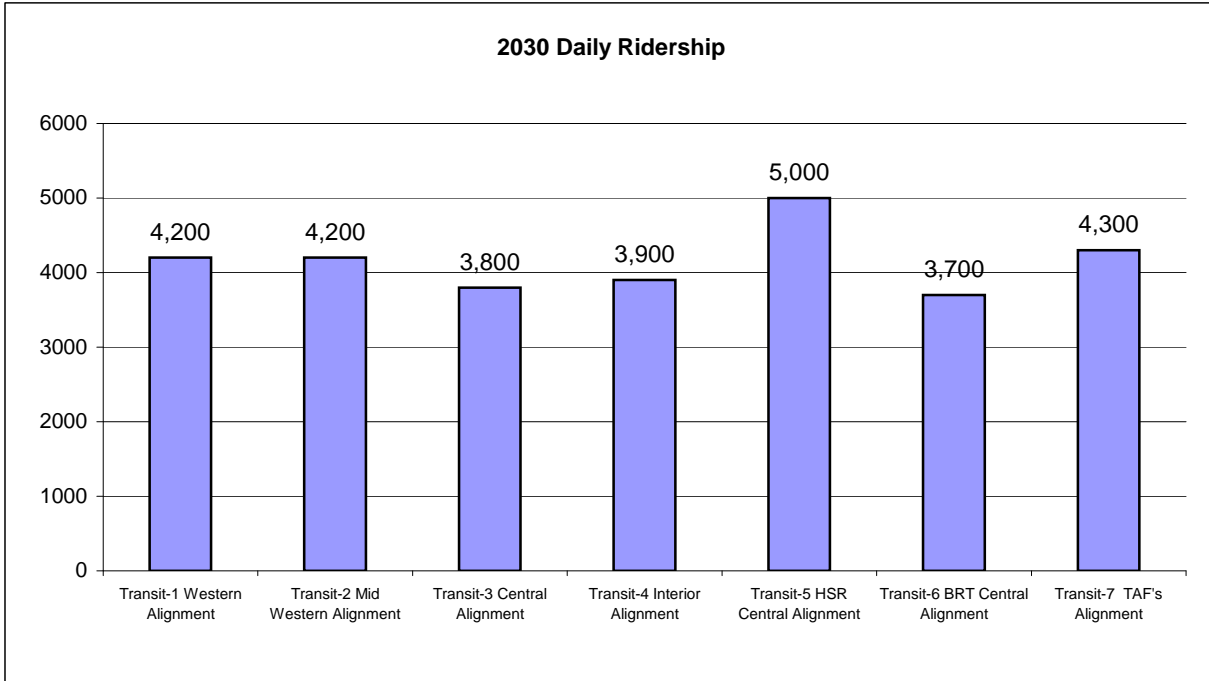
2030 Daily Route Boardings
in north front range area

ROUTE	Description	NoAction	Alt1 Western Alignment	Alt2 Mid- Western Alignment	Alt3 Central Alignment	Alt4 Interior Alignment	Alt5 HSR Central Alignment	Alt6 BRT Central Alignment	Alt7 TAFS Alternative
DenFC	North I-25 EIS Rail line	--	700	700	600	600	600	--	5,600
DUS30	US36 Rail to 30th/Pearl	300	400	400	400	400	400	400	800
DUSH7	North Metro Rail to SH7	800	1,000	1,000	900	1,000	900	900	1,800
DUSLM	US36 Rail to Longmont	400	500	500	400	500	400	400	500
FFL	Firestone-Frederick-Longmont	--	200	200	200	200	200	200	200
Fox Trot	Ft Collins-Loveland	#VALUE!	700	700	700	700	800	700	700
GMB	Greeley-Milliken-Berthoud	--	700	700	--	700	--	--	800
GMBE	Greeley-Milliken-Mead	--	--	--	600	--	600	600	--
GMBW	Berthoud-Mead	--	--	--	--	--	--	--	--
GWFC	Greeley-Windsor-Ft. Collins	--	1,100	1,100	1,100	1,100	1,100	1,000	1,200
Jitter	Loveland Local	#VALUE!	1,000	1,200	1,200	1,300	1,300	1,200	1,000
SH52	Ft. Lupton-Boulder via SH 52 and SH 119	--	2,200	2,100	2,200	2,100	2,300	1,500	2,000
Tango	Loveland Local	0	0	0	0	400	0	0	400
US34	Greeley-Loveland via US 34	--	1,700	2,300	1,700	1,700	1,700	1,700	1,700
Well	Wellington-Ft. Collins	--	--	--	--	7,700	--	--	7,800
DenGR/LV/FC	Denver-Greeley-Loveland-Ft. Collins	--	--	--	--	--	--	6,300	--

n/a: Alternative does not include Route

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**North I-25 EIS
Level 2B Screening**

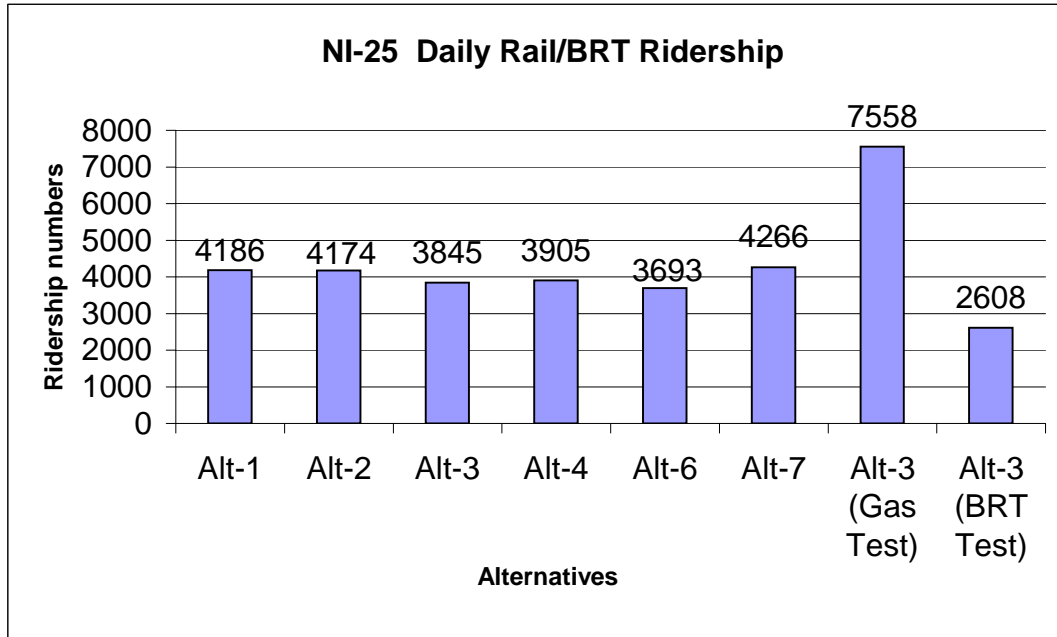


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Daily Rail/BRT Ridership

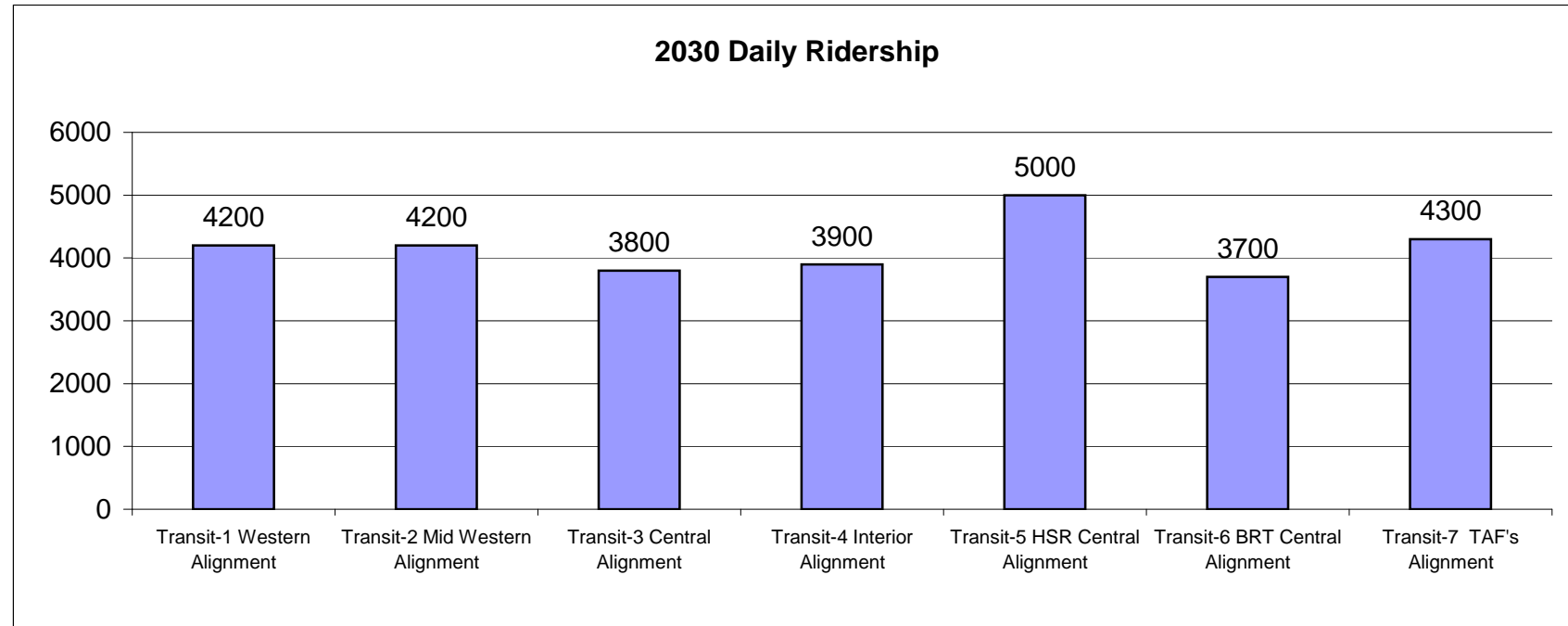
Alt-1	Alt-2	Alt-3	Alt-4	Alt-6	Alt-7	Alt-3 (Gas Test)	Alt-3 (BRT Test)
4186	4174	3845	3905	3693	4266	7558	2608



9/12/2007

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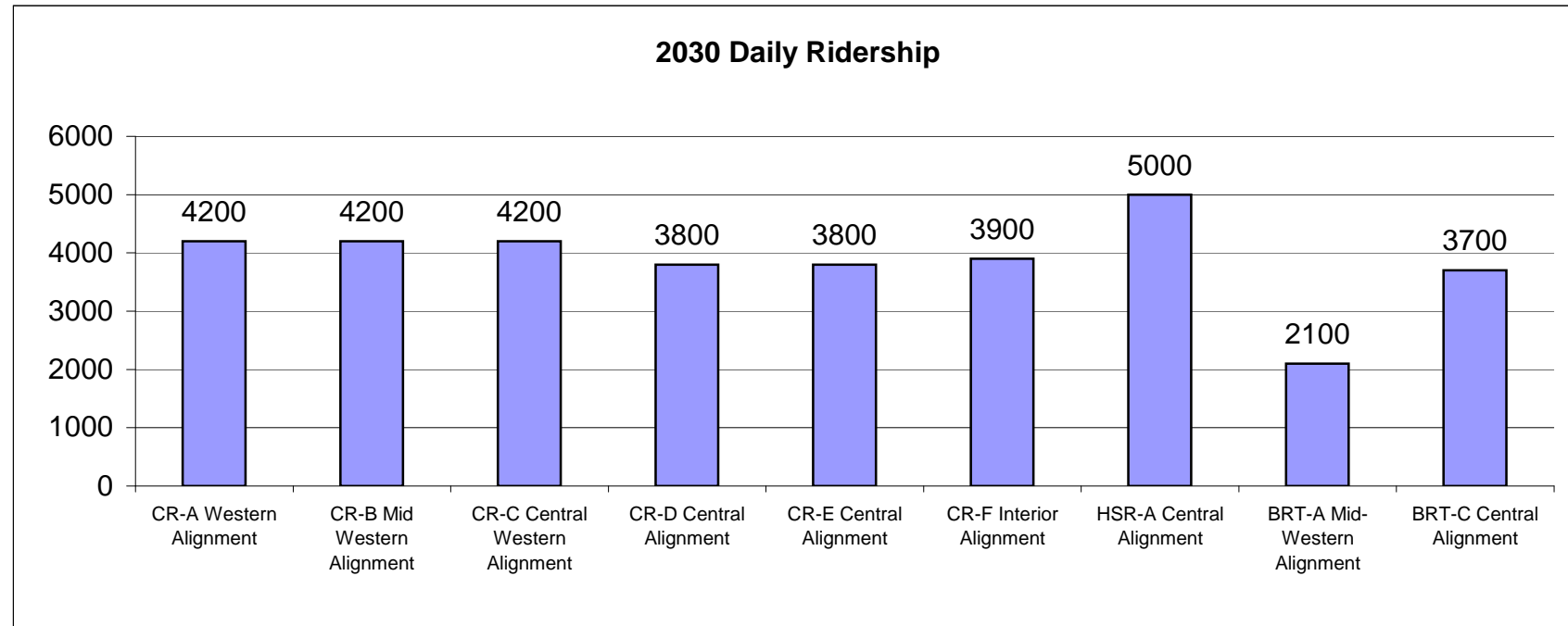
Daily Rail/BRT Ridership



Alternatives	Daily Ridership	
Transit-1 Western Alignment	4200	4186
Transit-2 Mid Western Alignment	4200	4174
Transit-3 Central Alignment	3800	3845
Transit-4 Interior Alignment	3900	3905
Transit-5 HSR Central Alignment	5000	5031
Transit-6 BRT Central Alignment	3700	3693
Transit-7 TAF's Alignment	4300	4266

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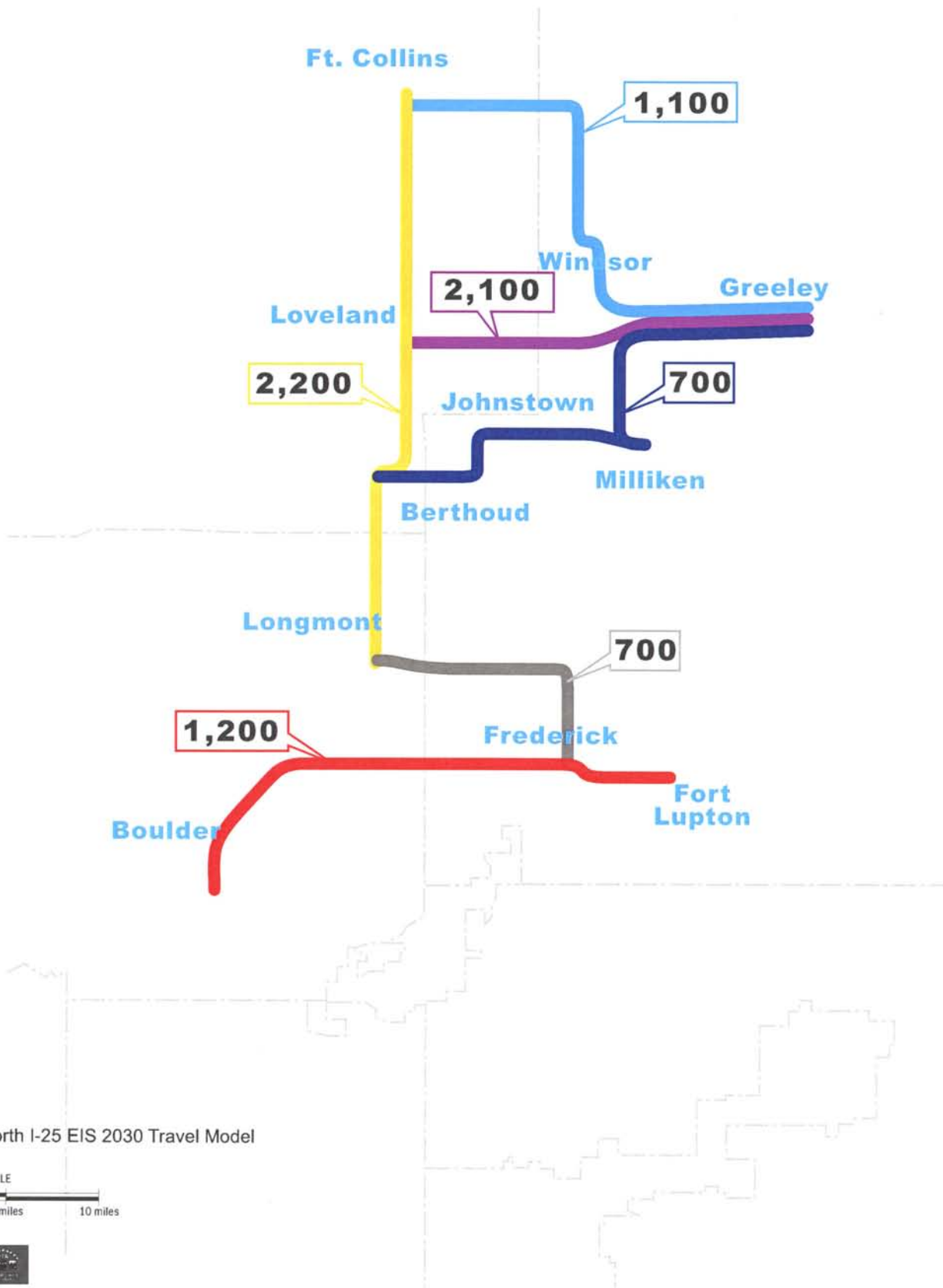
North I-25 EIS
Level 2B Screening



Alternatives	Daily Ridership	
CR-A Western Alignment	4200	4186
CR-B Mid Western Alignment	4200	4174
CR-C Central Western Alignment	4200	3845
CR-D Central Alignment	3800	3905
CR-E Central Alignment	3800	5031
CR-F Interior Alignment	3900	3693
HSR-A Central Alignment	5000	4266
BRT-A Mid-Western Alignment	2100	MROUND(3700*2000/3
BRT-C Central Alignment	3700	

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2030 Feeder Bus Ridership (averaged among alternatives)

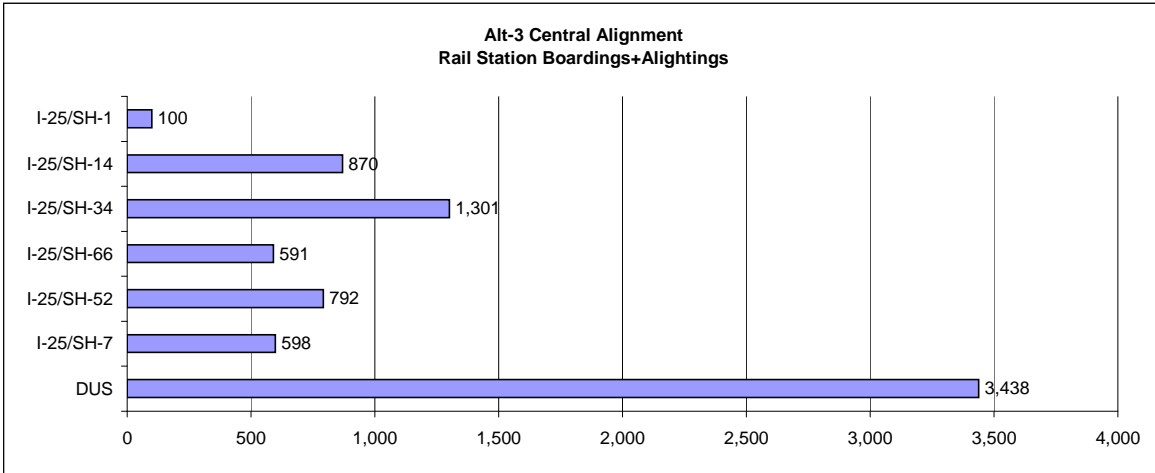


Source: North I-25 EIS 2030 Travel Model



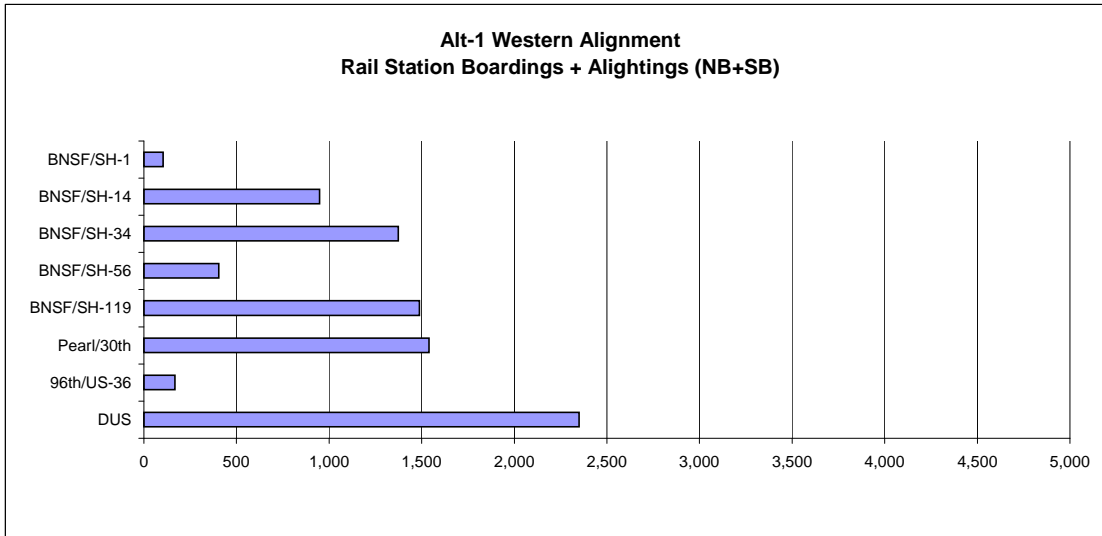
Alt-3 Central Alignment
Rail Station Boardings + Alightings

Stations	Boardings+Alightings(NB+SB)
DUS	3,438
I-25/SH-7	598
I-25/SH-52	792
I-25/SH-66	591
I-25/SH-34	1,301
I-25/SH-14	870
I-25/SH-1	100



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North I-25 EIS
Level 2B Screening



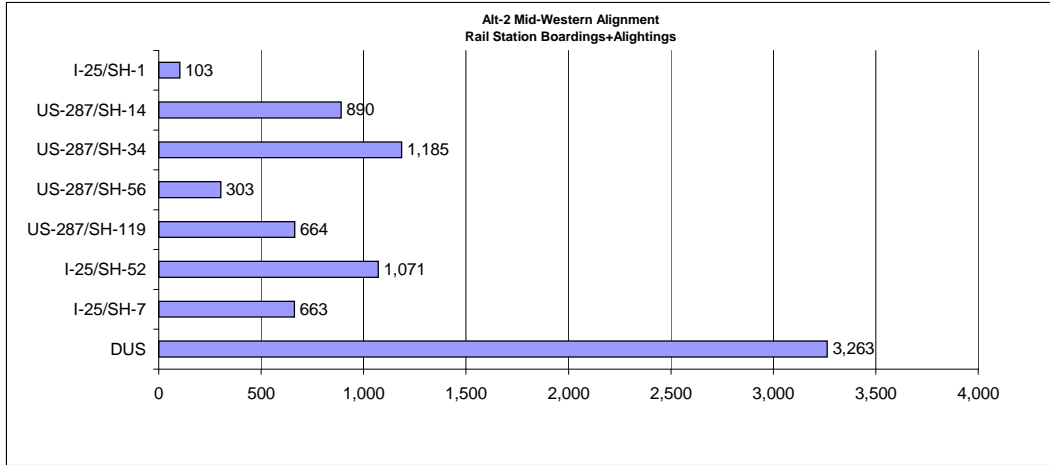
Stations	Boardings + Alightings (NB+SB)
DUS	2,350
96th/US-36	168
Pearl/30th	1,539
BNSF/SH-119	1,487
BNSF/SH-56	404
BNSF/SH-34	1,373
BNSF/SH-14	949
BNSF/SH-1	104

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Alt-2 Mid Western Alignment
Rail Station Boardings + Alightings

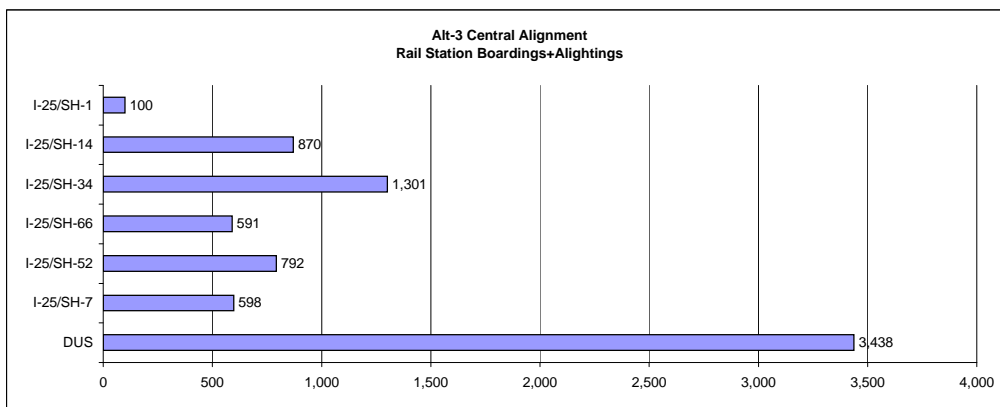
Stations	Boardings+Alightings (NB+SB)
DUS	3,263
I-25/SH-7	663
I-25/SH-52	1,071
US-287/SH-119	664
US-287/SH-56	303
US-287/SH-34	1,185
US-287/SH-14	890
I-25/SH-1	103



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Alt-3 Central Alignment
Rail Station Boardings + Alightings

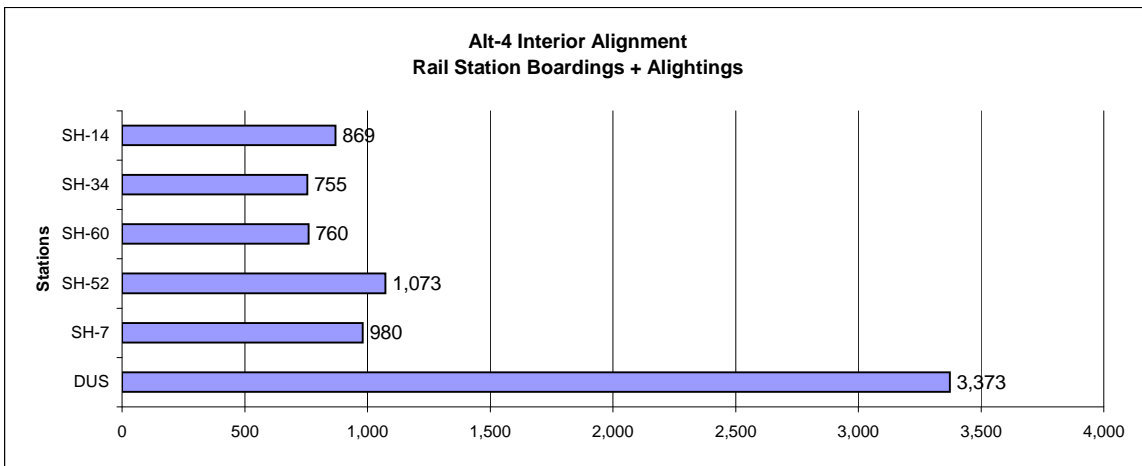
Stations	Boardings+Alightings(NB+SB)
DUS	3,438
I-25/SH-7	598
I-25/SH-52	792
I-25/SH-66	591
I-25/SH-34	1,301
I-25/SH-14	870
I-25/SH-1	100



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Alt-4 Interior Alignment
Rail Station Boardings + Alightings

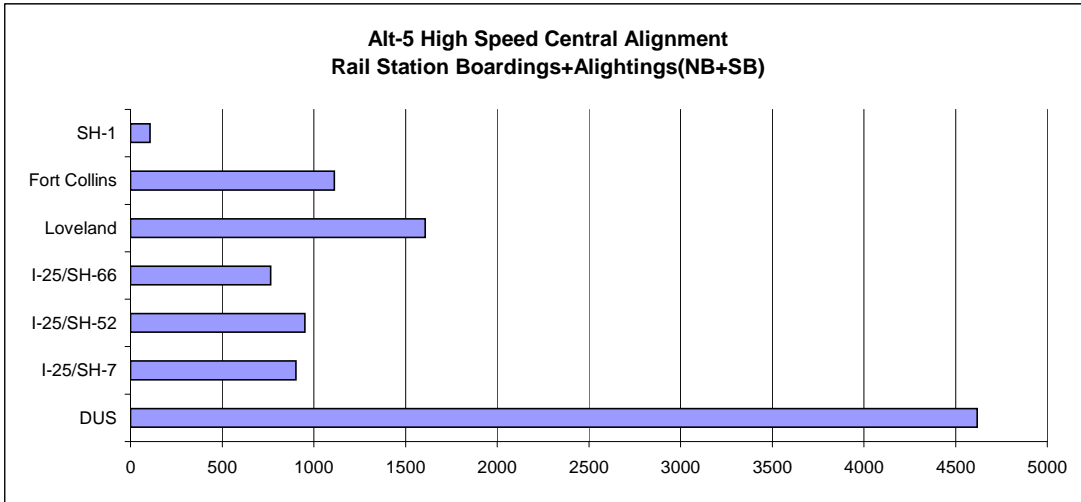
Stations	Boardings + Alightings (NB+SB)
DUS	3,373
SH-7	980
SH-52	1,073
SH-60	760
SH-34	755
SH-14	869



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North I-25 EIS
Level 2B Screening



Stations	Boardings+Alightings(NB+SB)
DUS	4617
I-25/SH-7	903
I-25/SH-52	951
I-25/SH-66	765
Loveland	1608
Fort Collins	111
SH-1	106

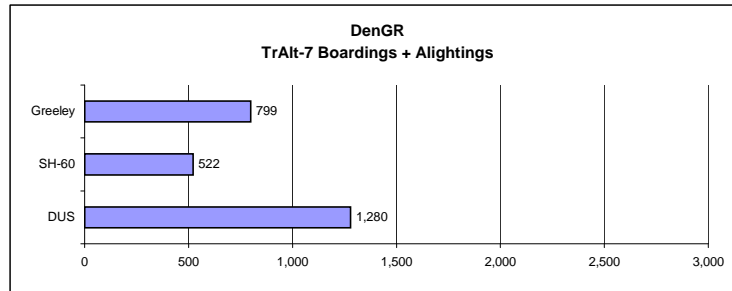
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Alt-7 Station Boardings + Alightings

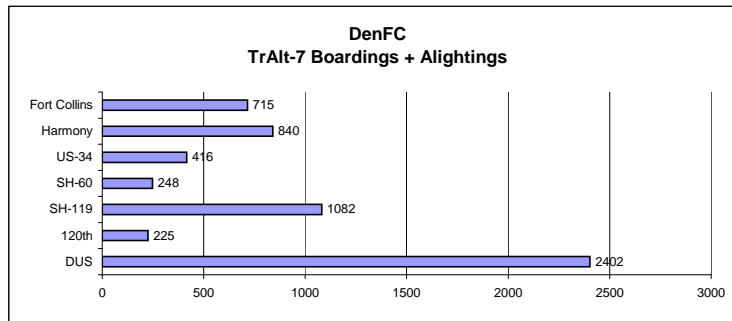
DenGR

	NB	SB	Boardings+Alightings(NB+SB)
DUS	53	1,226	1,280
SH-60	13	509	522
Greeley	62	737	799



DenFC

	NB	SB	Boardings+Alightings(NB+SB)
DUS	168	2,234	2,402
120th	101	124	225
SH-119	80	1,002	1,082
SH-60	104	144	248
US-34	153	263	416
Harmony	187	653	840
Fort Collins	195	520	715



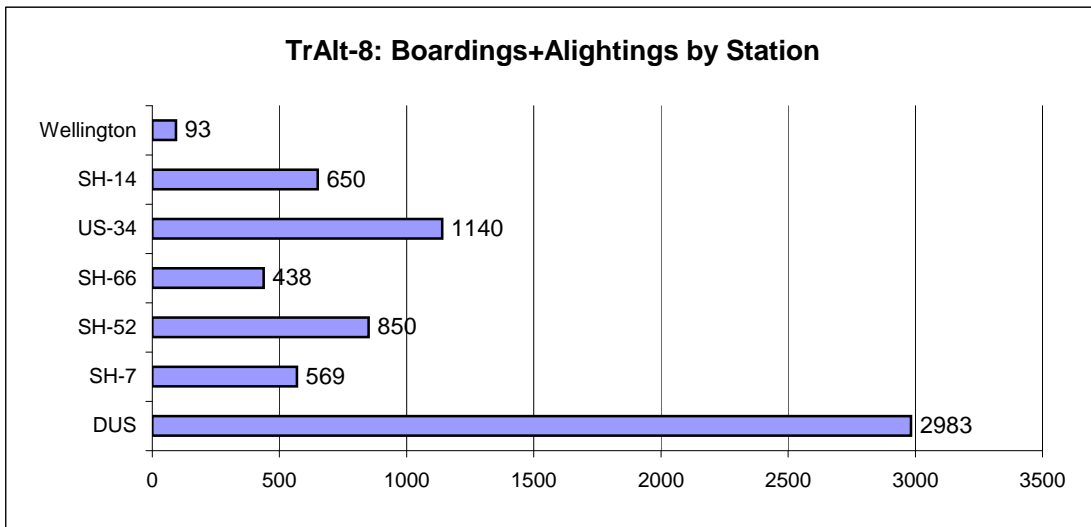
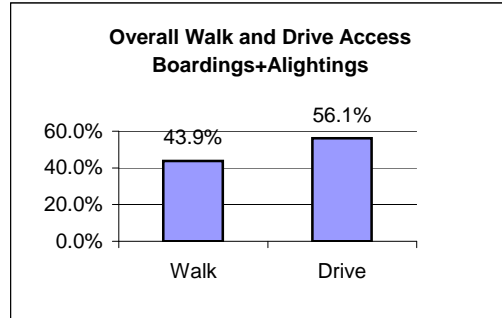
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North I-25 EIS
Level 2B Screening

TrAlt-8

Boardings + Alightings of Rail line

DUS	2983
SH-7	569
SH-52	850
SH-66	438
US-34	1140
SH-14	650
Wellington	93



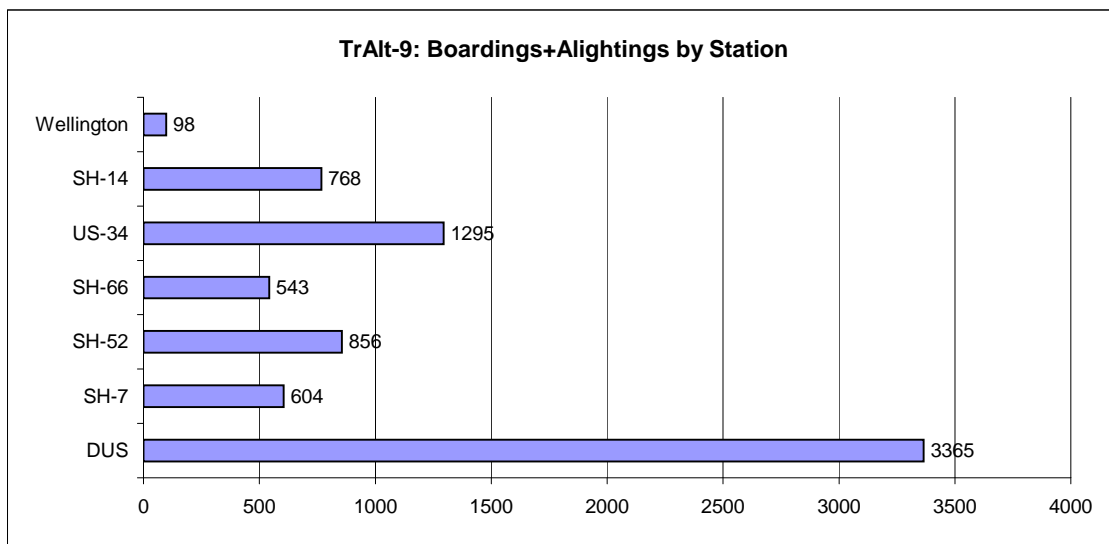
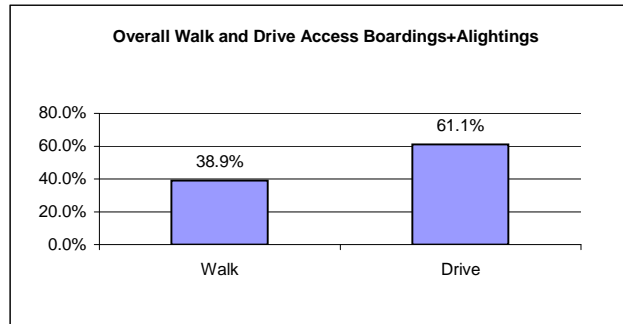
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TrAlt-9

Boardings+Alightings

DUS	3365
SH-7	604
SH-52	856
SH-66	543
US-34	1295
SH-14	768
Wellington	98



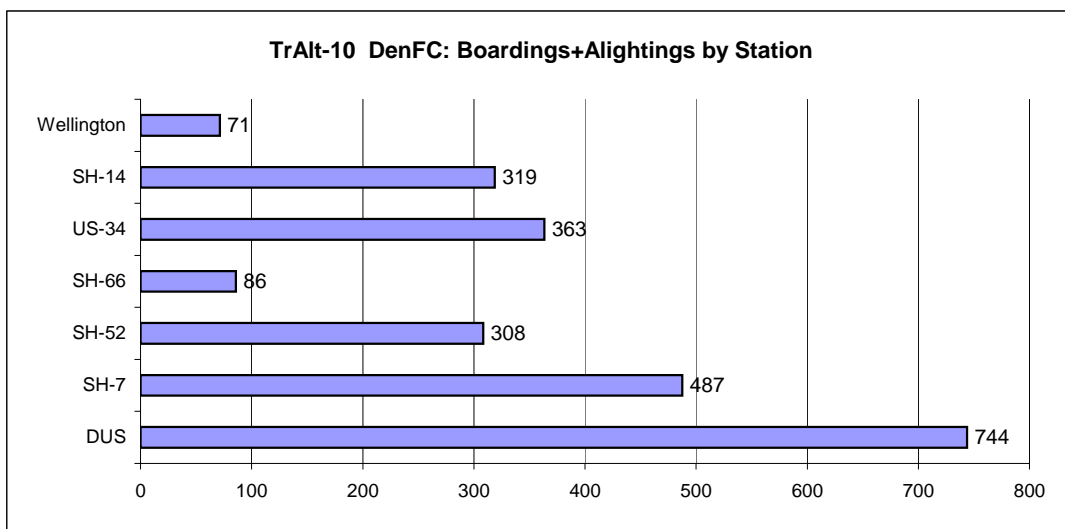
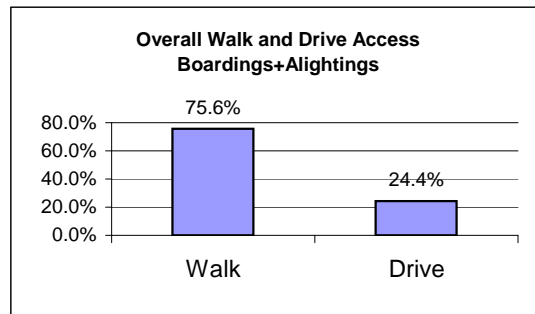
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Boardings+Alightings by Station

TrAlt-10

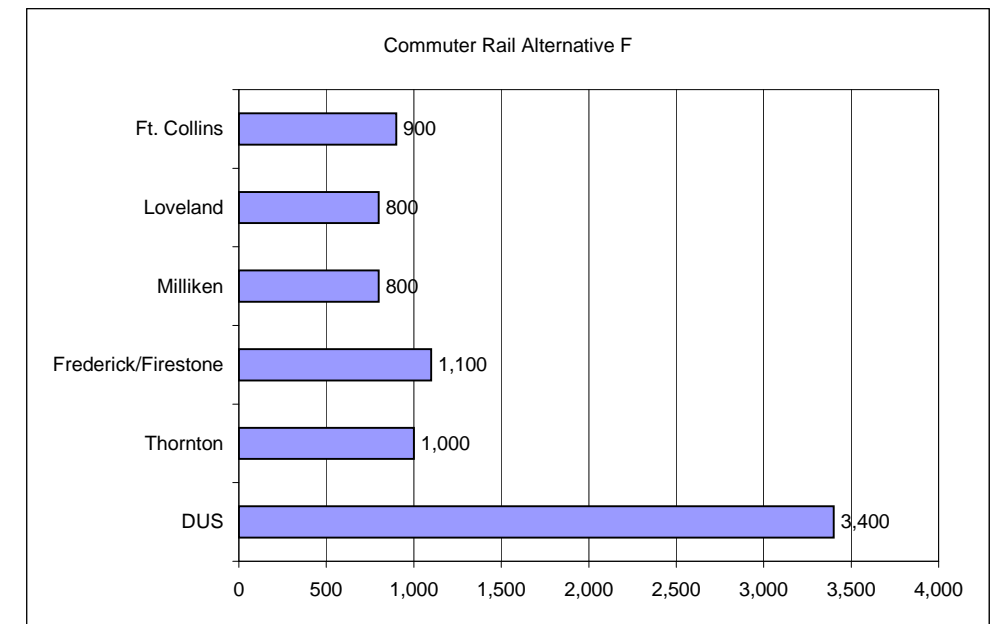
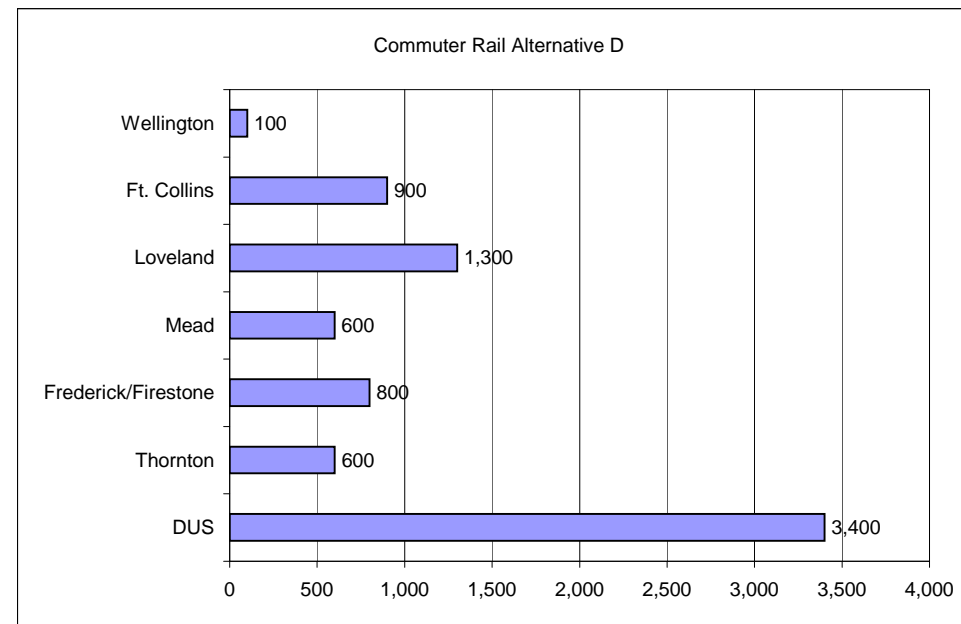
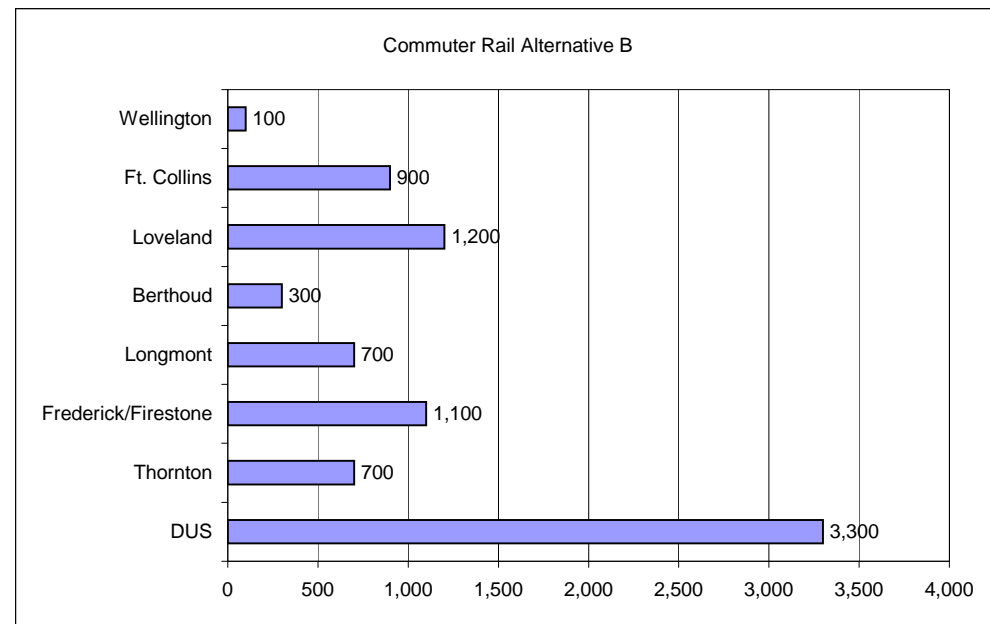
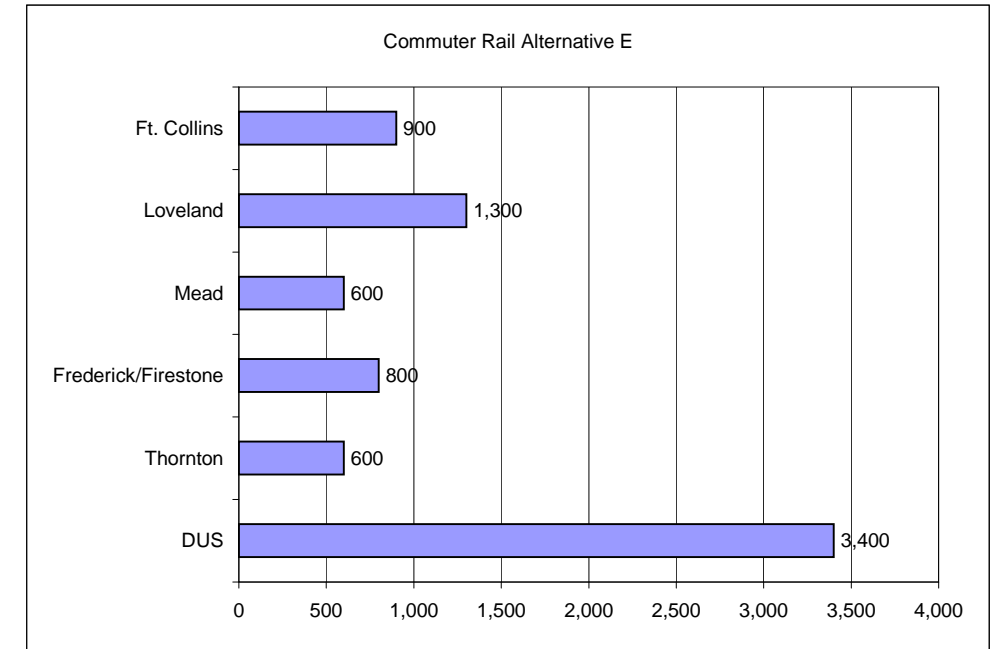
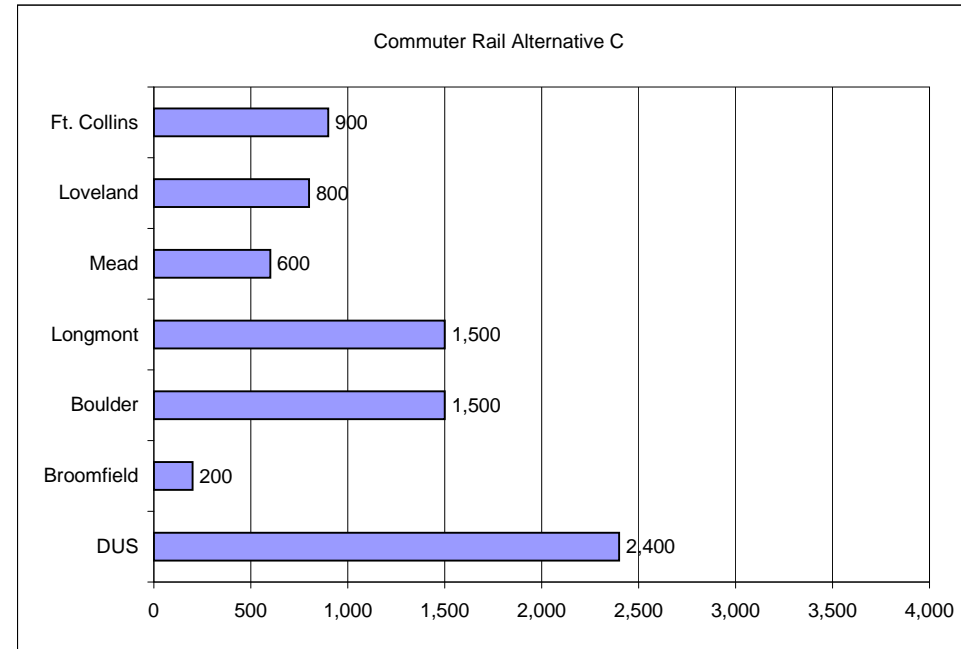
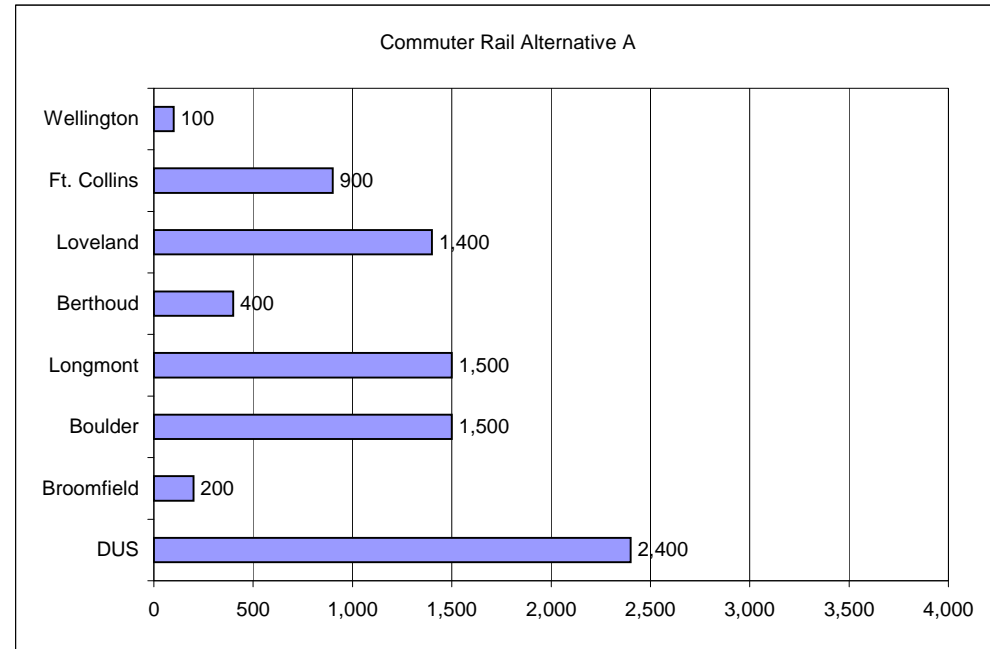
DUS	744
SH-7	487
SH-52	308
SH-66	86
US-34	363
SH-14	319
Wellington	71



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**North I-25 EIS
Level 2B Screening**

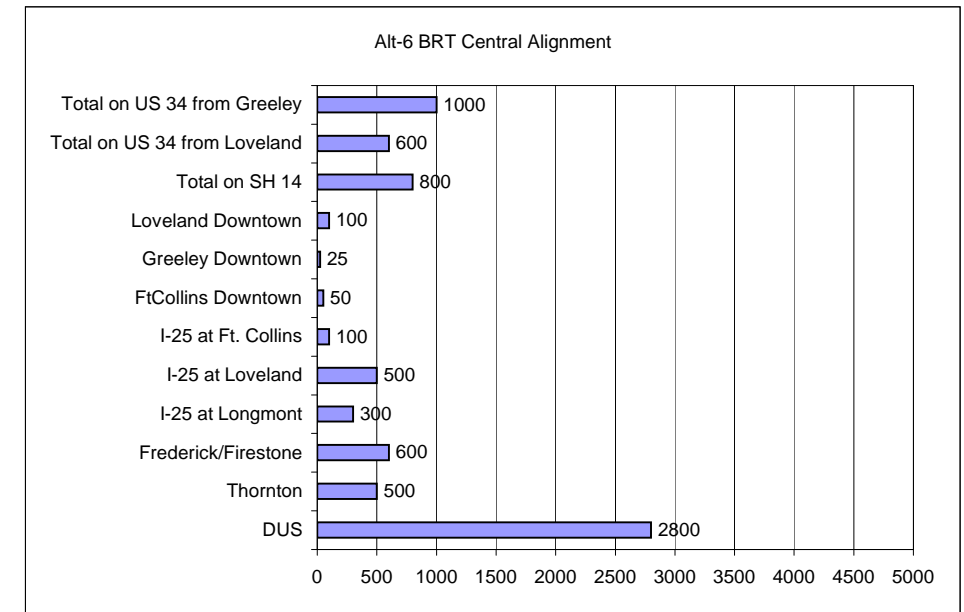
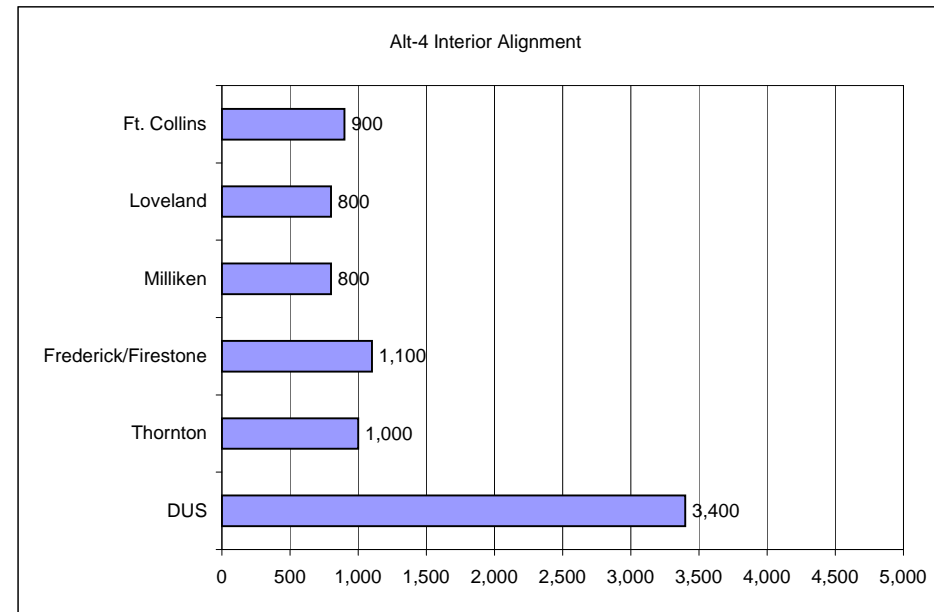
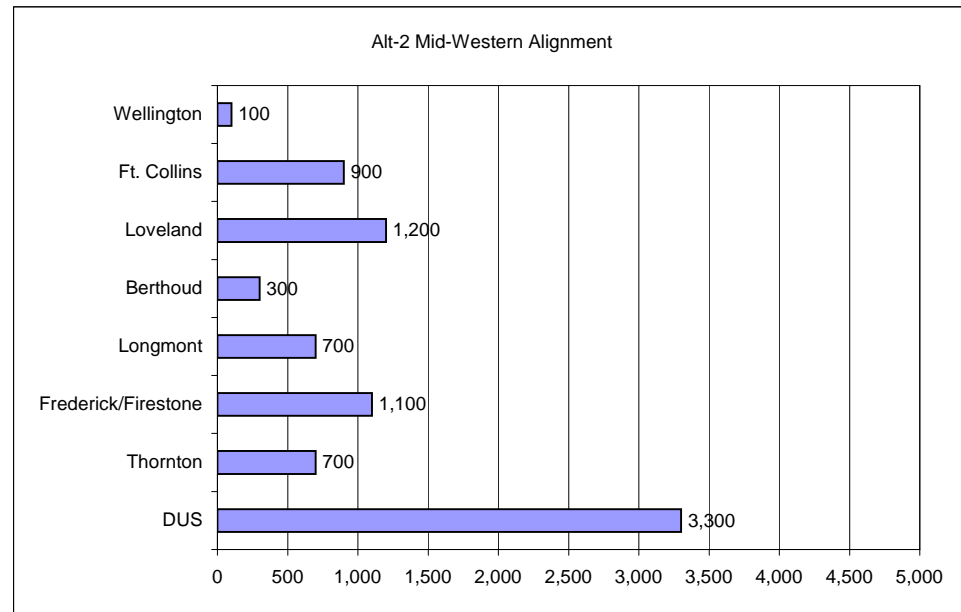
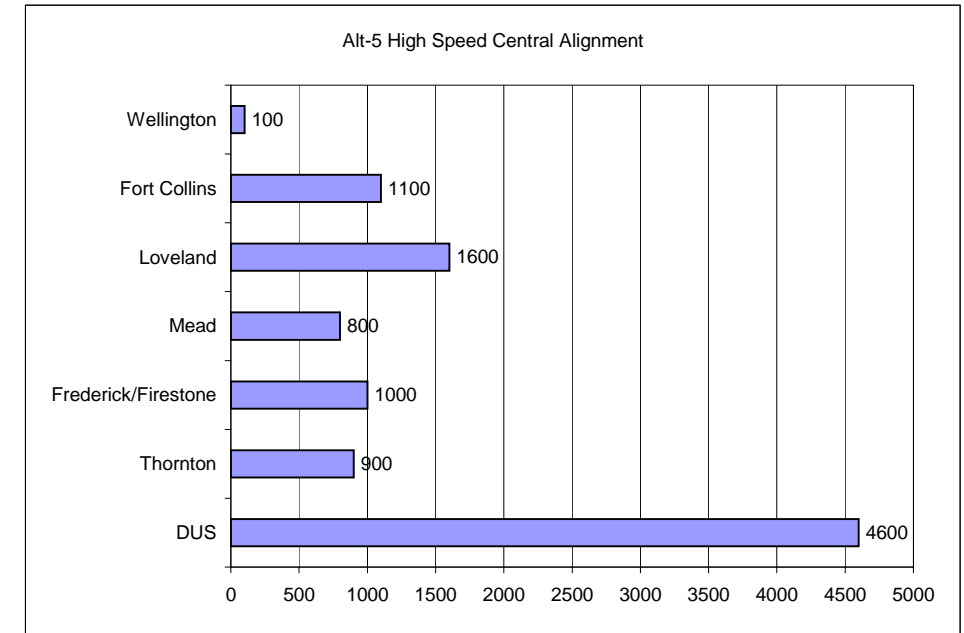
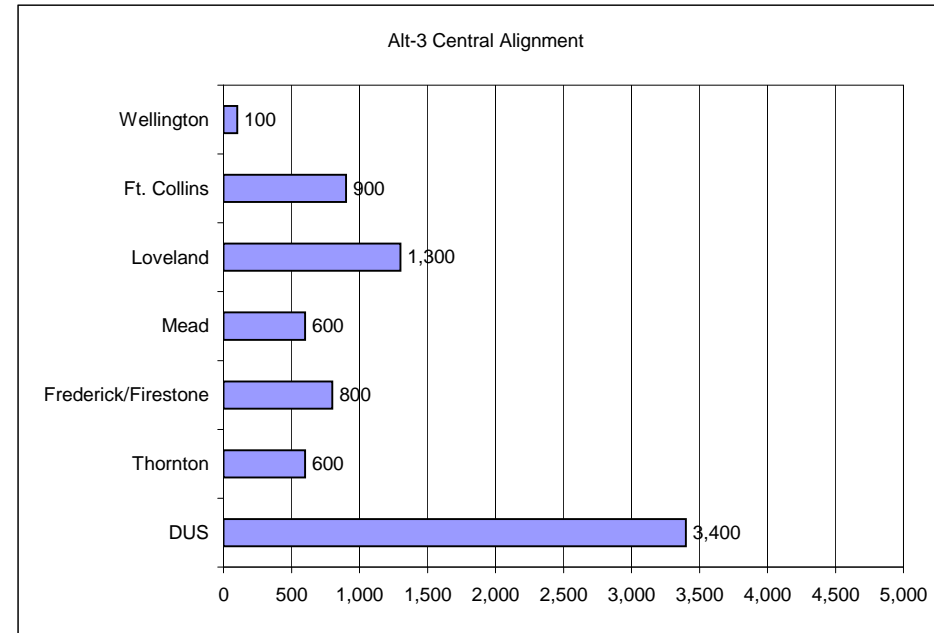
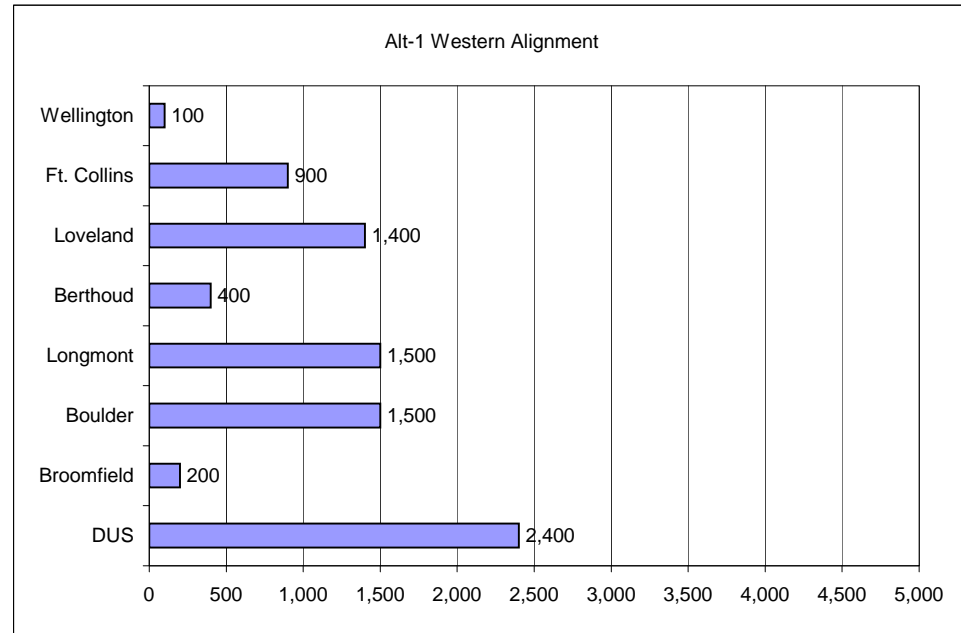


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**North I-25 EIS
Level 2B Screening**

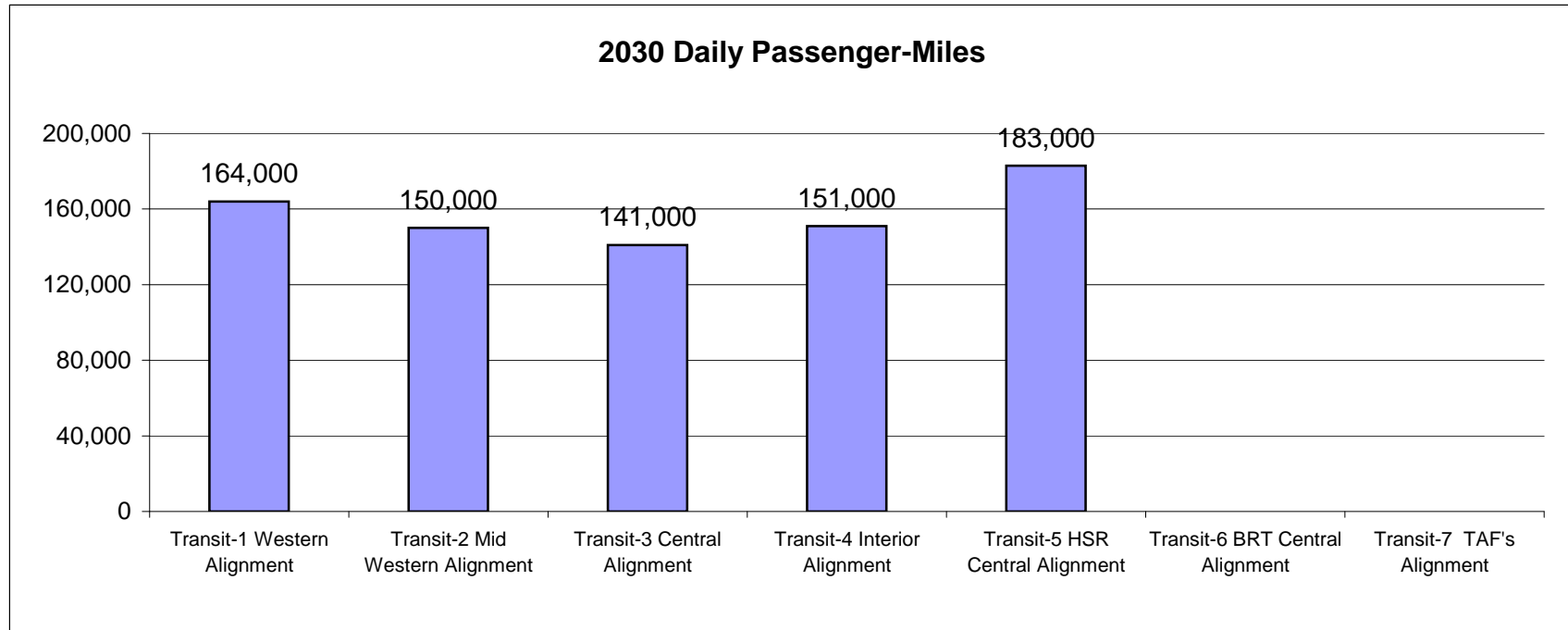
2030 Daily Rail Station Boardings and Alightings



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**North I-25 EIS
Level 2B Screening**



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9/12/2007

Regional Transit Trip Summary

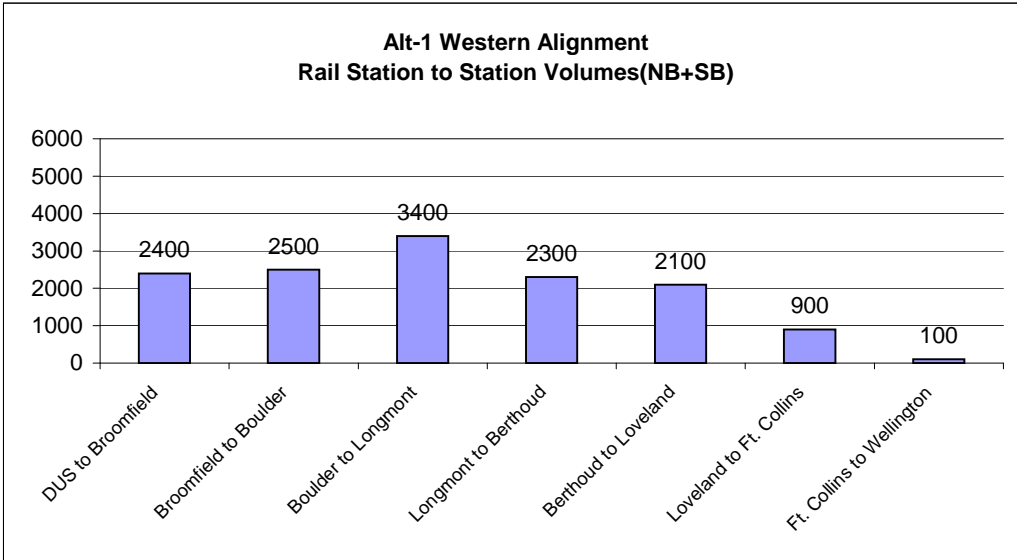
9,000 New transit trips over No-Action	
2,000	NFR to/from DRCOG
	1,200 NFR to/from Denver CBD 200 NFR to/from DIA
3,700	NFR to/from NFR
	50 Greeley to/from Ft Collins 250 Greeley to/from North Mid 200 Greeley to/from Loveland 450 - 600 Ft Collins to/from Loveland 250 Ft Collins to/from North Mid 300 - 350 Loveland to/from North Mid
3,200	DRCOG to/from DRCOG
	300 SW Weld to/from Longmont

Notes:
 Averaged among alternatives
 Boundary between NFR and DRCOG is SH-66

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**North I-25 EIS
Level 2B Screening**



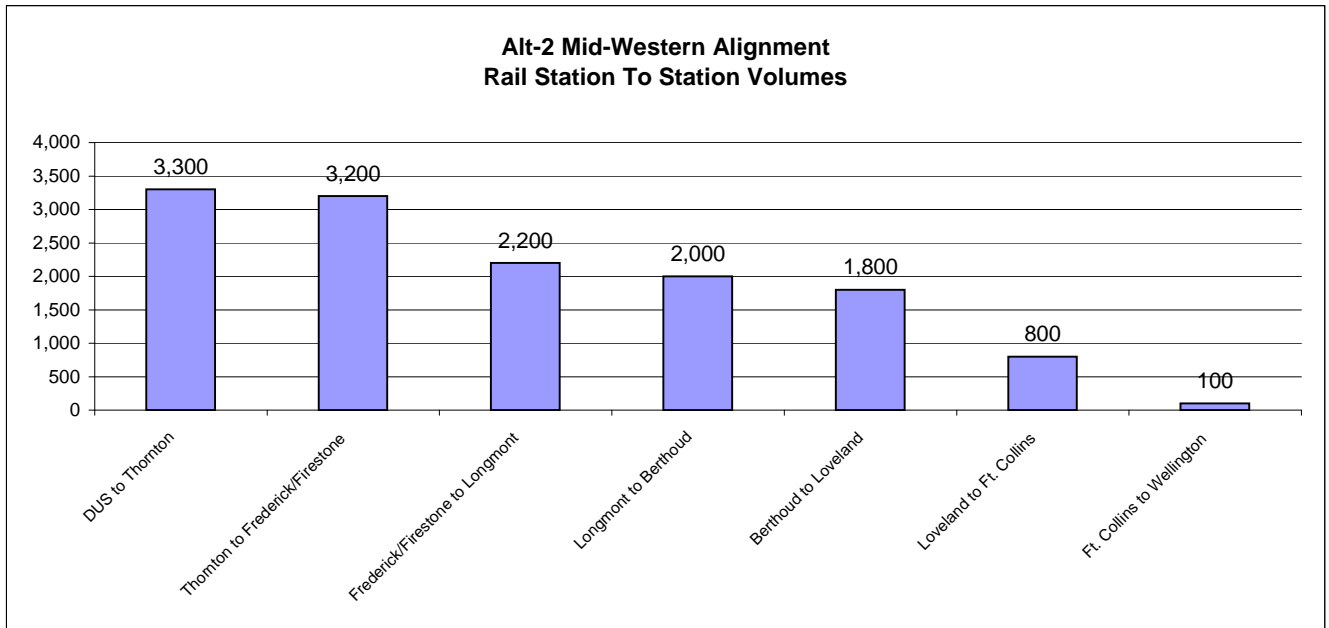
	NB+SB Volumes	
DUS to Broomfield	2400	2350
Broomfield to Boulder	2500	2518
Boulder to Longmont	3400	3371
Longmont to Berthoud	2300	2309
Berthoud to Loveland	2100	2056
Loveland to Ft. Collins	900	911
Ft. Collins to Wellington	100	104

9/12/07

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**Alt-2 Mid-Western Alignment
 Rail Station-to-Station Volumes**

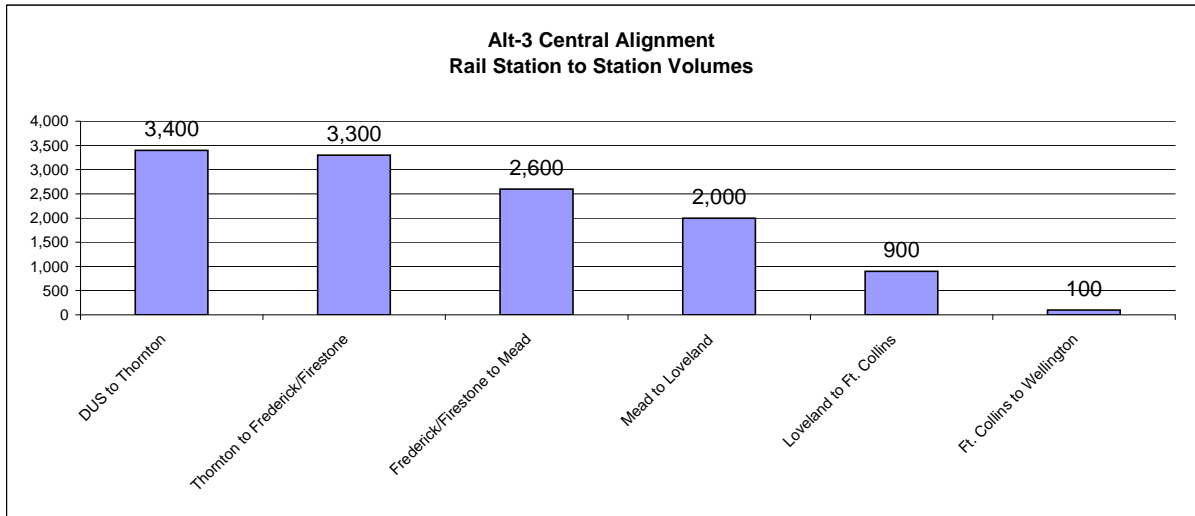
Stations	NB+SB Volumes	
DUS to Thornton	3,300	3,263
Thornton to Frederick/Firestone	3,200	3,162
Frederick/Firestone to Longmont	2,200	2,179
Longmont to Berthoud	2,000	1,957
Berthoud to Loveland	1,800	1,807
Loveland to Ft. Collins	800	850
Ft. Collins to Wellington	100	103



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Alt-3 Central Alignment
 Rail Station to Station Volumes

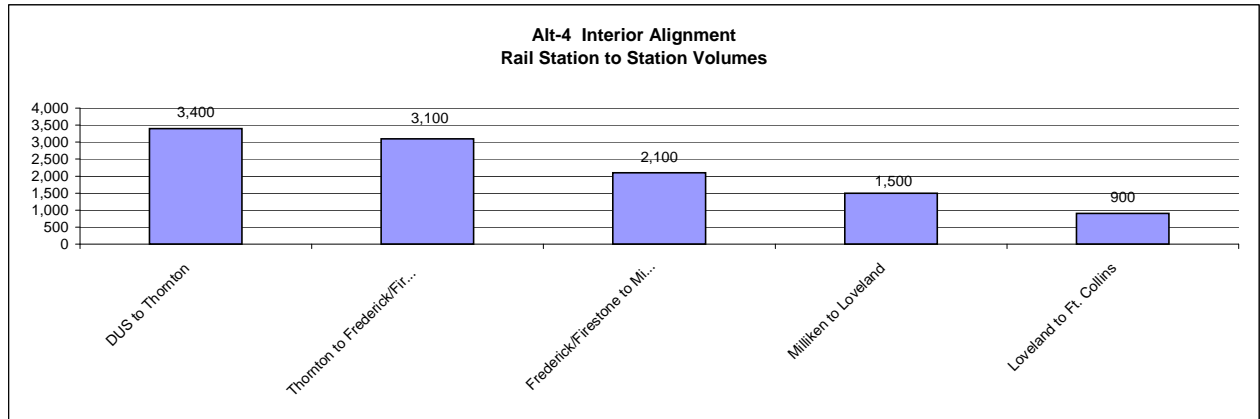
Stations	NB+SB Volumes	
DUS to Thornton	3,400	3,438
Thornton to Frederick/Firestone	3,300	3,275
Frederick/Firestone to Mead	2,600	2,560
Mead to Loveland	2,000	2,032
Loveland to Ft. Collins	900	854
Ft. Collins to Wellington	100	100



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Alt-4 Interior Alignment
 Rail Station to Station Volumes

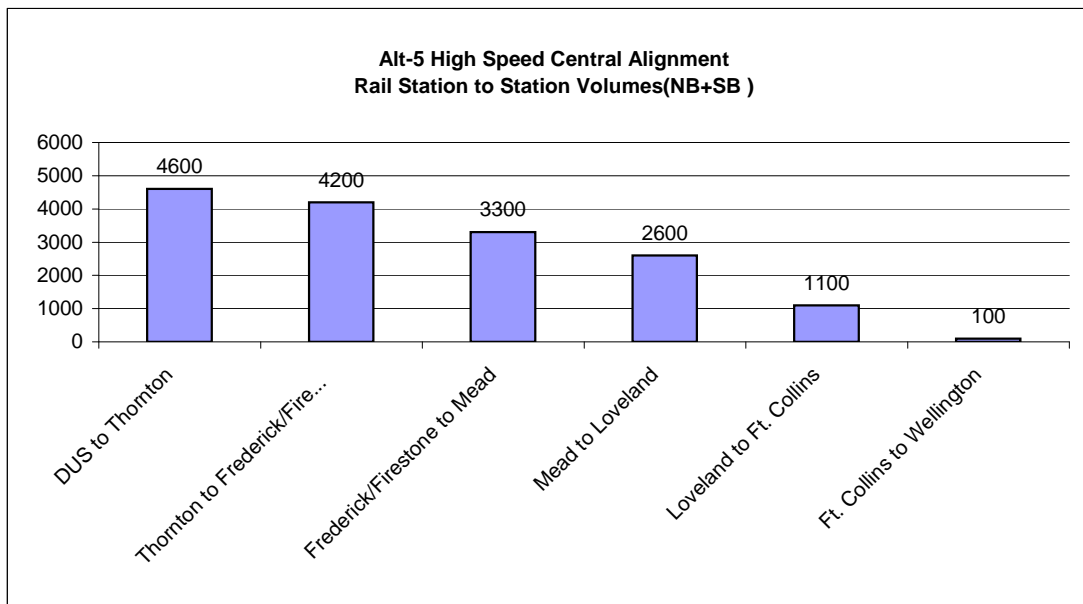
	Volumes(NB+SB)	
DUS to Thornton	3,400	3,373
Thornton to Frederick/Fi	3,100	3,136
Frederick/Firestone to M	2,100	2,111
Miliken to Loveland	1,500	1,496
Loveland to Ft. Collins	900	869



9/12/2007

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North I-25 EIS
Level 2B Screening

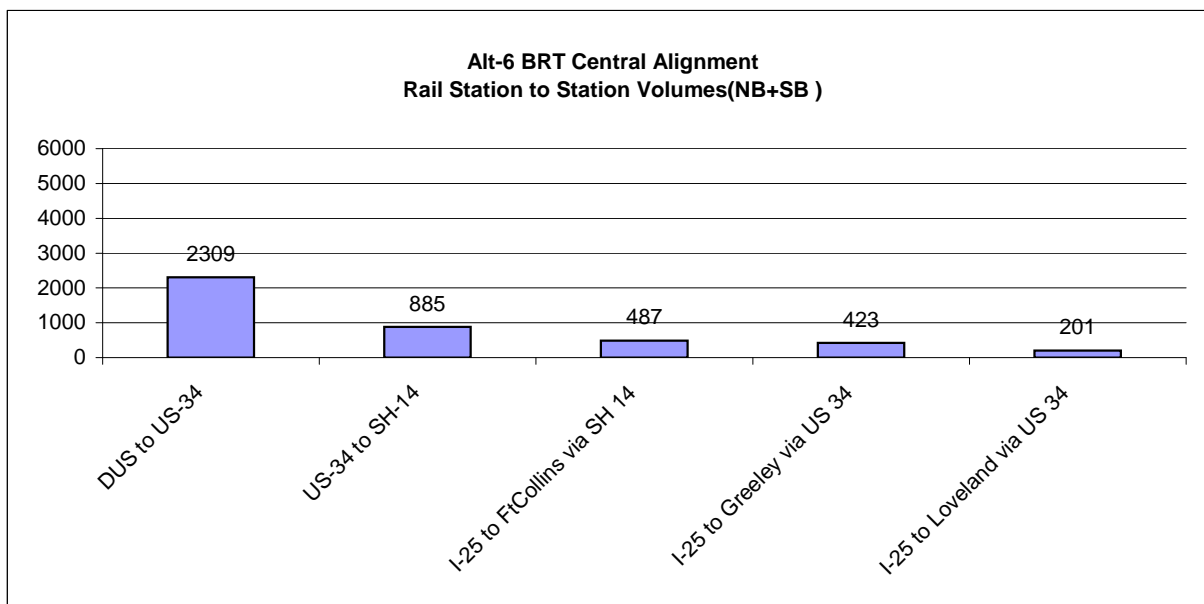


	NB+SB Volumes	
DUS to Thornton	4600	4617
Thornton to Frederick	4200	4150
Frederick/Firestone	3300	3282
Mead to Loveland	2600	2582
Loveland to Ft. Coll	1100	1109
Ft. Collins to Wellin	100	106

9/12/07

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North I-25 EIS
Level 2B Screening



NB+SB Volumes

DUS to US-34	2300	2309
US-34 to SH-14	900	885
I-25 to FtCollins via SH 14	500	487
I-25 to Greeley via US 34	400	423
I-25 to Loveland via US 34	200	201

9/12/07

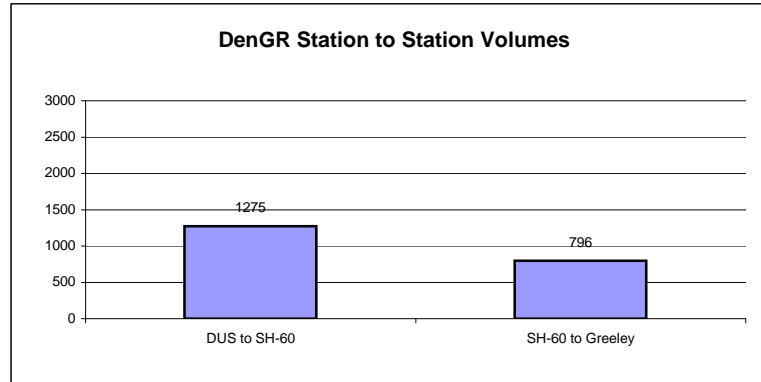
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NI-25 EIS
Level 2B Screening

TrAlt-7 Station to Station Volumes

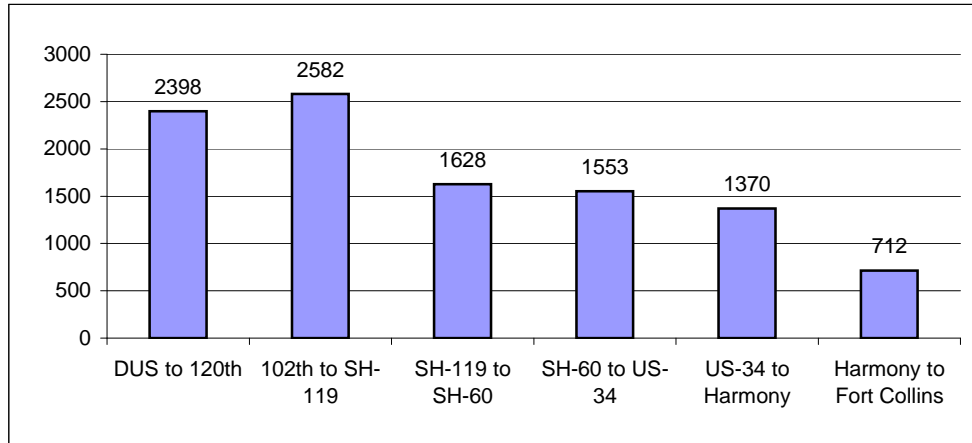
DenGR

DUS to SH-60	1275
SH-60 to Greeley	796



DenFC

DUS to 120th	2398
102th to SH-119	2582
SH-119 to SH-60	1628
SH-60 to US-34	1553
US-34 to Harmony	1370
Harmony to Fort Collins	712



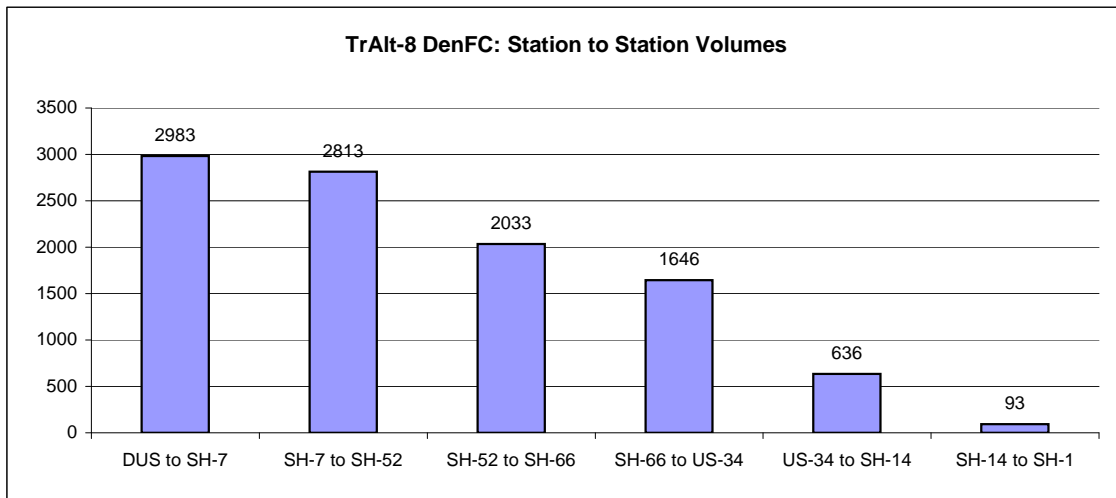
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NI-25
Transit Alt-8

DenFC

	Volumes		
	SB	NB	NB+SB
DUS to SH-7	2736	247	2983
SH-7 to SH-52	2674	139	2813
SH-52 to SH-66	1922	111	2033
SH-66 to US-34	1517	129	1646
US-34 to SH-14	547	89	636
SH-14 to SH-1	87	6	93



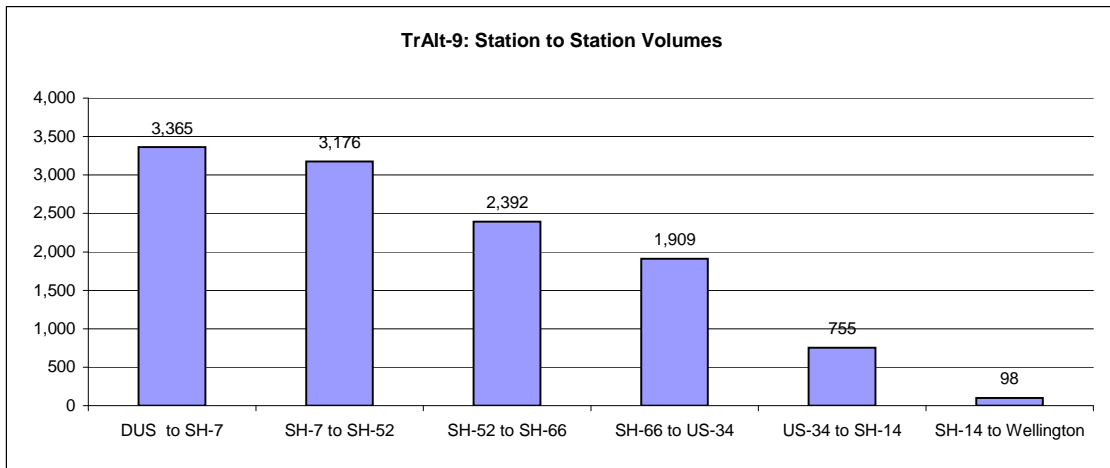
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Station to Station Volumes and Passenger Miles

DUS to SH-7	3,365
SH-7 to SH-52	3,176
SH-52 to SH-66	2,392
SH-66 to US-34	1,909
US-34 to SH-14	755
SH-14 to Wellington	98

NB Passenger Miles	8,864
SB Passenger Miles	125,606
Total	134,470



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Station to Station Volumes and Passenger Miles

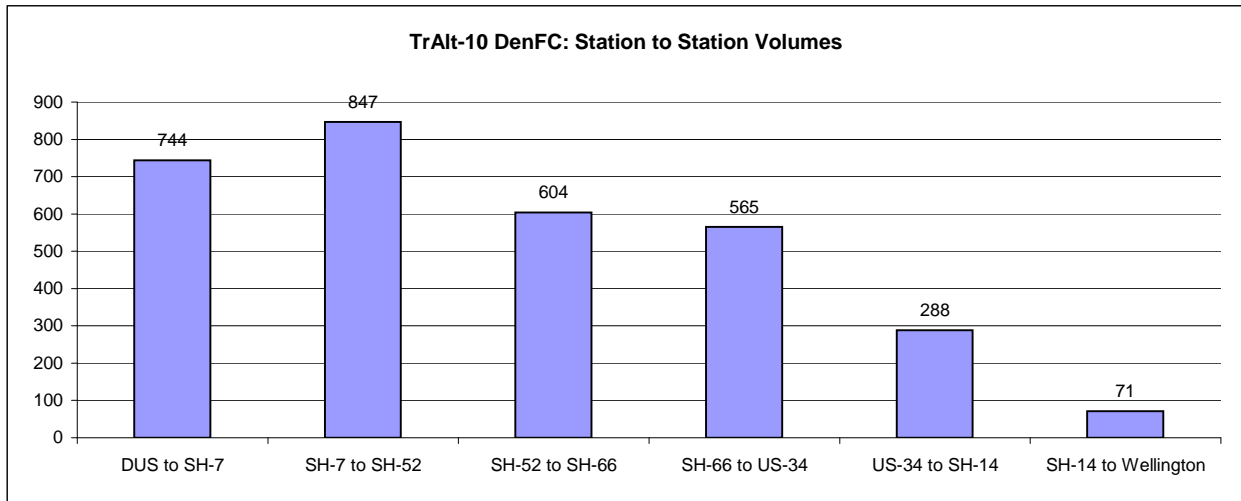
TrAlt-10

Station to Station Volumes

DUS to SH-7	744
SH-7 to SH-52	847
SH-52 to SH-66	604
SH-66 to US-34	565
US-34 to SH-14	288
SH-14 to Wellington	71

Passenger Miles

NB Passenger Miles	5,214
SB Passenger Miles	21,548

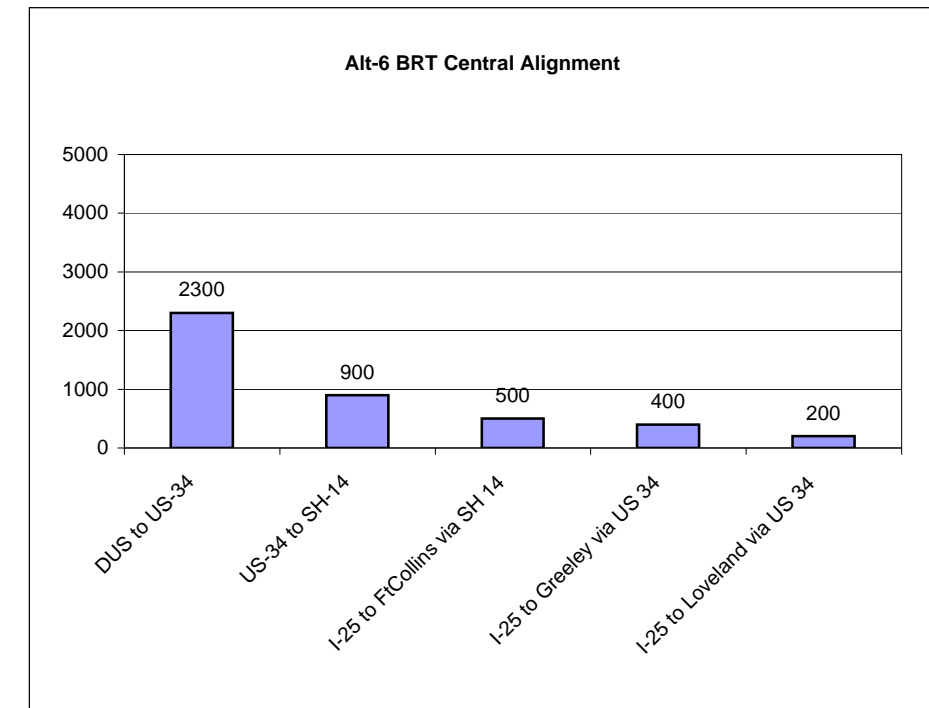
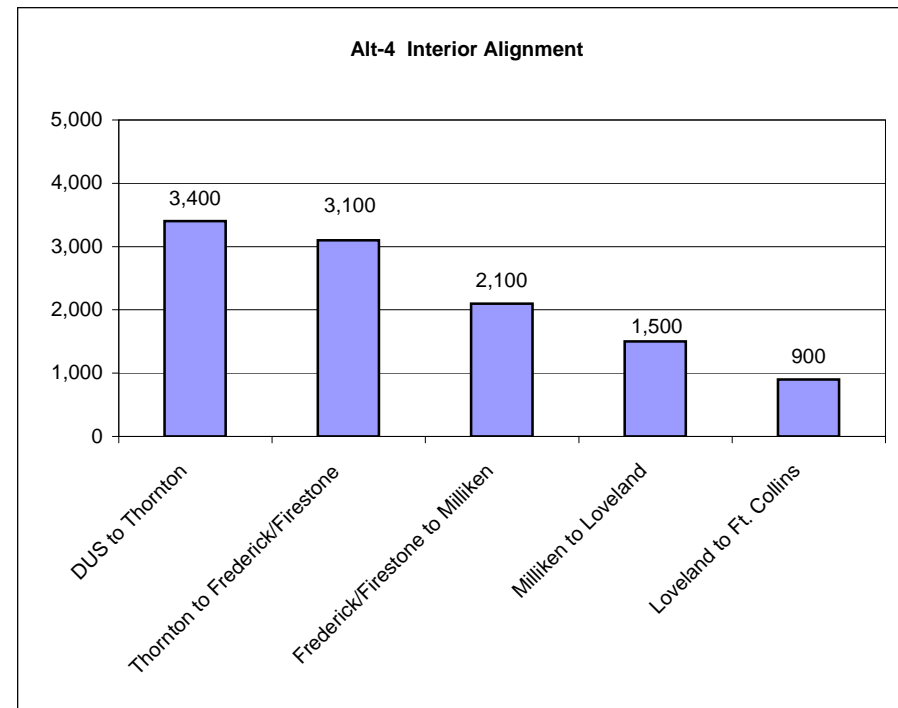
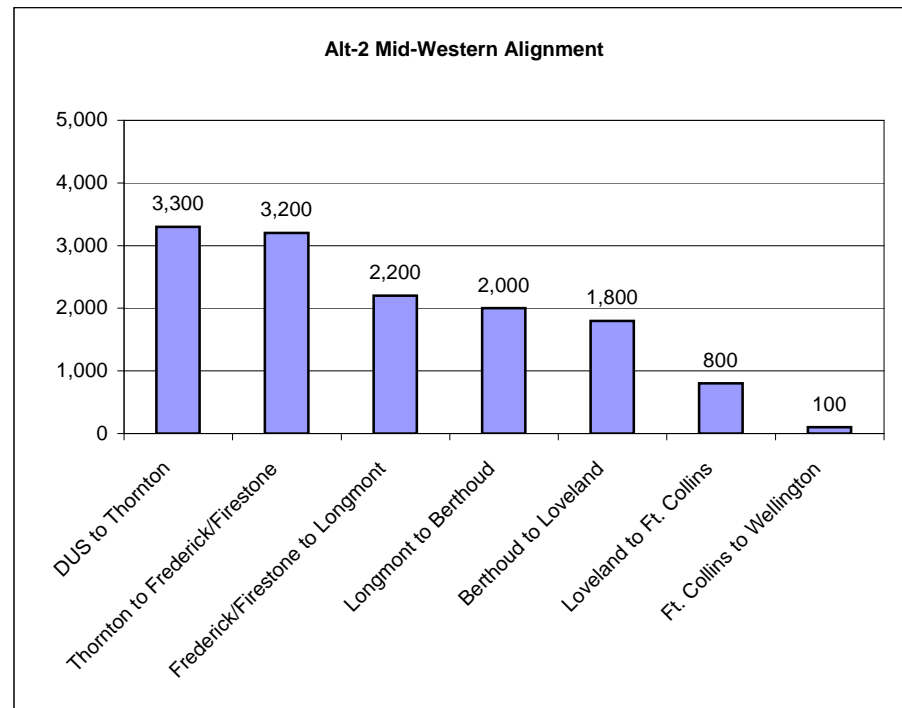
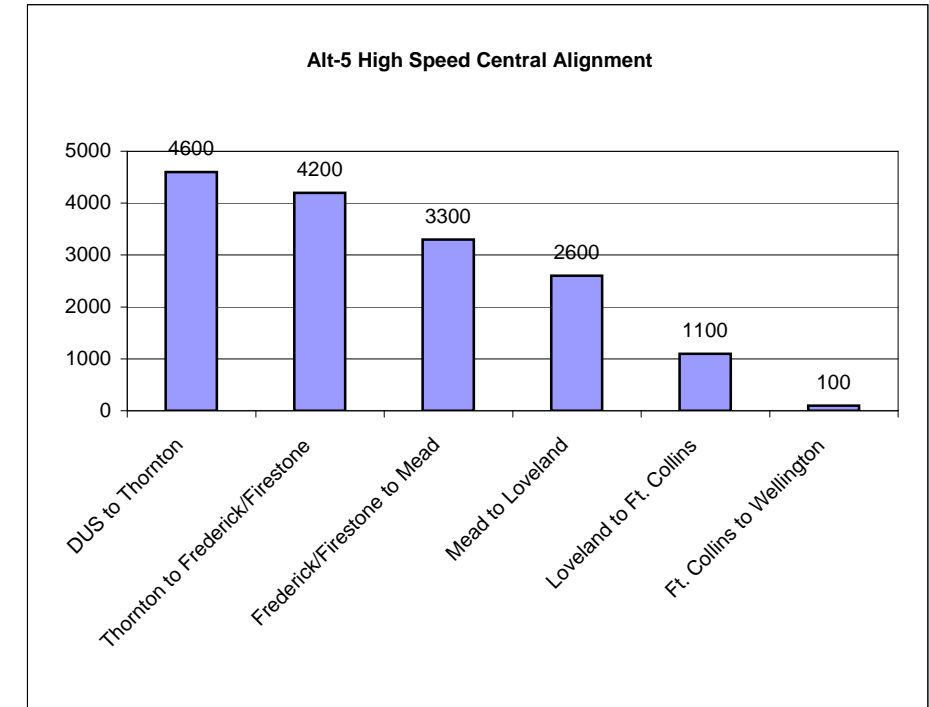
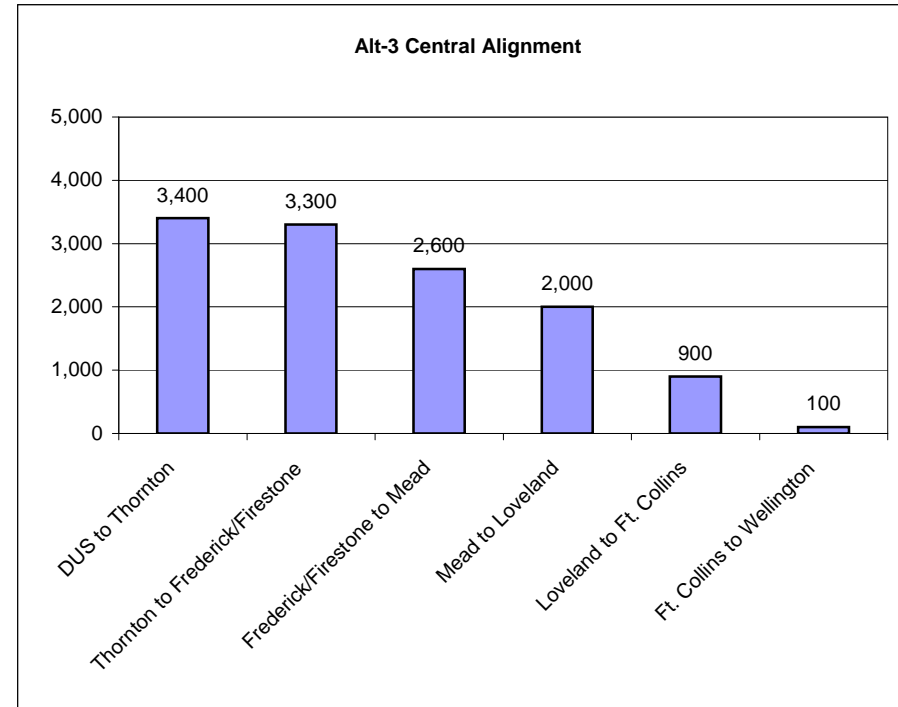
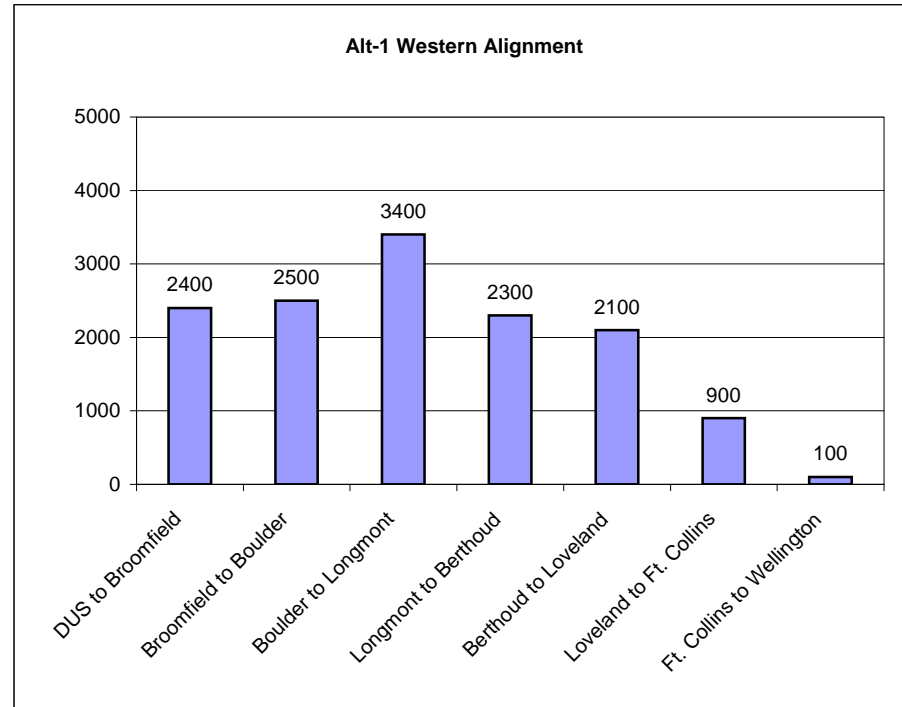


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**North I-25 EIS
Level 2B Screening**

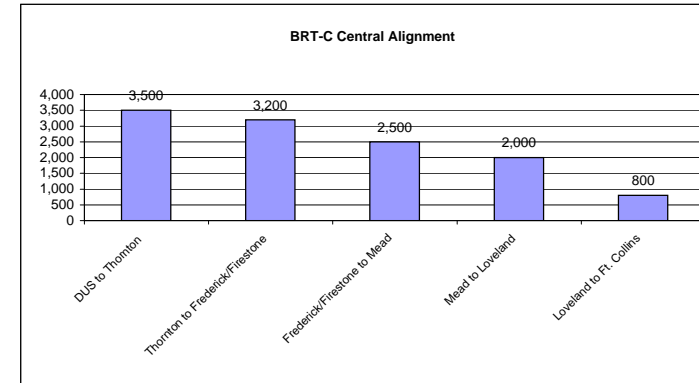
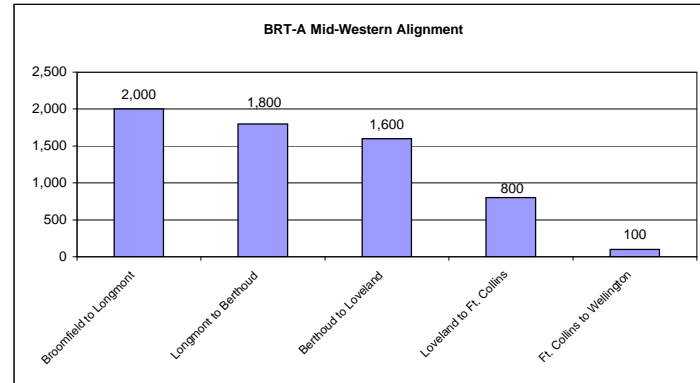
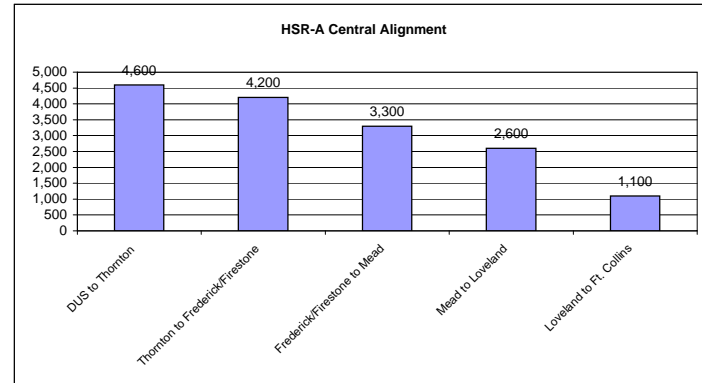
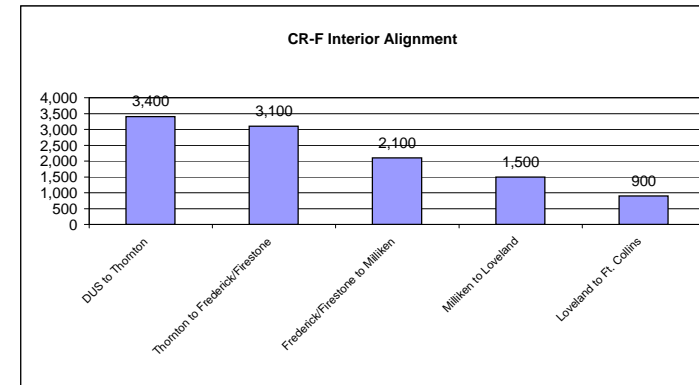
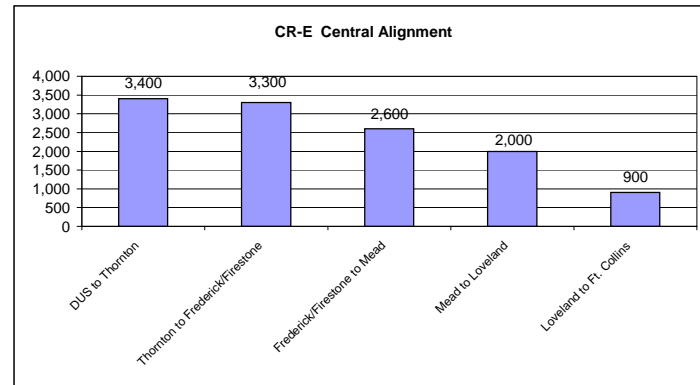
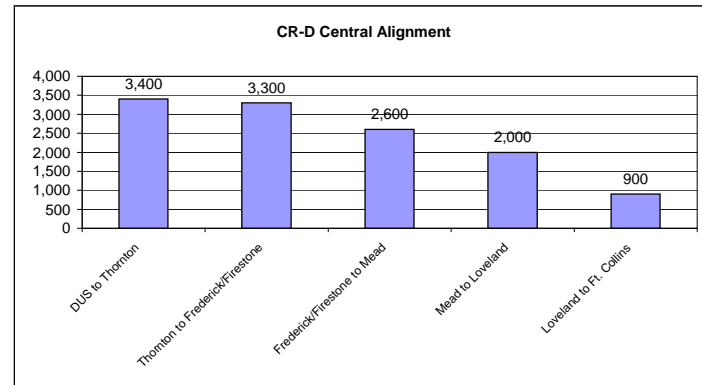
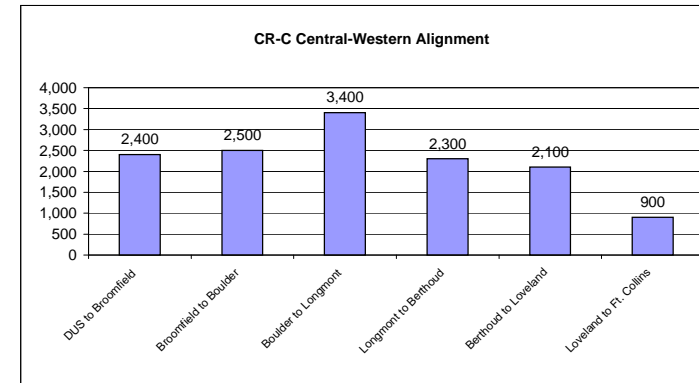
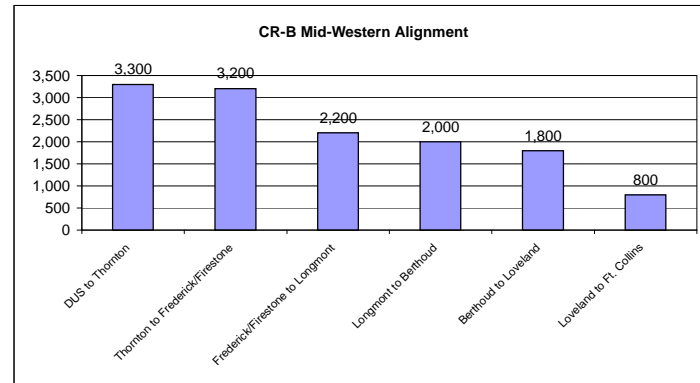
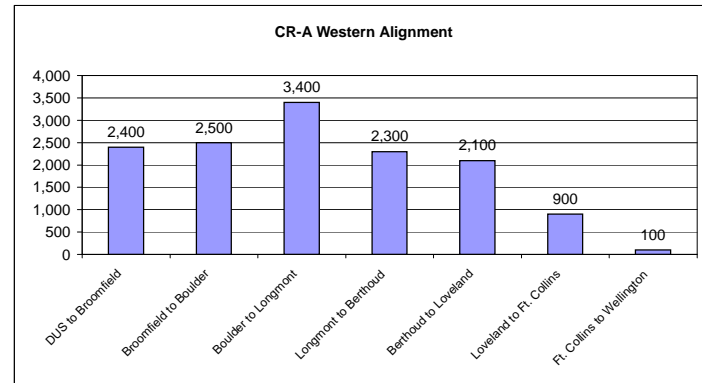
2030 Daily Rail Station to Station Volumes



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North I-25 EIS
Level 2B Screening

2030 Daily Rail Station to Station Volumes



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9/12/2007

Model Run Alt 1

Stations	NB+SB Volumes	NB+SB Volumes
DUS to Broomf	2,400	2,350
Broomfield to B	2,500	2,518
Boulder to Long	3,400	3,371
Longmont to Ber	2,300	2,309
Berthoud to Lov	2,100	2,056
Loveland to Ft.	900	911
Ft. Collins to W	100	104

Model Run Alt 2

Stations	NB+SB Volumes	NB+SB Volumes
DUS to Thornton	3,300	3,263
Thornton to Frederick/Firestone	3,200	3,162
Frederick/Firestone to Longmont	2,200	2,179
Longmont to Berthoud	2,000	1,957
Berthoud to Loveland	1,800	1,807
Loveland to Ft. Collins	800	850
Ft. Collins to Wellington	100	103
Factored for BRT (90%)		
		3,263
		3,162
Broomfield to Longmont	2,000	1,961
Longmont to Berthoud	1,800	1,762
Berthoud to Loveland	1,600	1,627
Loveland to Ft. Collins	800	765
Ft. Collins to Wellington	100	93

Model Run Alt 3

Stations	NB+SB Volumes	NB+SB Volumes
DUS to Thornton	3,400	3,438
Thornton to Fire	3,300	3,275
Frederick/Firest	2,600	2,560
Mead to Lovela	2,000	2,032
Loveland to Ft.	900	854
Ft. Collins to W	100	100

Model Run Alt 4

Stations	Volumes(NB+SB)	Volumes(NB+SB)
DUS to Thornton	3,400	3,373
Thornton to Fire	3,100	3,136
Frederick/Firest	2,100	2,111
Milliken to Lov	1,500	1,496
Loveland to Ft.	900	869

Model Run Alt 5

Stations	NB+SB Volumes	NB+SB Volumes
DUS to Thornton	4,600	4,617
Thornton to Fire	4,200	4,150
Frederick/Firest	3,300	3,282
Mead to Lovela	2,000	2,582
Loveland to Ft.	1,100	1,109
Ft. Collins to W	100	106
Factored for BRT (75%)		
		4,617
		4,150
		3,282
		2,582
		1,109
		106

Model Run Alt 6

Stations	NB+SB Volumes	NB+SB Volumes
DUS to US-34	2,300	2,309
US-34 to SH-14	900	885
I-25 to FtCollins	500	487
I-25 to Greeley	400	423
I-25 to Lovelanc	200	201

North I-25 EIS
Level 2B Screening

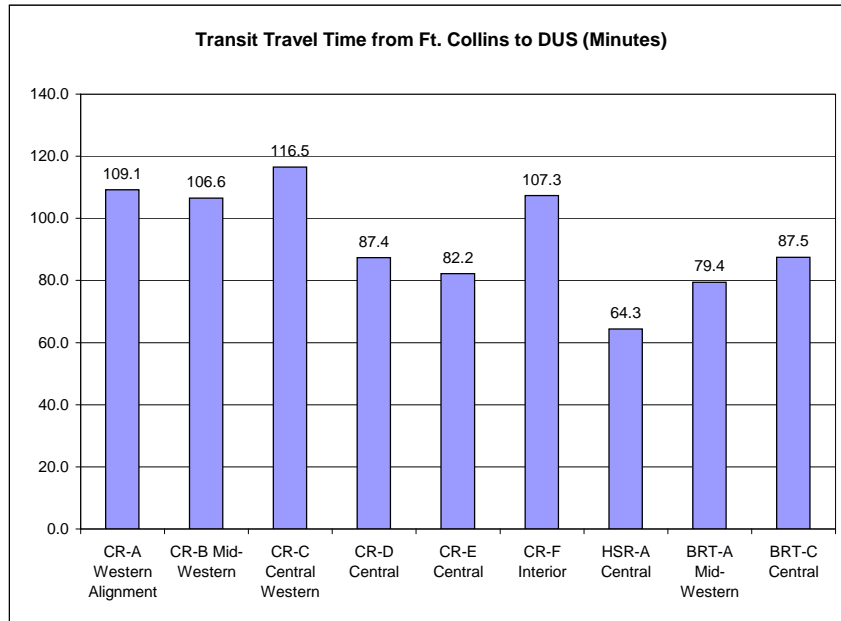
Rail Travel Time

	Station	to	Station	Time (minutes)	Distance (miles)	Average Speed (mph)
CR-A Western Alignment	Wellington	to	Ft. Collins	16.2	10.3	38.1
	Ft. Collins	to	Loveland	22.7	12.4	32.8
	Loveland	to	Berthoud	12.0	6.5	32.5
	Berthoud	to	Longmont	13.9	9.9	42.7
	Longmont	to	Boulder	20.5	13.3	39.0
	Boulder	to	Broomfield	13.9	11.3	48.6
	Broomfield	to	DUS	26.2	17.3	39.6
	Subtotal FC to DUS			109.1	70.7	38.9
	Total			125.3	81.0	38.8
CR-B Mid-Western	Ft. Collins	to	Loveland	22.6	12.4	32.9
	Loveland	to	Berthoud	12.0	6.5	32.6
	Berthoud	to	Longmont	18.3	9.9	32.5
	Longmont	to	Frederick/Firestone	18.1	11.5	38.1
	Frederick/Firestone	to	Thornton	7.8	6.0	46.3
	Thornton	to	DUS	27.8	17.6	38.0
	Subtotal FC to DUS			106.6	63.9	36.0
	Total			106.6	63.9	36.0
CR-C Central Western	Ft. Collins	to	Loveland	27.4	15.5	33.9
	Loveland	to	Mead	16.3	14.5	53.4
	Mead	to	Longmont	12.2	10.0	49.1
	Longmont	to	Boulder	20.5	13.3	39.0
	Boulder	to	Broomfield	13.9	11.3	48.6
	Broomfield	to	DUS	26.2	17.3	39.6
	Subtotal FC to DUS			116.5	81.9	42.2
	Total			116.5	81.9	42.2
CR-D Central	Wellington	to	Ft. Collins	9.8	8.0	49.1
	Downtown Ft. Collin	to	I-25 / SH 14	12.1		
	I-25 / SH 14	to	Loveland	13.6	11.8	52.1
	Loveland	to	Mead	16.3	14.5	53.4
	Mead	to	Frederick/Firestone	9.8	8.0	49.1
	Frederick/Firestone	to	Thornton	7.8	6.0	46.3
	Thornton	to	DUS	27.8	17.6	38.0
	Subtotal FC to DUS			87.4	57.9	39.8
	Total			97.1	65.9	40.7
CR-E Central	0	to	Loveland	20.5	17.8	52.1
	Loveland	to	Mead	16.3	14.5	53.4
	Mead	to	Frederick/Firestone	9.8	8.0	49.1
	Frederick/Firestone	to	Thornton	7.8	6.0	46.3
	Thornton	to	DUS	27.8	17.6	38.0
	Subtotal FC to DUS			82.2	63.9	46.7
	Total			82.2	63.9	46.7
CR-F Interior	Ft. Collins	to	Loveland	27.4	15.5	33.9
	UPRR / US-34	to	Milliken	13.6	9.1	40.1
	UPRR / SH-60	to	Frederick/Firestone	21.2	17.7	50.2
	Dent Line / SH-52	to	Thornton	12.9	8.4	39.1
	Dent Line / SH-7	to	DUS	32.2	20.5	38.1
		Subtotal FC to DUS			107.3	71.2
	Total			107.3	71.2	39.8
HSR-A Central	Wellington	to	Ft. Collins	8.1	8.6	63.4
	Downtown Ft. Collin	to	I-25 / SH 14	12.1		
	I-25 / SH 14	to	Loveland	10.5	12.3	70.1
	Loveland	to	Mead	11.7	14.3	73.1
	Mead	to	Frederick/Firestone	7.7	8.1	63.4
	Frederick/Firestone	to	Thornton	6.2	6.0	57.8
	Thornton	to	DUS	16.1	17.4	64.9
	Subtotal FC to DUS			64.3	58.1	54.2
	Total			72.5	66.7	55.2
BRT-A Mid-Western	Ft. Collins	to	Loveland	22.7	12.4	32.8
	Loveland	to	Berthoud	12.0	6.5	32.5
	Berthoud	to	Longmont	13.9	9.9	42.7
	Longmont	to	Broomfield	13.5	8.1	36.0
	Broomfield	to	DUS vis US 36	17.4		
		Subtotal FC to Broomfield			79.4	36.9
	Total			62.1	36.9	35.7
BRT-C Central	Wellington	to	Ft. Collins	10.5	8.6	49.1
	Downtown Ft. Collin	to	I-25 / SH 14	12.1		
	I-25 / SH 14	to	Loveland	14.1	12.3	52.1
	Loveland	to	Longmont	16.0	14.3	53.4
	Longmont	to	I-25 / SH-52	9.9	8.1	49.1
	I-25 / SH-52	to	I-25 / SH-7	7.8	6.0	46.3
	I-25 / SH-7	to	DUS	27.6	17.4	38.0
	Subtotal FC to DUS			87.5	58.1	39.8
	Total			98.0	66.7	40.8

CR-A Western Alignment
 #REF!
 CR-D Central
 CR-F Interior

Summary	Travel Time	Distance	Average Speed
CR-A Western Alignment	109.1	70.7	38.9
CR-B Mid-Western	106.6	63.9	36.0
CR-C Central Western	116.5	81.9	42.2
CR-D Central	87.4	57.9	39.8
CR-E Central	82.2	63.9	46.7
CR-F Interior	107.3	71.2	39.8
HSR-A Central	64.3	58.1	54.2
BRT-A Mid-Western	79.4	36.9	27.9
BRT-C Central	87.5	58.1	39.8

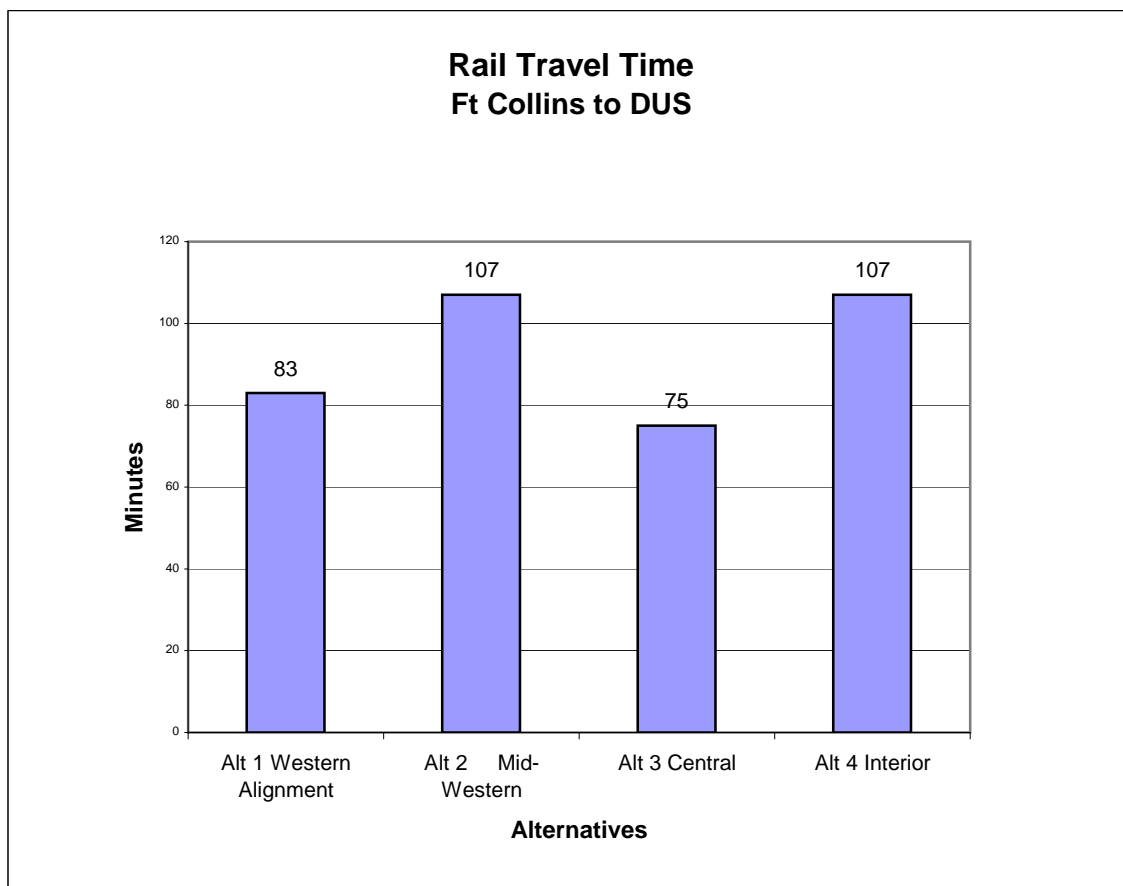
**North I-25 EIS
 Level 2B Screening**



Notes: 1.) BRT-A Travel Time includes travel time on US 36 and I-25 HOV/BRT lanes from Broomfield to DUS;
 2.) CR-D, HSR-A, and BRT-C Travel Time includes travel time on SH 14 from Downtown Ft. Collins to SH 14 / I-25 interchange

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**North I-25 EIS
Level 2B Screening**



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			North I-25 Operating Plans							
			Original FasTracks		Alt 1		Alt 2		Alt 4	
			seconds	minutes	seconds	minutes	seconds	minutes	seconds	minutes
Longmont	to	Boulder			1228		1087			
							467			
Boulder	to	Denver			2569		1669			
Longmont	to	Denver		55.8	3797	63.3	3223	53.7		
Thornton (SH7)	to	Denver		31.3					1934	32.2

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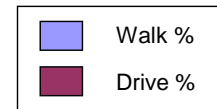
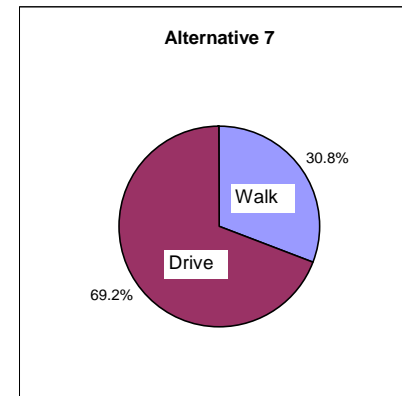
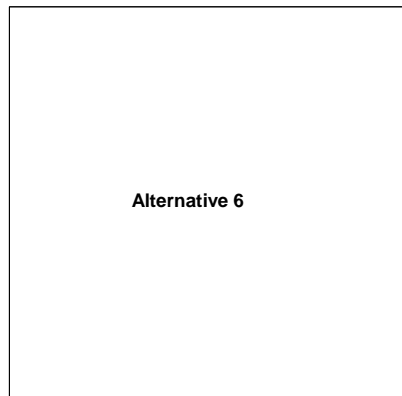
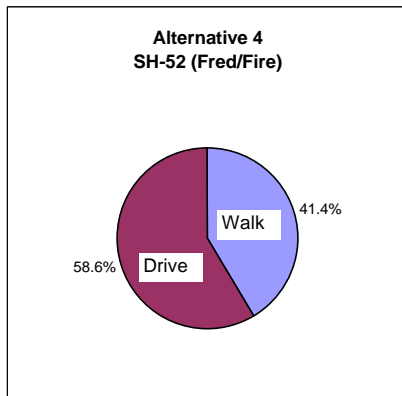
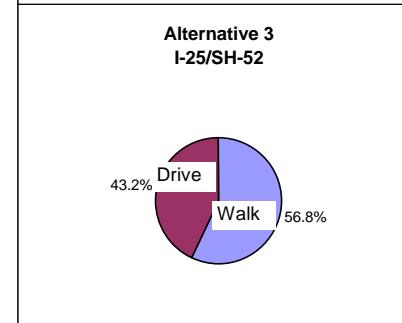
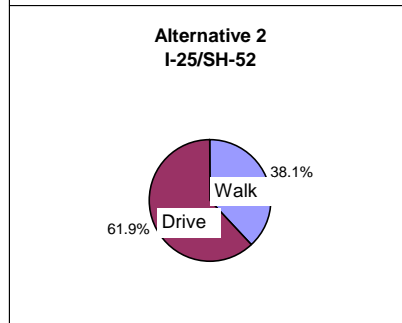
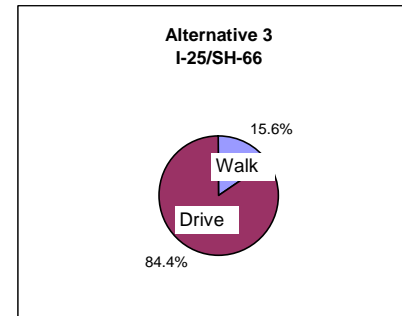
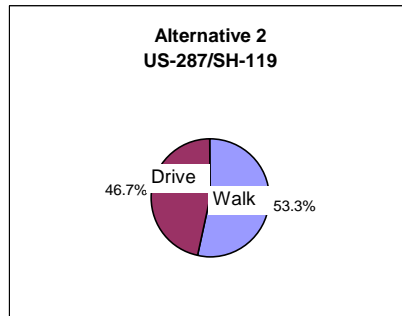
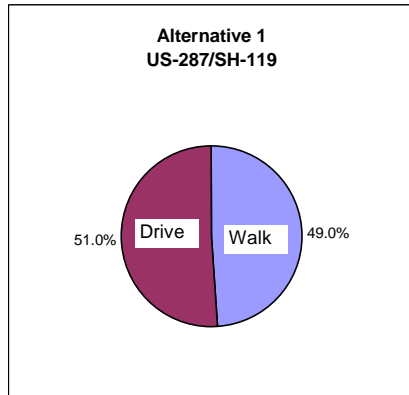
Original Rail Speeds in DRCPG RTP FasTracks Network

		North Metro Line		
		dist	speed	time
DUS	Globeville/Swansea	2.42	31.41	4.6
Globeville/Swansea	Commerce City	3.66	47.87	4.6
Commerce City	88th/Welby	2.61	41.86	3.7
88th/Welby	100th/Colo	1.66	31.91	3.1
100th/Colo	112th/York	2.05	30.8	4.0
112th/York	124th/Claude	1.56	31.21	3.0
124th/Claude	144th/Elizabeth	2.74	37.4	4.4
144th/Elizabeth	SH7/Colo	2.27	35.68	3.8
total		18.97		31.3

		Den to Bould/Lngmnt		
		dist	speed	time
DUS	71st/Lowell	6.17	26.09	14.2
71st/Lowell	Church Ranch W	6.13	52.94	6.9
Church Ranch W	96th/Flatirons	5.03	44.83	6.7
96th/Flatirons	Louisville	3.02	43	4.2
Louisville	30th/Pearl	8.24	47.62	10.4
30th/Pearl	IBM/Diagonal	5.69	49.34	6.9
IBM/Diagonal	Longmont Mall	5.28	49.14	6.4
total		39.56		55.8

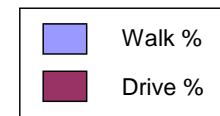
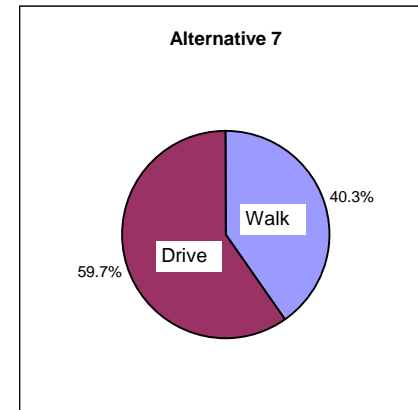
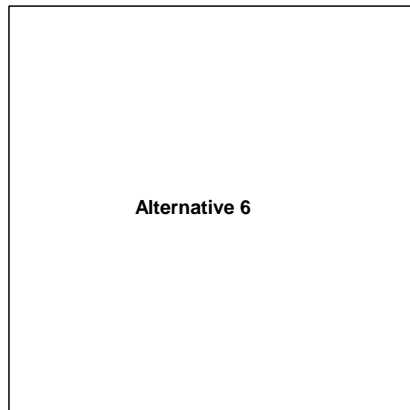
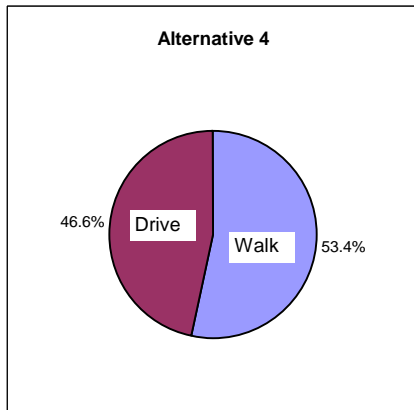
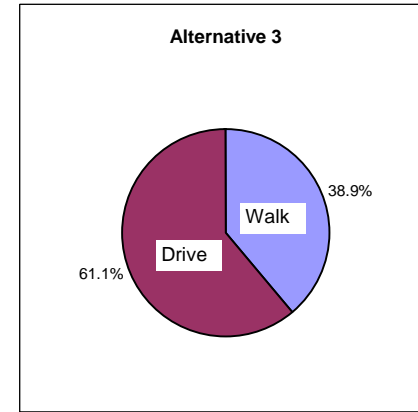
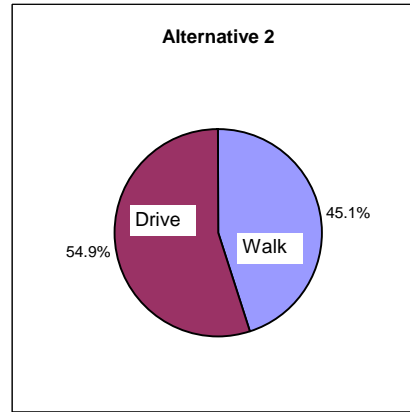
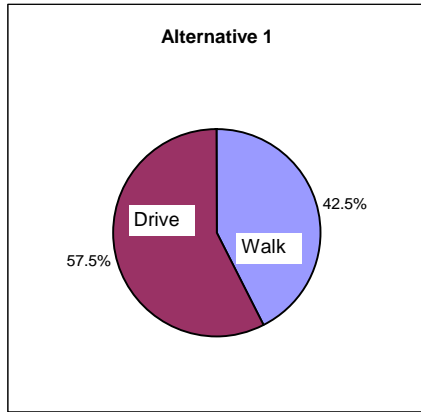
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Longmont Area Station Access - Walk/Bus vs. Drive Summary



9/12/2007
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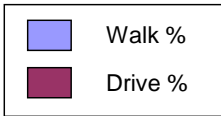
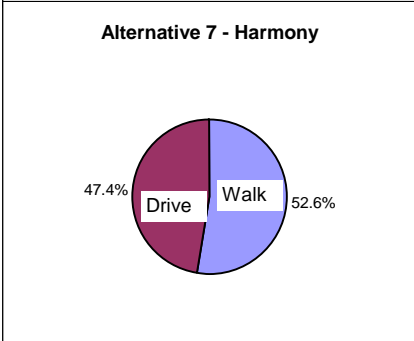
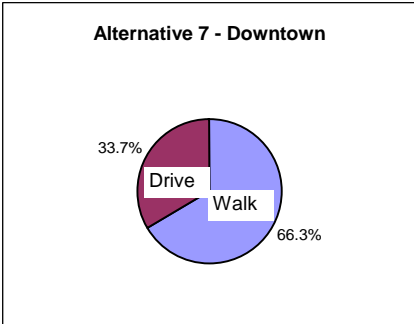
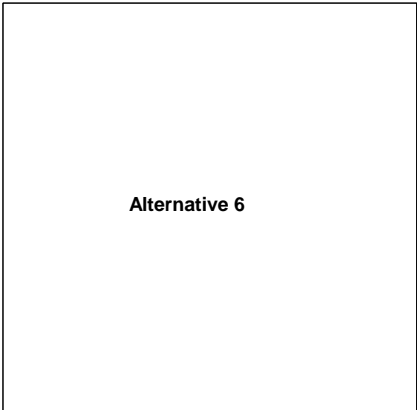
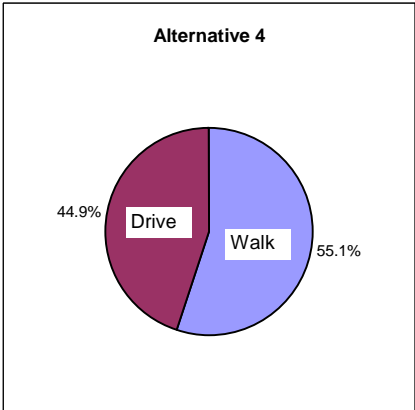
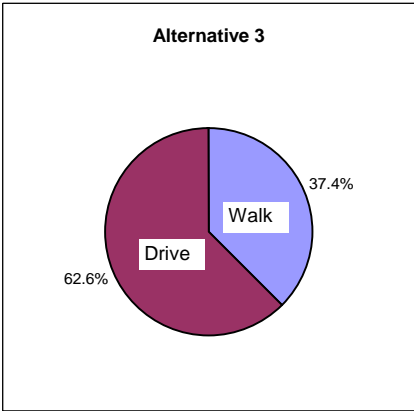
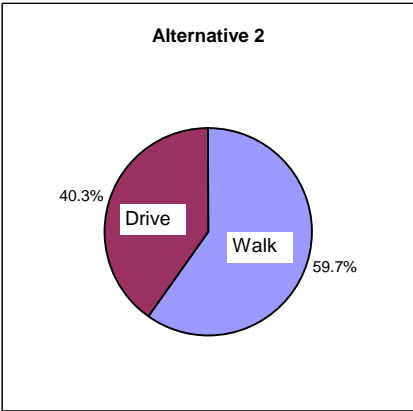
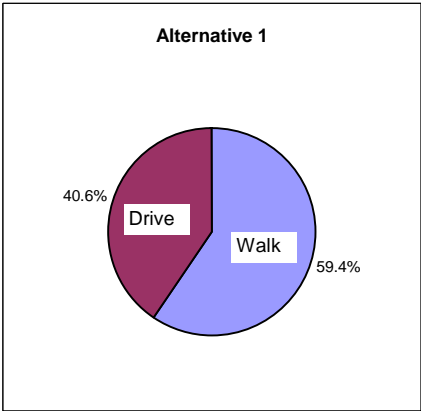
Loveland Area Station Access - Walk/Bus vs. Drive Summary



9/12/2007

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Ft. Collins Area Station Access - Walk/Bus vs. Drive Summary



9/12/2007
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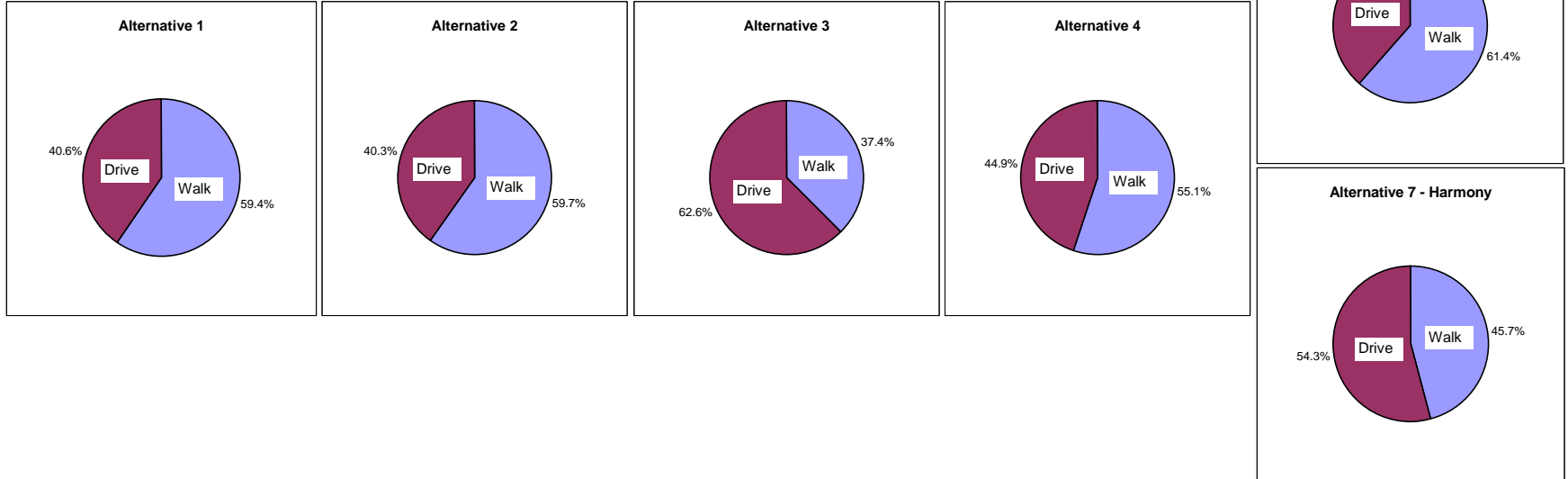
Alternative 2

Alternative 3

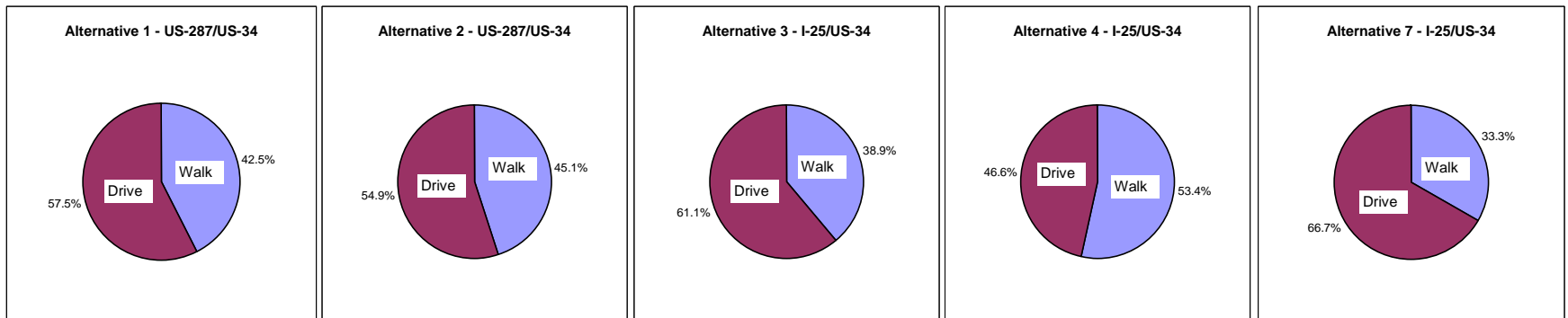
Alternative 4

Alternative 7

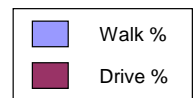
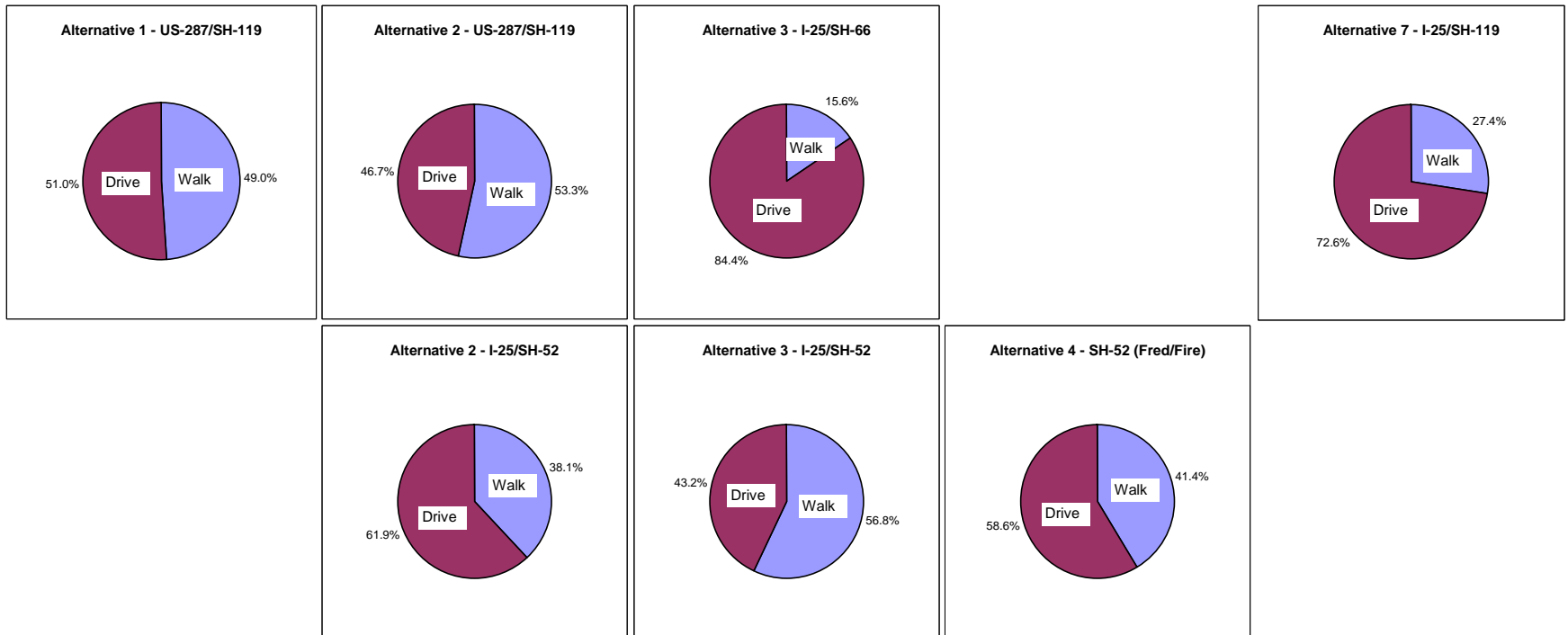
Ft. Collins Stations



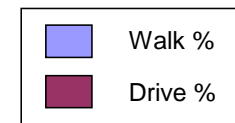
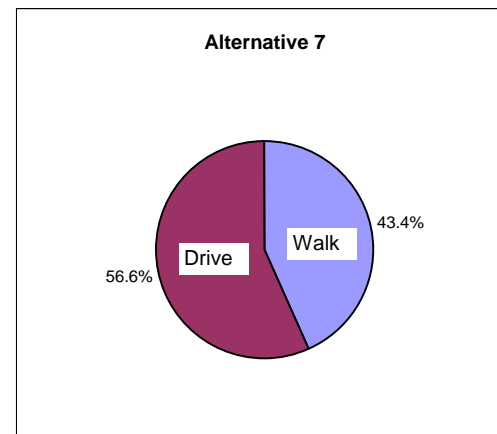
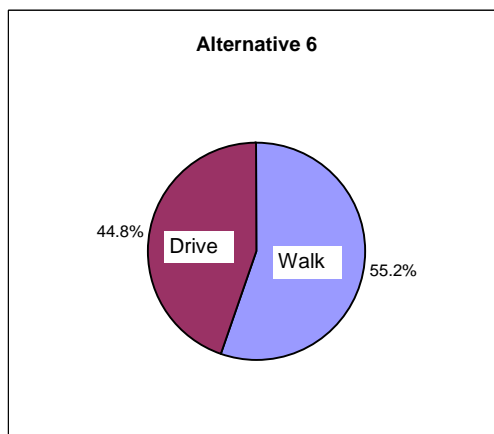
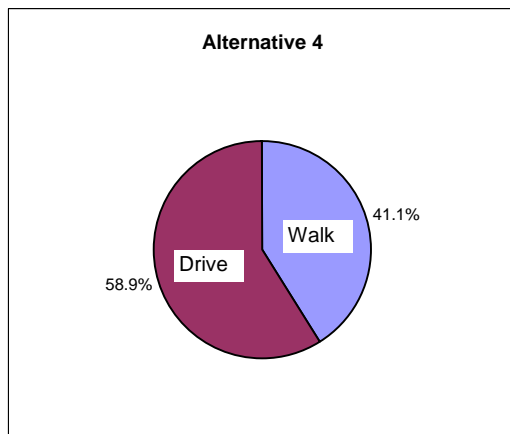
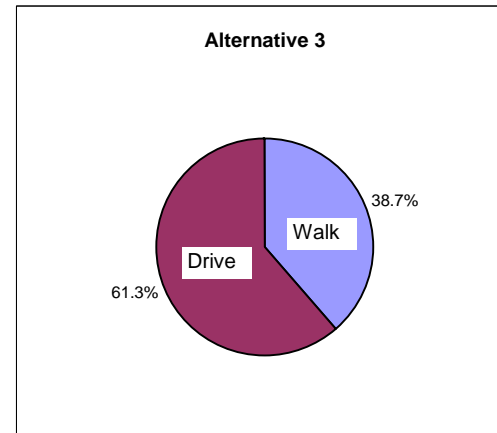
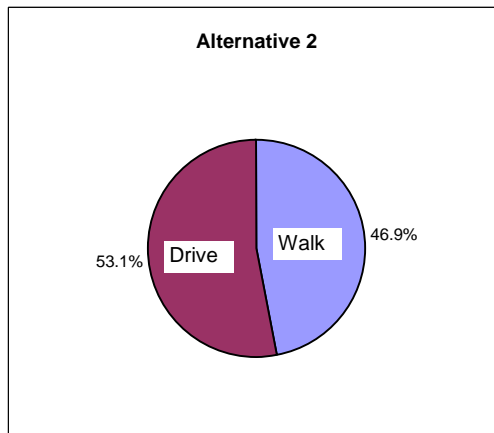
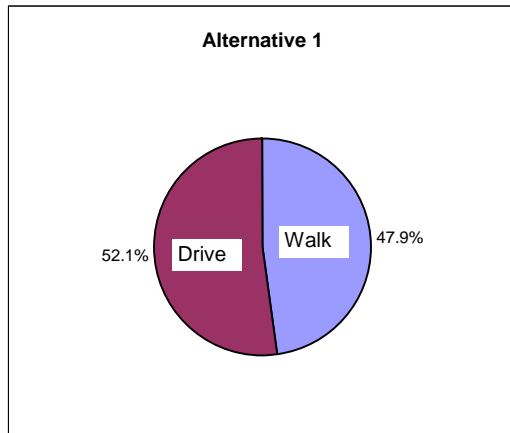
Loveland Stations



Longmont Stations



Transit Access - Walk/Bus vs. Drive Summary



9/12/2007

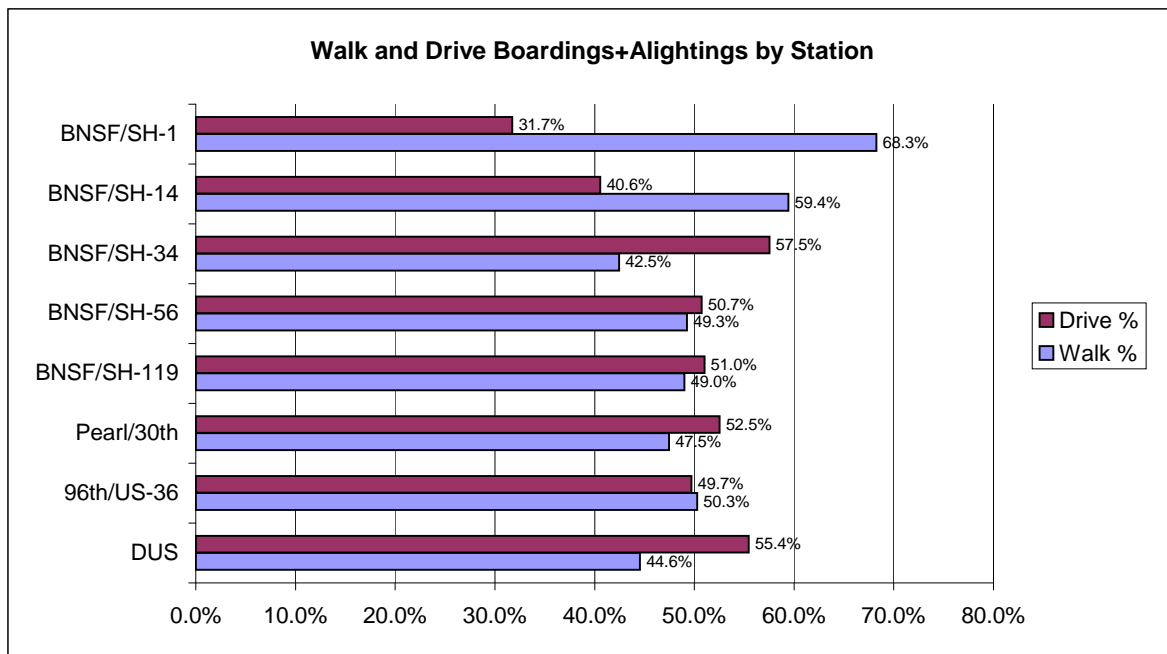
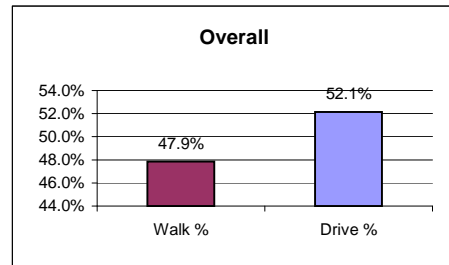
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North I-25 EIS
Level 2B Screening

Walk and Drive Access Boardings+Alightings

TrAlt-1

	Walk	Walk %	Drive	Drive %	Total
DUS	1047	44.6%	1303	55.4%	2350
96th/US-36	84	50.3%	83	49.7%	167
Pearl/30th	731	47.5%	809	52.5%	1540
BNSF/SH-119	728	49.0%	758	51.0%	1486
BNSF/SH-56	199	49.3%	205	50.7%	404
BNSF/SH-34	582	42.5%	789	57.5%	1371
BNSF/SH-14	564	59.4%	385	40.6%	949
BNSF/SH-1	71	68.3%	33	31.7%	104
Total	4,006	47.9%	4,365	52.1%	8,371

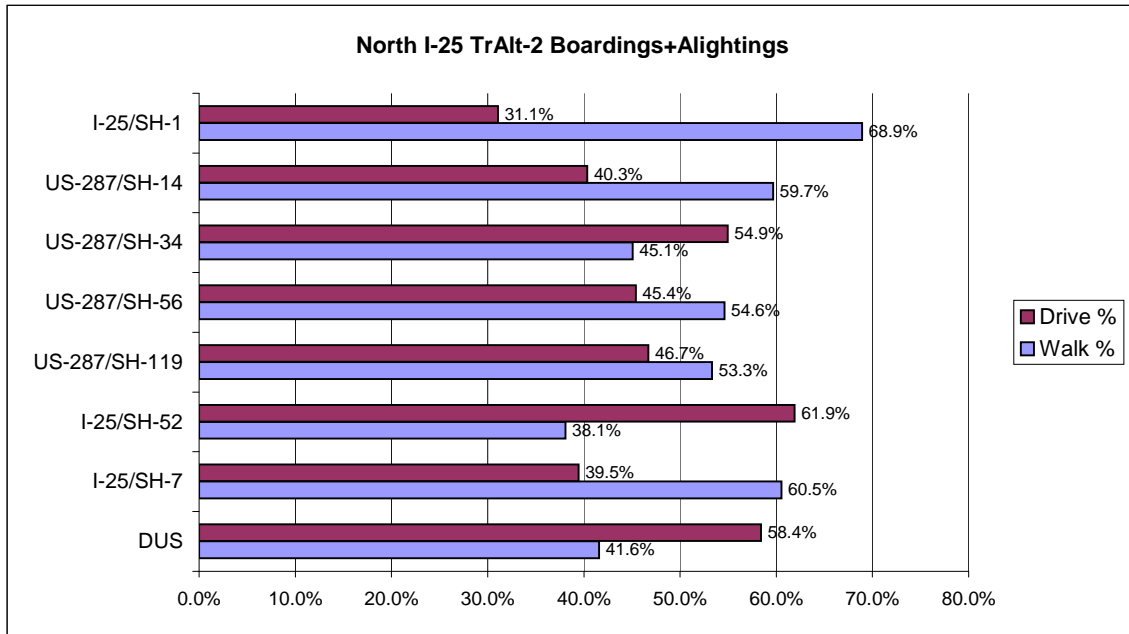
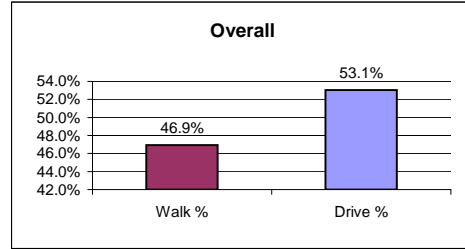


9/12/2007

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Walk and Drive Access Boardings+Alightings

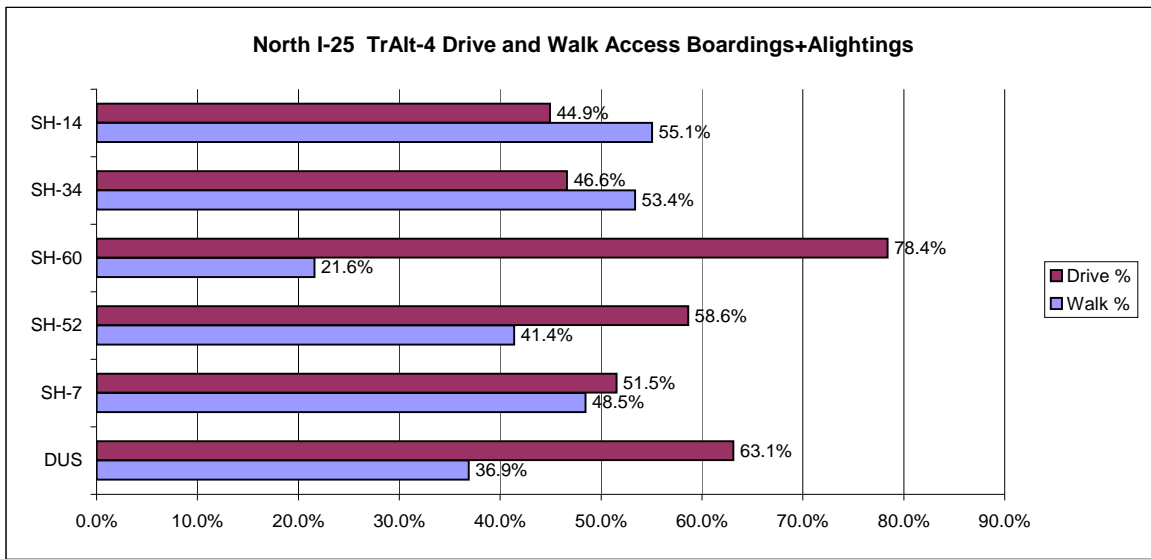
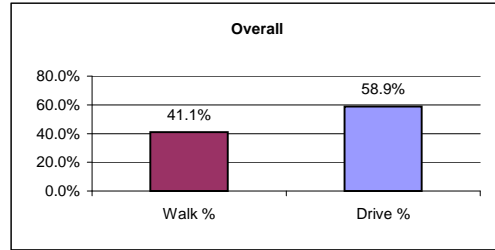
	Walk	Walk %	Drive	Drive %	Total
DUS	1,357	41.6%	1,906	58.4%	3,263
I-25/SH-7	402	60.5%	262	39.5%	664
I-25/SH-52	408	38.1%	663	61.9%	1,071
US-287/SH-119	354	53.3%	310	46.7%	664
US-287/SH-56	166	54.6%	138	45.4%	304
US-287/SH-34	534	45.1%	651	54.9%	1,185
US-287/SH-14	531	59.7%	359	40.3%	890
I-25/SH-1	71	68.9%	32	31.1%	103
Total	3,823	46.9%	4,321	53.1%	8,144



Walk and Drive Access Boardings+Alightings

TrAlt-4

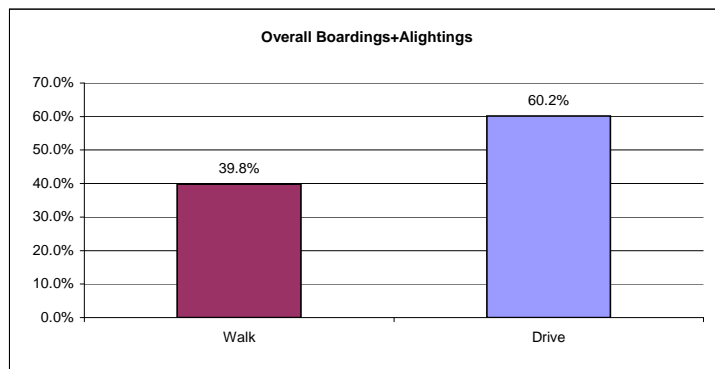
Stations	Walk	Walk %	Drive	Drive %	Total
DUS	1,244	36.9%	2,129	63.1%	3,373
SH-7	475	48.5%	505	51.5%	980
SH-52	444	41.4%	629	58.6%	1,073
SH-60	164	21.6%	595	78.4%	759
SH-34	403	53.4%	352	46.6%	755
SH-14	479	55.1%	391	44.9%	870
Total	3,209	41.1%	4,601	58.9%	7,810



Walk and Drive Access Boardings+Alightings

TrAlt-5

OW		PW		Walk	STOP_ID	OD		PD		Drive	
ON1	OFF1	ON3	OFF3			ON	OFF	ON2	OFF2		
5.40	26.04	20.84	64.21	116	189212	0.00	2.52	12.05	19.08	34	
2.60	11.36	11.33	26.50	52	189213	0.11	0.34	0.95	3.72	5	
9.39	20.53	17.76	118.13	166	189214	1.09	3.45	4.46	56.55	66	
69.38	0.00	215.06	0.00	284	189215	10.86	0.00	77.31	0.00	88	
0.00	2.34	0.00	3.80	6	189216	0.00	0.00	0.00	0.00	0	
1.84	30.91	2.97	67.55	103	189217	0.00	5.47	0.00	25.41	31	
4.81	2.24	16.19	3.95	27	189225	0.02	0.30	10.93	0.94	12	
95.90	17.97	162.25	31.10	307	189218	204.62	0.00	464.82	0.20	670	
28.13	0.25	53.11	0.74	82	189219	120.76	0.05	523.29	0.35	644	
153.55	5.56	336.54	14.98	511	189220	260.81	0.14	678.28	8.26	947	
146.20	6.36	336.66	12.18	501	189221	74.36	0.95	310.00	7.34	393	
36.29	46.34	204.89	97.70	385	189222	0.00	3.95	245.23	37.21	286	
0.00	408.89	0.00	982.67	1,392	189223	0.00	662.29	0.00	2189.96	2,852	
25.31	0.00	45.93	0.00	71	189224	6.82	0.00	21.71	0.00	29	
Walk Total				4,005	Drive Total				6,057	Grans Total	10,062
				39.8%					60.2%		



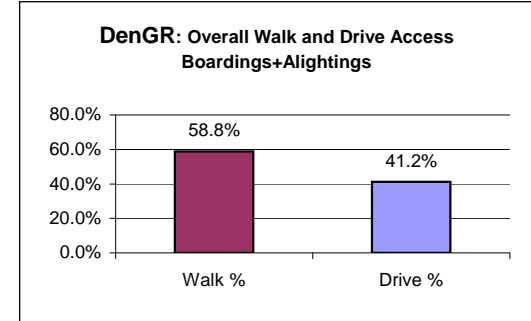
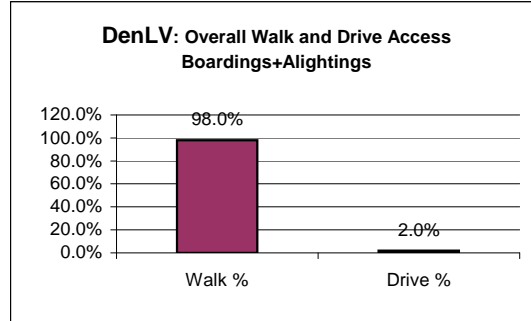
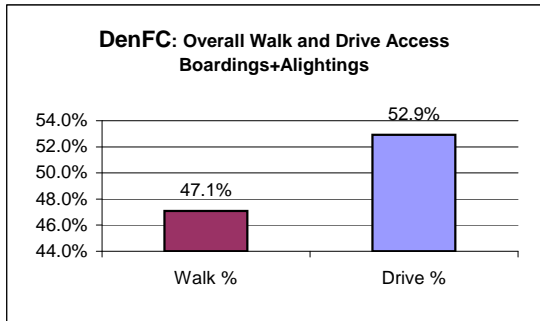
09/12/07

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Overall Walk and Drive Access Boardings+Alightings

TrAlt-6

	Walk	Walk %	Drive	Drive %	Total
DenFC	2,315	47.1%	2,601	52.9%	4,915
DenLV	773	98.0%	15	2.0%	789
DenGR	990	58.8%	693	41.2%	1,682



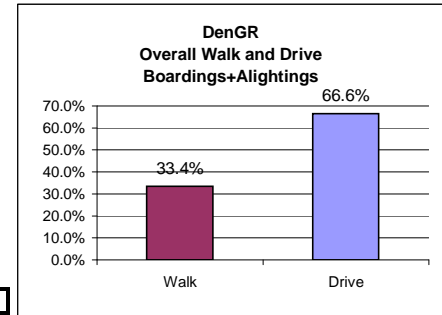
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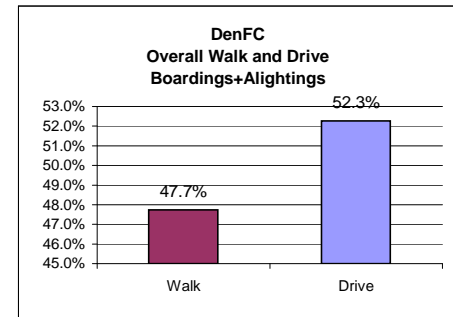
North I-25 EIS
Level 2B Screening

TrAlt-7 Walk and Drive Access Boardings+Alightings

DenGR	OW		PW		Walk	OD		PD		Drive		
	ON1	OFF1	ON3	OFF3		ON	OFF	ON2	OFF2			
US-34	1	1	5	1	8	0	0	5	0	5		
DUS	17	0	29	0	46	2	0	5	0	7		
Greeley	0	17	0	33	50	0	2	0	9	12		
DUS	0	124	0	252	375	0	184	0	667	851		
US-34	16	1	40	6	63	98	0	346	3	447		
Greeley	109	0	218	0	327	86	0	323	0	410		
Walk Total					869	Drive Total					1,732	Grand Total
					33.4%						66.6%	2,601



	Walk		Drive			
DUS	44	0	97	0		
120th	19	0	40	17		
SH119	2	11	20	24		
SH-60	16	1	43	18		
US 34	11	18	40	44		
Harmony	0	30	49	65		
Ft. Collins	0	33	0	122		
Harmony	98	0	169	32		
US 34	45	10	114	26		
SH-60	17	1	21	2		
SH119	83	4	166	22		
120th	0	22	0	54		
DUS	0	305	0	557		
Ft. Collins	97	0	223	0		
Walk Total		2,830	Drive Total		3,099	Grand Total
		47.7%			52.3%	5,929



09/12/07

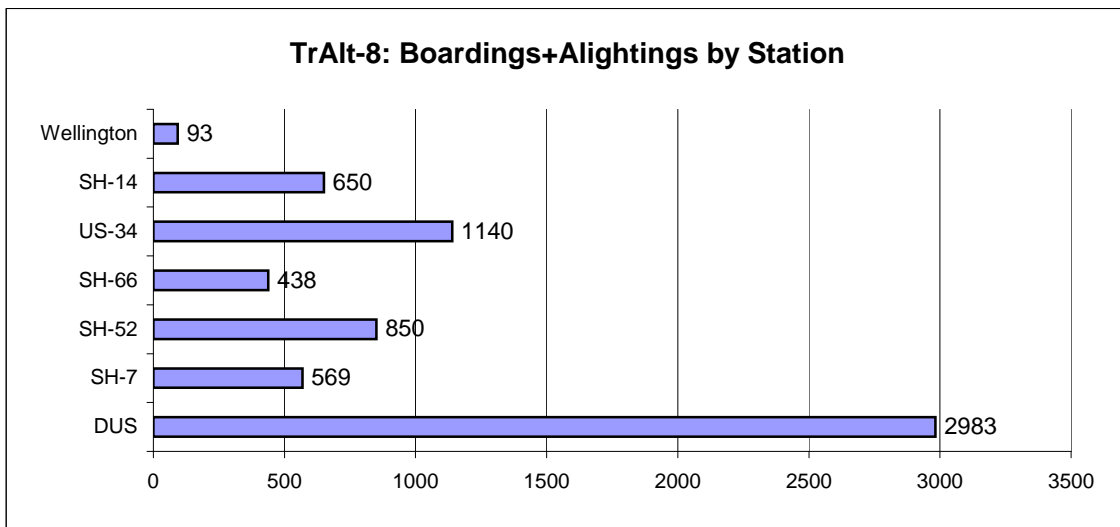
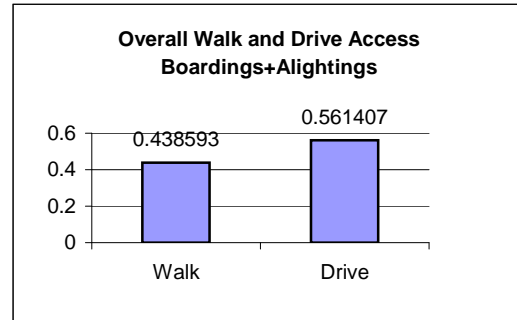
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North I-25 EIS
Level 2B Screening

TrAlt-8

Boardings + Alightings of Rail line

DUS	2983
SH-7	569
SH-52	850
SH-66	438
US-34	1140
SH-14	650
Wellington	93



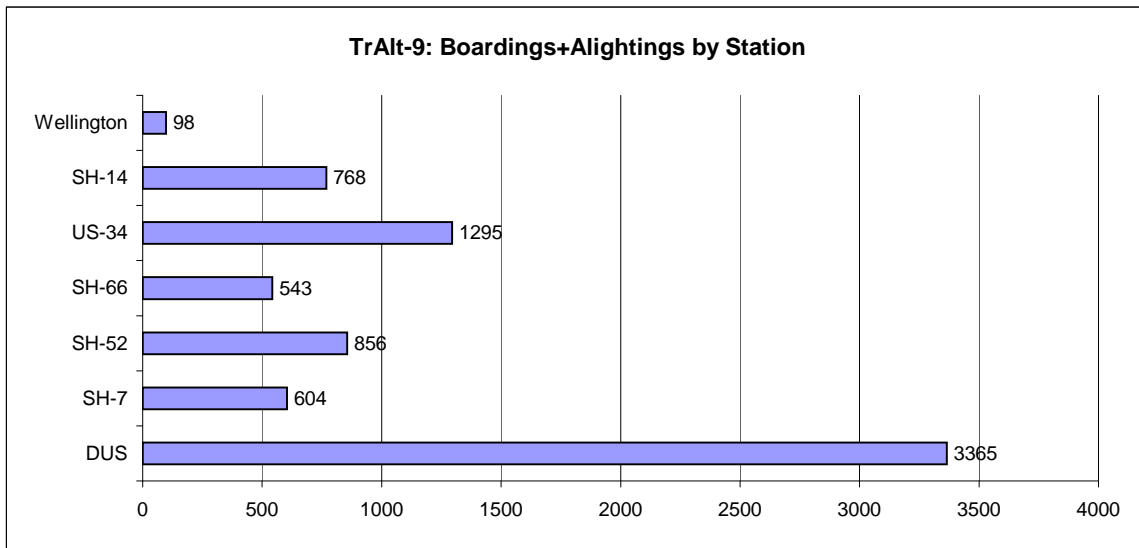
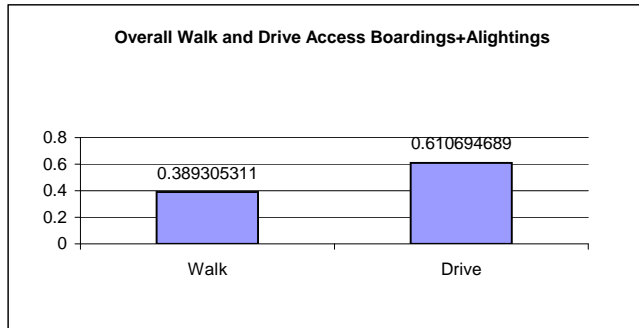
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TrAlt-9

Boardings+Alightings

DUS	3365
SH-7	604
SH-52	856
SH-66	543
US-34	1295
SH-14	768
Wellington	98



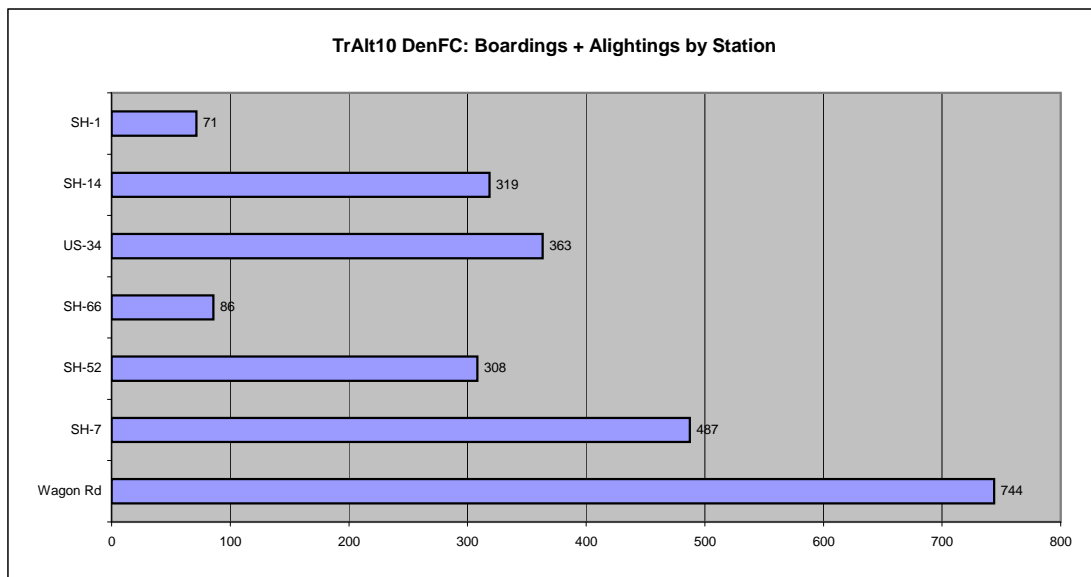
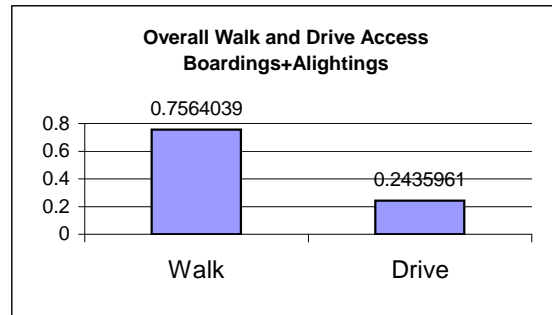
9/12/2007

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Boardings+Alightings by Station

TrAlt-10

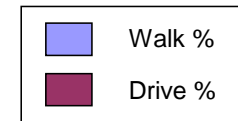
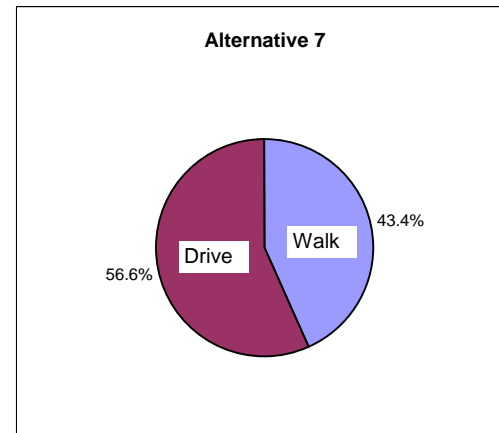
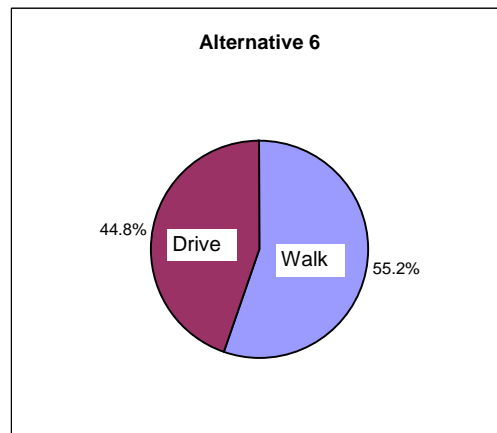
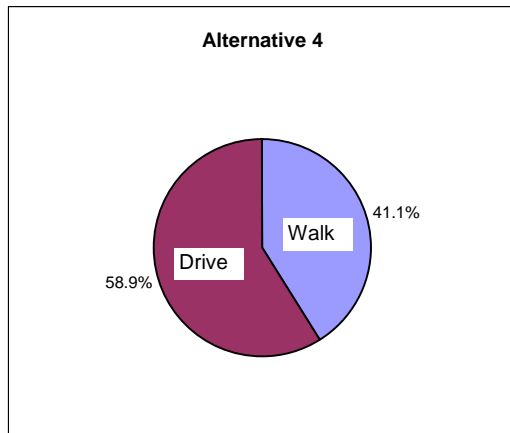
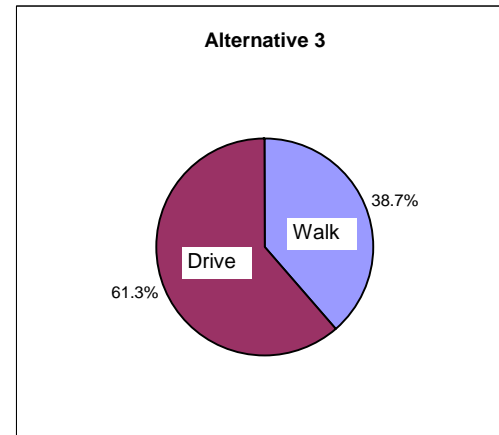
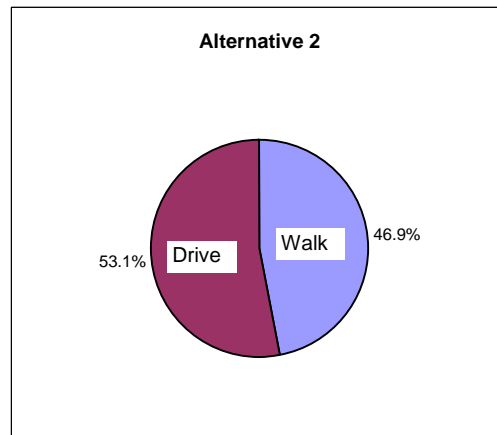
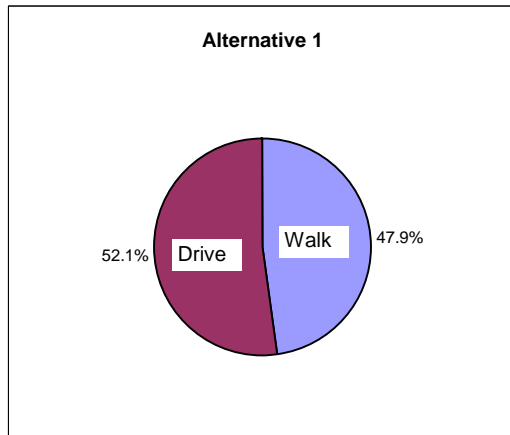
Wagon Rd	744
SH-7	487
SH-52	308
SH-66	86
US-34	363
SH-14	319
SH-1	71



9/12/2007

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Transit Access - Walk/Bus vs. Drive Summary



9/21/2007
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Alternative 1

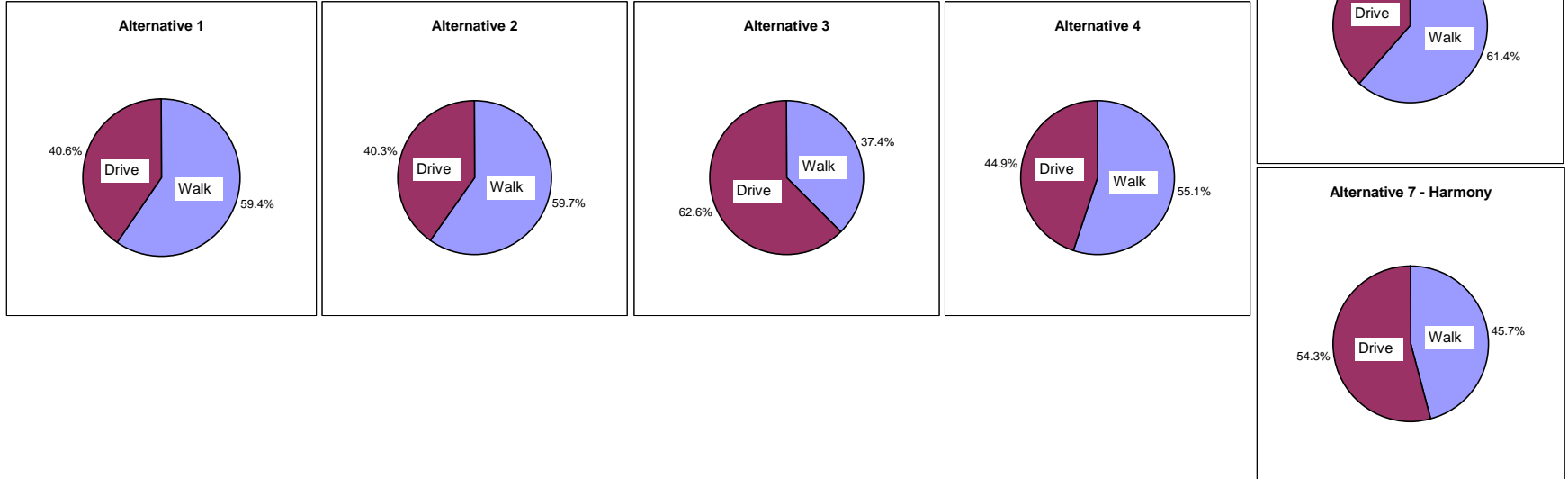
Alternative 2

Alternative 3

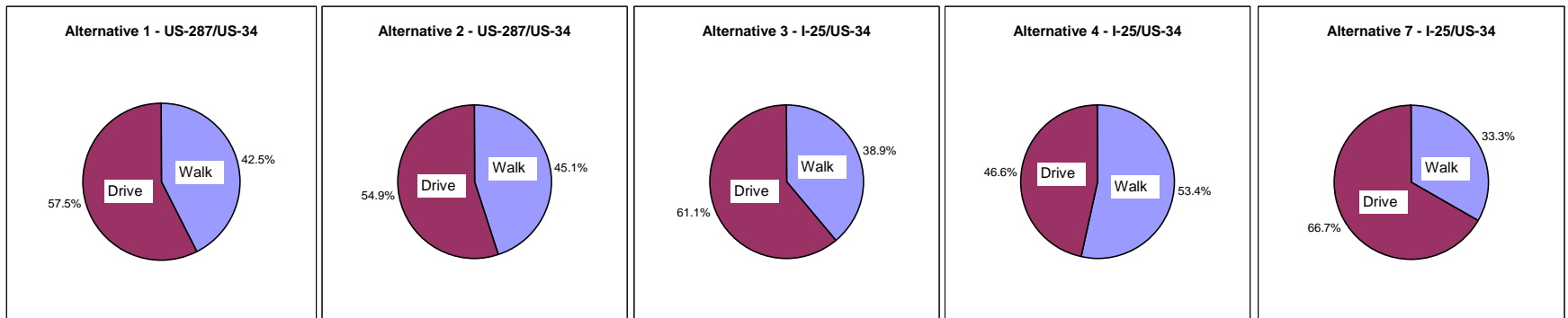
Alternative 4

Alternative 7

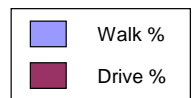
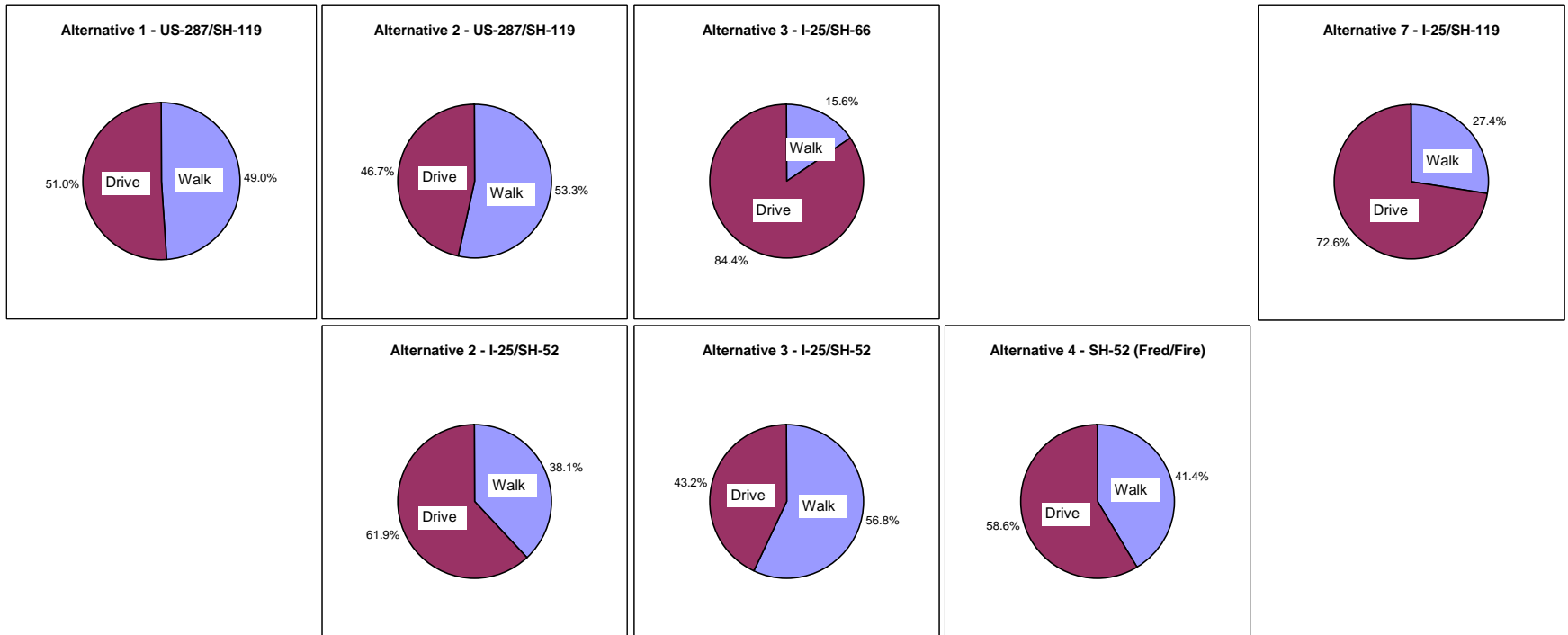
Ft. Collins Stations



Loveland Stations



Longmont Stations



Miscellaneous Sensitivity Runs

Test Case	Base Rail Ridership *	Test Results	
		Rail Ridership	Present Change from Base
Effect of Removing Rail Mode Bias	3,850*	2,610	-33%
Effect of Forced Transfer at Wagon Road	3,850*	1,190	-70%
Effect of Forced Transfer at North Metro end-of-line	3,900**	2,020	-52%
Effect of Doubling the Cost of Gasoline***	3,850*	7,560	+96%

* Level 2B Transit Alternative 3 (Central I-25 Rail Alignment)

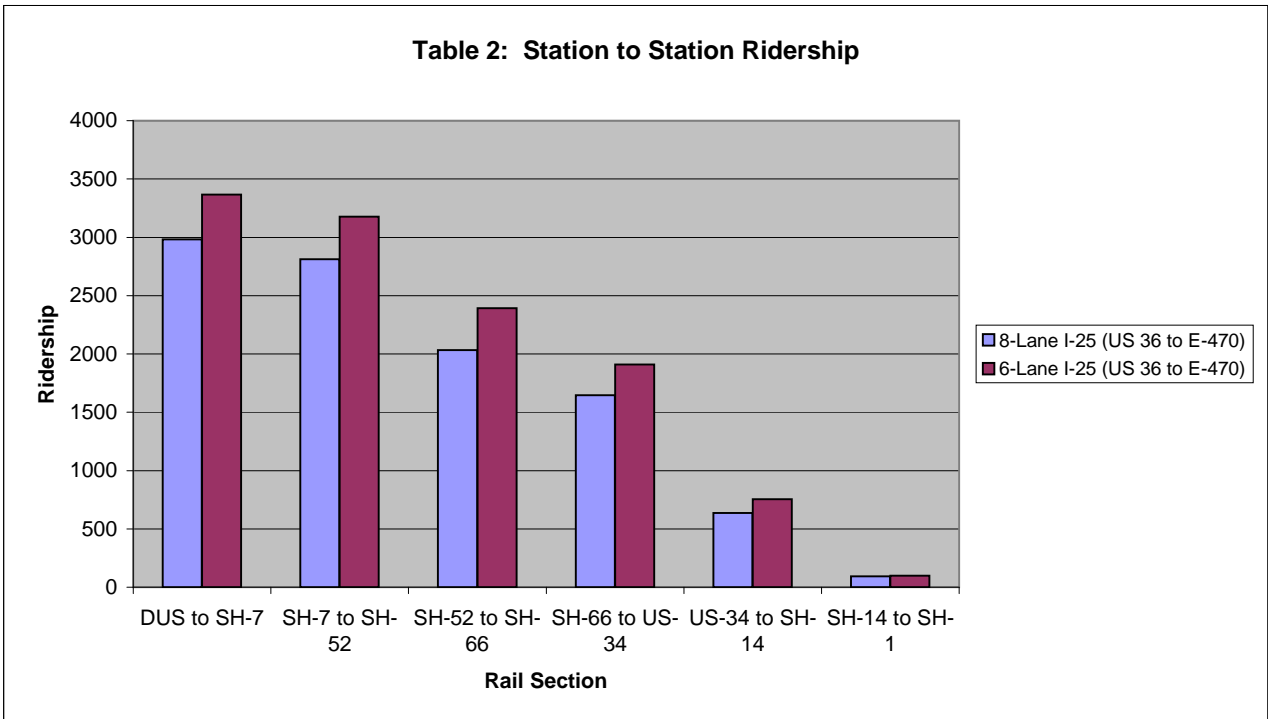
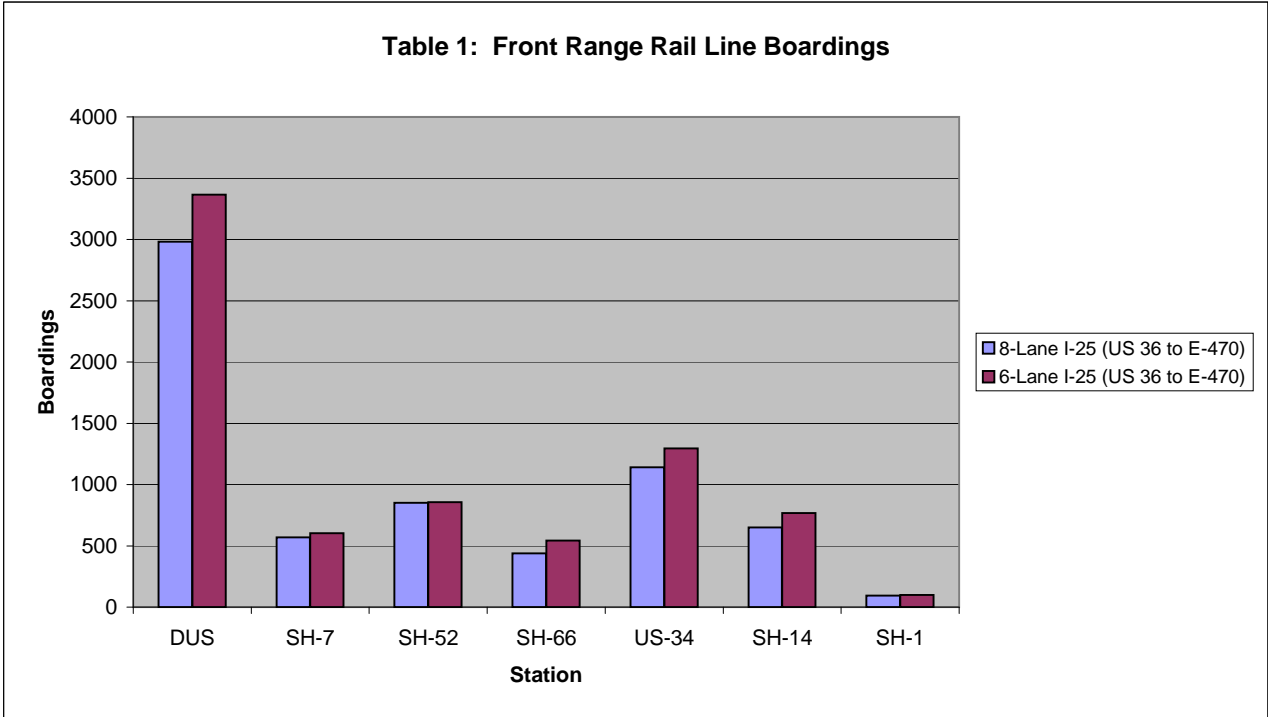
** Level 2B Transit Alternative 4 (Interior Dent Line Alignment)

*** Note: Regional transit ridership rose 16%

June 30, 2005

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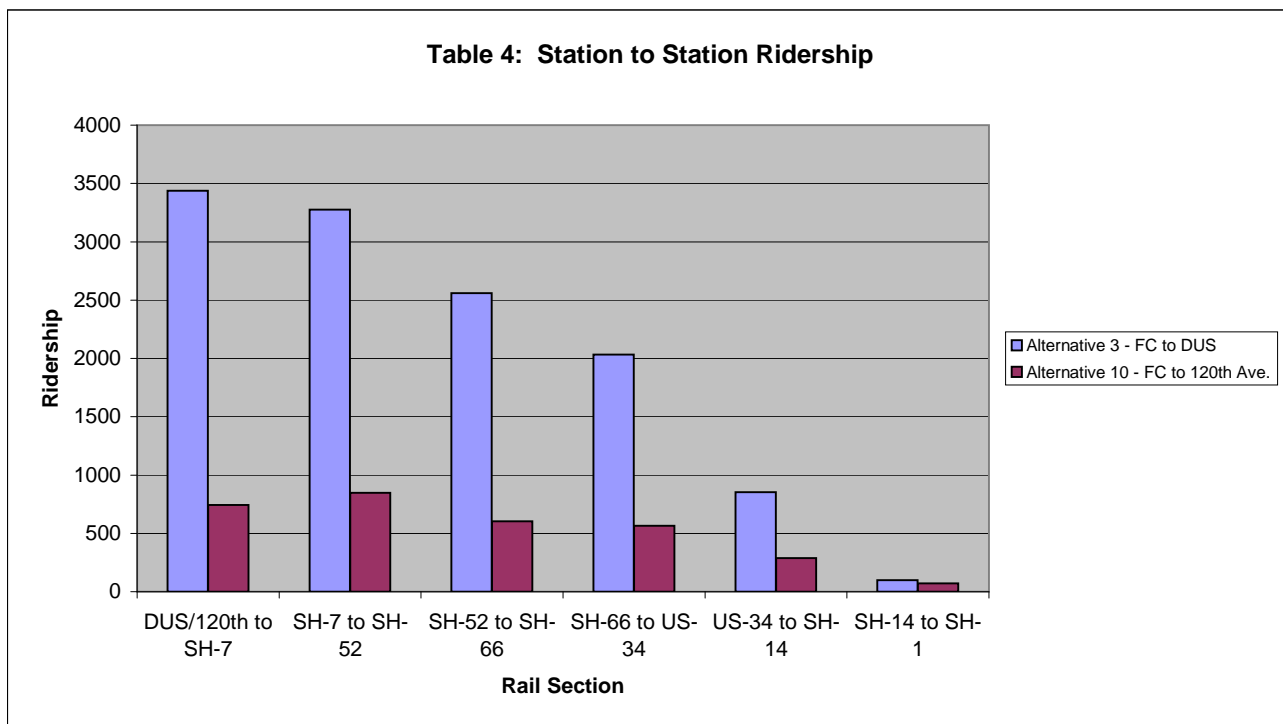
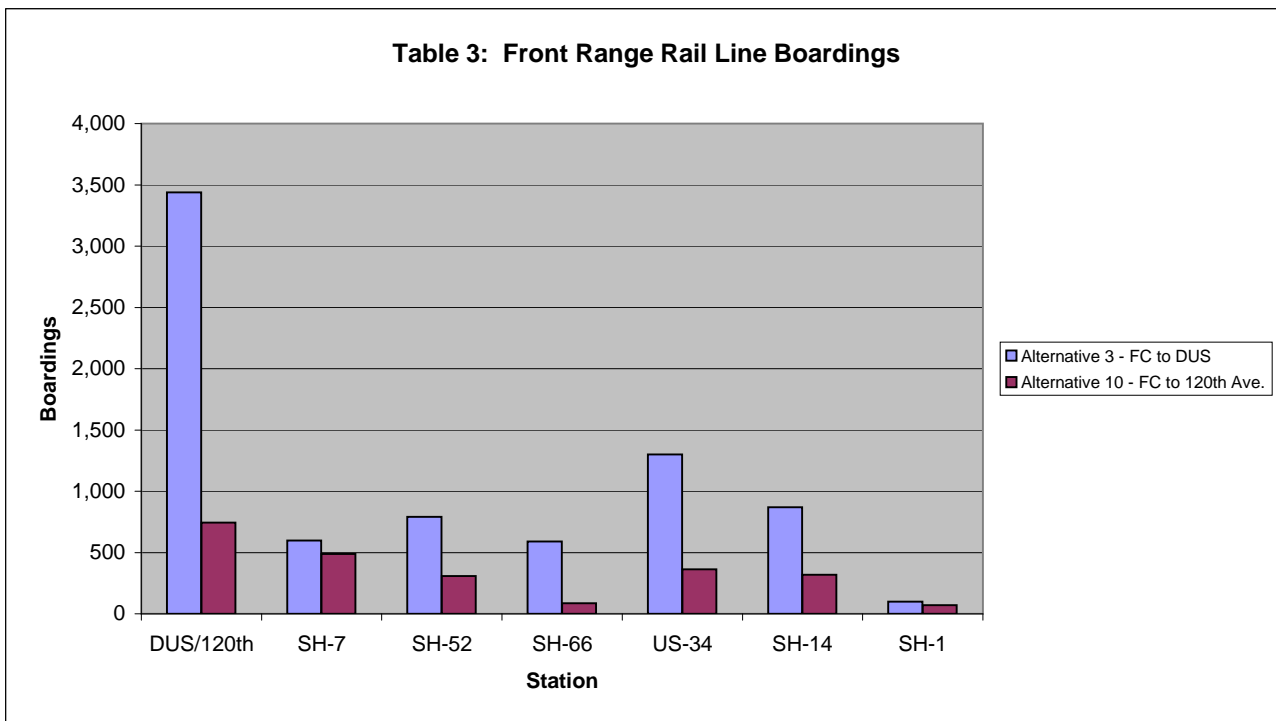
Question 3: Does additional I-25 capacity south of E-470 affect transit volumes on a Front Range rail line?



5/26/2005

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Question 4: Does terminating a Front Range rail line at 120th Avenue (Wagon Road park-n-Ride), thus requiring a transfer to express buses in order to reach the DUS, affect rail ridership significantly?



5/26/2005

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**Transit Market Share
North Area to Denver CBD**

		NoAction Transit		Alt 1 Western Alignment		Alt 2 Mid-Western Alignment		Alt 3 Central Alignment		Alt 4 Interior Alignment		Transit Alt 5		Transit Alt 6		Transit Alt 7		Transit Alt 8		Transit Alt 9		Transit Alt 10		T11	
		Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %	Trips	Transit %
HBW	Transit	269	12.7%	963	45.6%	970	45.9%	1,117	52.9%	1,075	50.9%	1,279	60.6%	1,051	49.8%	1,241	58.8%	1,062	50.3%	1,091	51.7%	811	38.4%	1,499	71.0%
	SOV	811		592		588		514		531		439		544		456		559		544		647		228	
	SR2	727		401		398		349		366		287		374		303		353		344		469		260	
	SR3	304		156		156		133		139		107		142		113		137		133		184		125	
	Total	2,111		2,111		2,111		2,112		2,111		2,112		2,111		2,111		2,111		2,111		2,111		2,111	
HNW	Transit	24	3.6%	70	10.6%	70	10.7%	117	17.8%	112	23.3%	156	31.6%	97	20.5%	160	32.4%	11	2.5%	111	23.1%	45	9.8%	290	54.0%
	SOV	285		264		264		243		245		225		251		223		291		246		275		164	
	SR2	204		189		189		174		88		81		90		80		104		88		98		59	
	SR3	145		134		134		124		35		32		36		32		41		35		39		24	
	Total	658		658		658		658		479		494		475		495		447		479		458		538	
NHB	Transit	0	0.0%	11	2.3%	11	2.3%	13	2.7%	13	3.9%	19	5.5%	19	5.6%	26	7.5%	10	2.9%	10	3.0%	6	1.7%	49	14.0%
	SOV	244		239		239		238		237		235		234		231		239		239		241		219	
	SR2	132		129		129		128		64		63		63		62		65		65		65		59	
	SR3	96		93		93		93		26		26		26		25		26		26		26		24	
	Total	472		472		472		472		341		342		342		344		340		340		339		351	
All Purposes	Total Transit	293	9.0%	1,044	32.2%	1,051	32.4%	1,246	38.4%	1,200	40.9%	1,454	49.3%	1,167	39.9%	1,427	48.4%	1,083	37.4%	1,212	41.3%	861	29.6%	1,838	61.3%
	Total	3,241		3,241		3,241		3,241		2,931		2,948		2,928		2,951		2,898		2,931		2,908		3,000	

R:\transportation\071609\Working\primus\level 2b doc\Results\transit\NFR to CBD market share.xls]All
9/12/2007

Original source needed to be adjusted for hnw, nhb SR using auto occupancy

Transit Alt 3

		TRANSIT TRIPS							
		NFR to ALL	ALL to NFR	NFR to DRCOG	DRCOG to NFR	NFR to CBD	CBD to NFR	NFR to DIA	DIA to NFR
	DACC	1450	248	1220	18	831	0	85	0
HBW	WACC	5679	5072	707	100	286	1	42	0
	DACC	760	516	272	28	107	0	83	0
HBNW	WACC	5924	5904	50	30	9	1	11	0
NHB	TRANSIT	1525	1495	38	8	13	1	12	1

		ALL TRIPS	
		NFR to DIA	DIA to NFR
	DA	138	0
	SR2	105	0
	SR3+	40	0
HBW	Total	283	0
	DA	349	2
	SR2	122	1
	SR3+	48	0
HBNW	"Auto"	519	3
	DA	486	493
	SR2	131	133
	SR3+	53	54
NHB	"Auto"	673	682

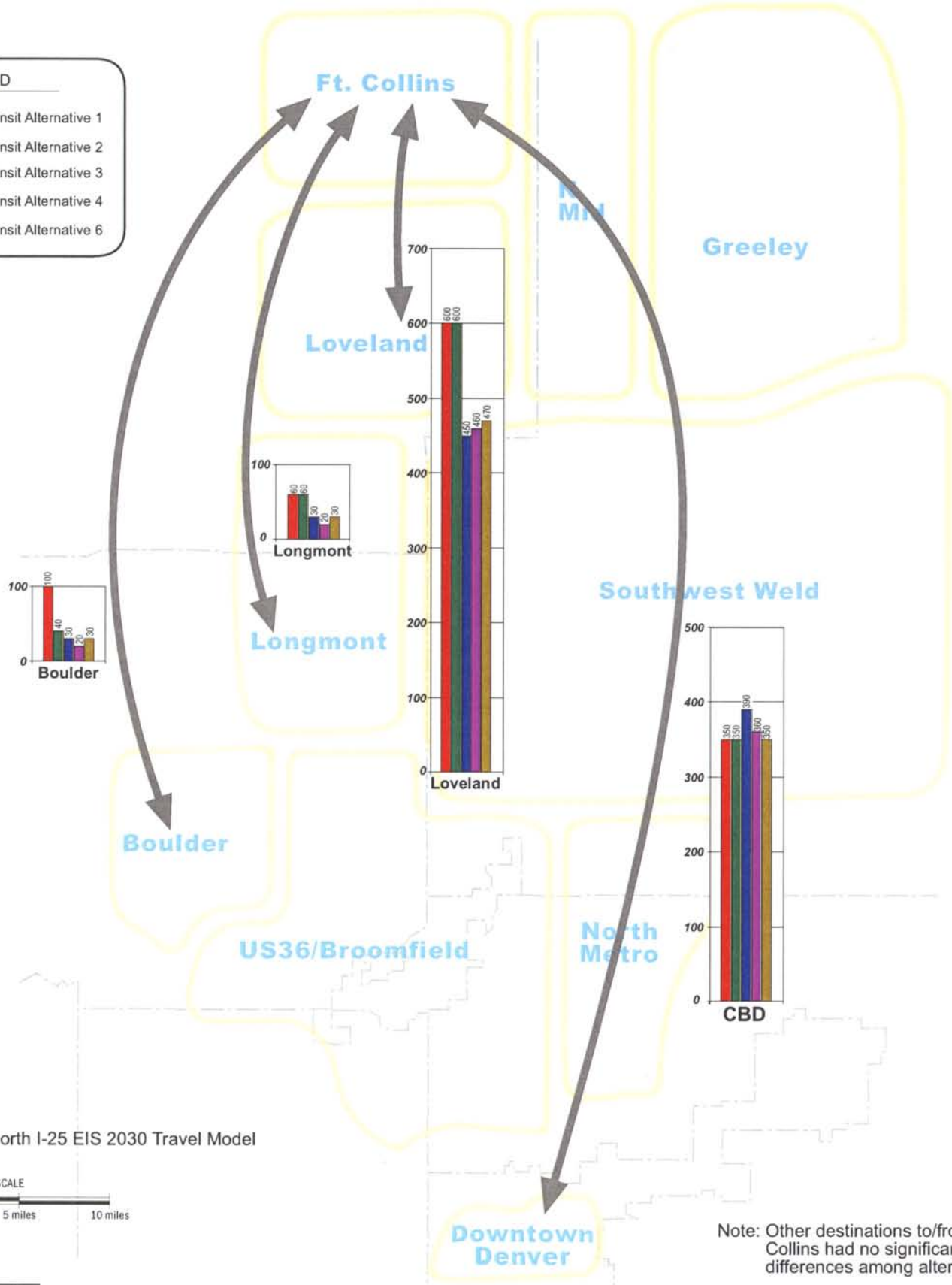
Transit No Action

		TRANSIT TRIPS							
		NFR to ALL	ALL to NFR	NFR to DRCOG	DRCOG to NFR	NFR to CBD	CBD to NFR	NFR to DIA	DIA to NFR
	DACC	432	46	386	0	269	0	30	0
HBW	WACC	3327	3327	0	0	0	0	0	0
	DACC	228	164	66	1	24	0	21	0
HBNW	WACC	4625	4625	0	0	0	0	0	0
NHB	TRANSIT	1169	1169	0	0	0	0	0	0

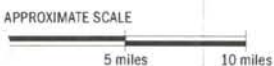
		ALL TRIPS	
		NFR to DIA	DIA to NFR
	DA	177	0
	SR2	145	0
	SR3+	57	0
HBW	Total	380	0
	DA	383	2
	SR2	134	1
	SR3+	53	0
HBNW	"Auto"	570	3
	DA	493	493
	SR2	133	133
	SR3+	54	54
NHB	"Auto"	682	682

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Transit Trips to/from Ft. Collins

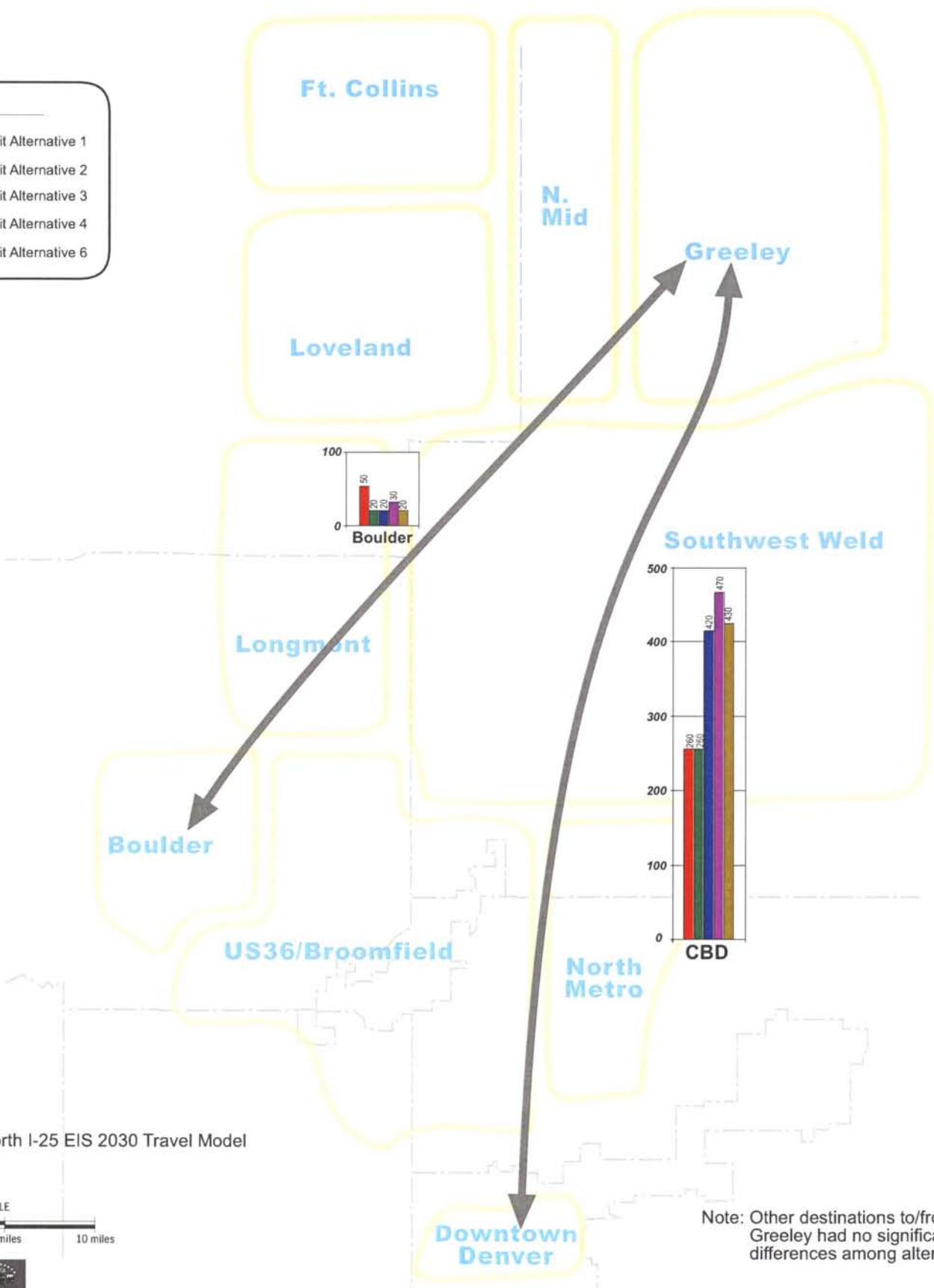


Source: North I-25 EIS 2030 Travel Model

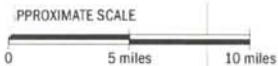


Note: Other destinations to/from Fort Collins had no significant differences among alternatives

Transit Trips to/from Greeley

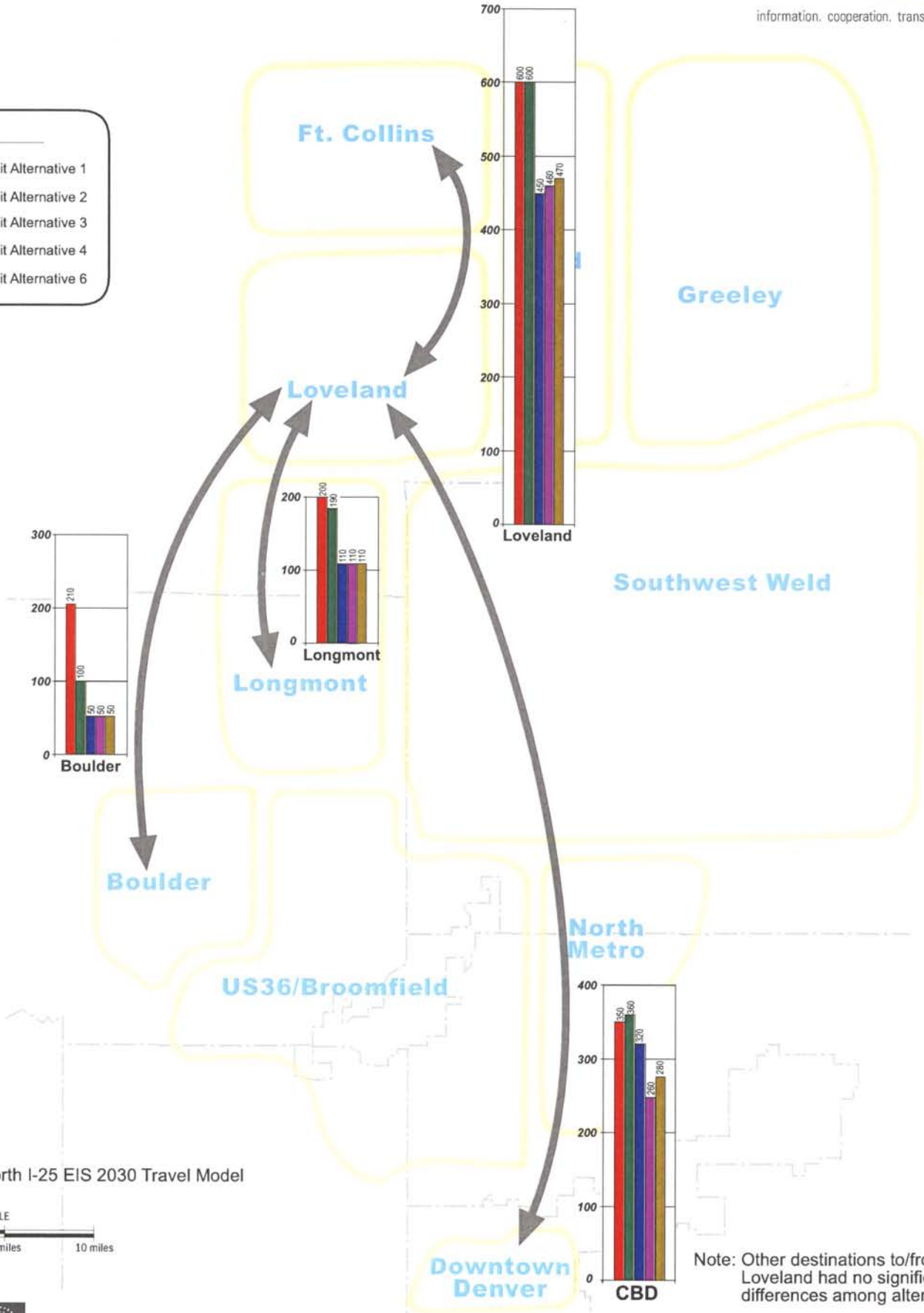


Source: North I-25 EIS 2030 Travel Model



Note: Other destinations to/from Greeley had no significant differences among alternatives

Transit Trips to/from Loveland



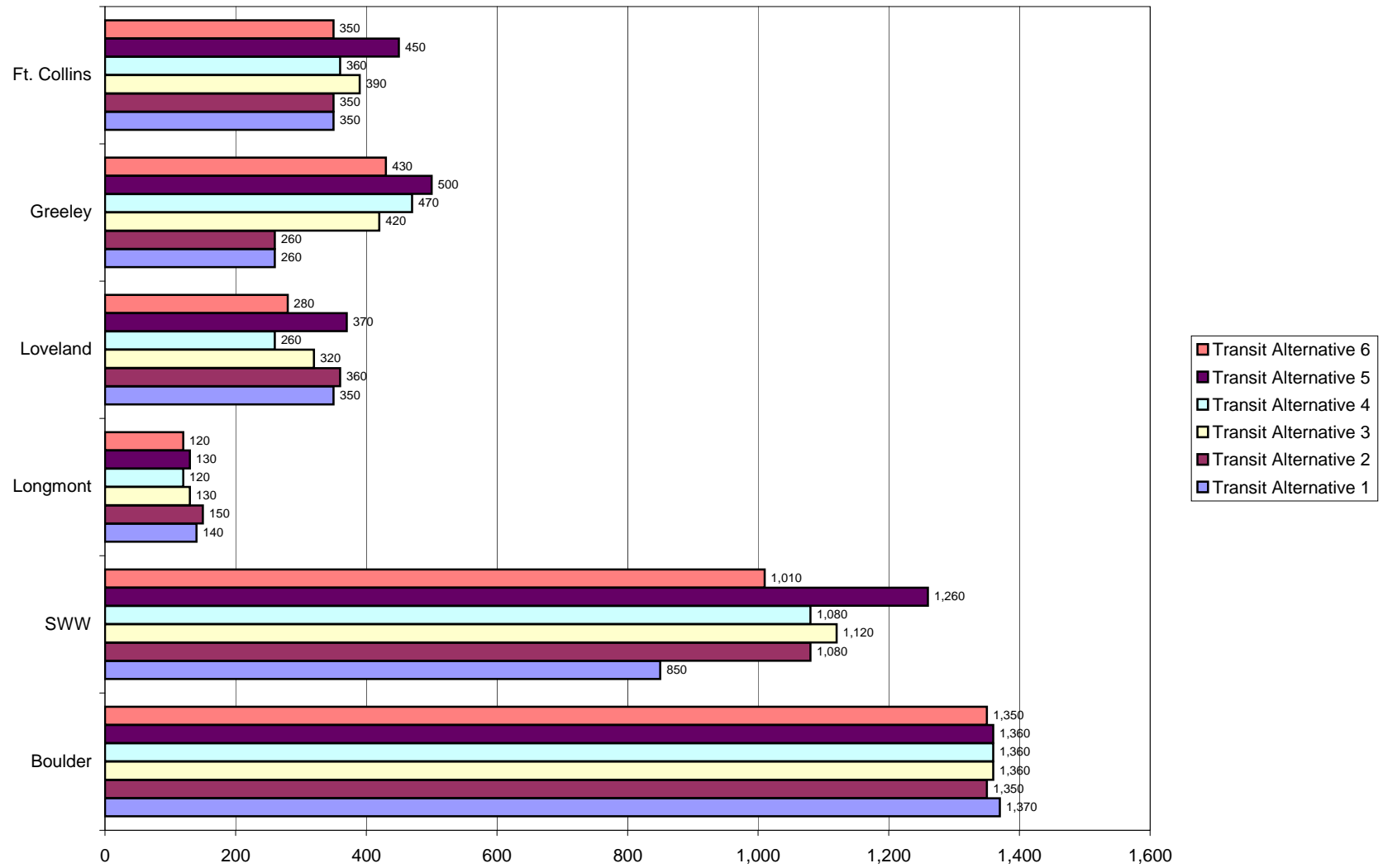
Source: North I-25 EIS 2030 Travel Model



Note: Other destinations to/from Loveland had no significant differences among alternatives

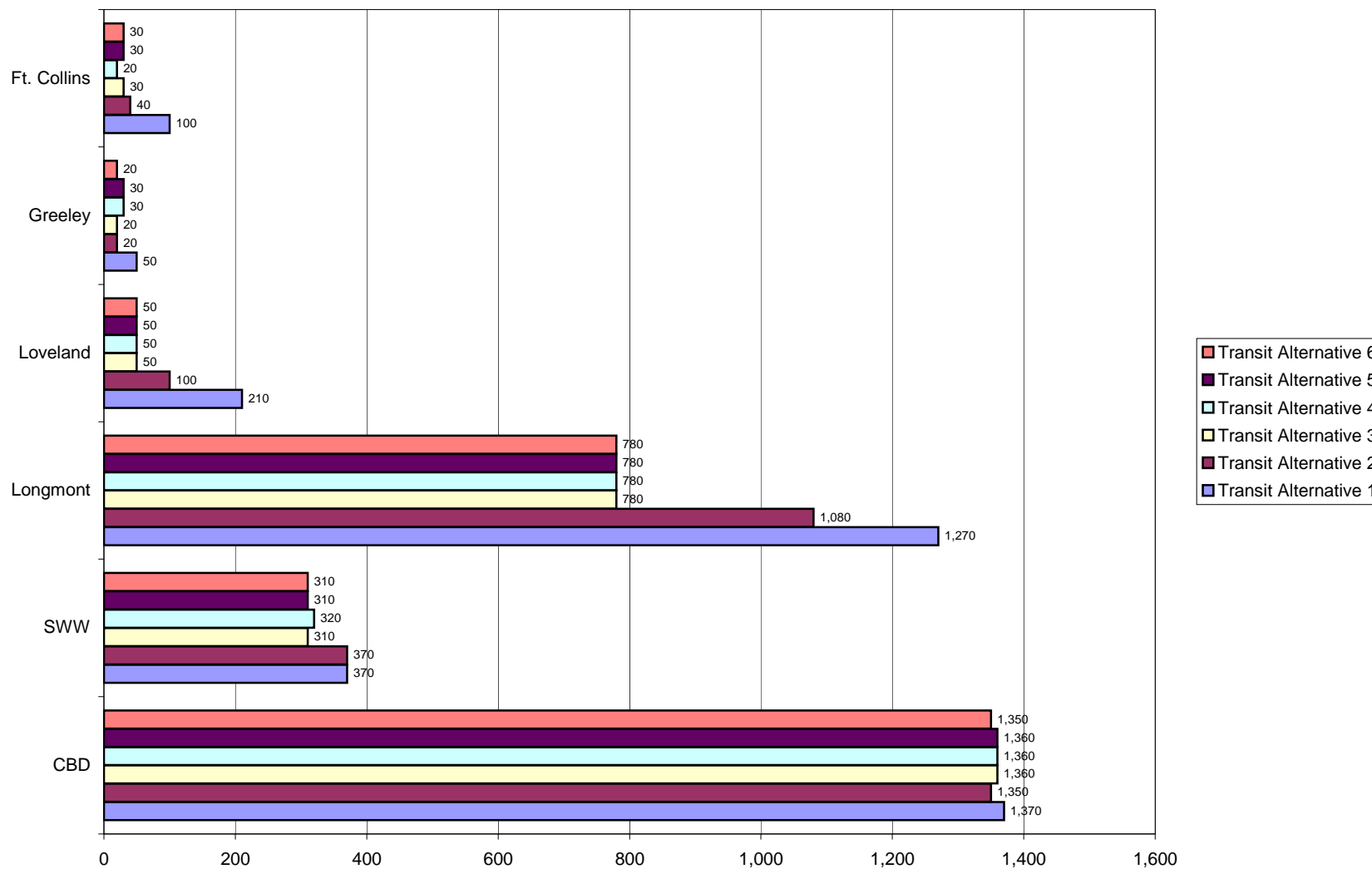
Comparison of Transit Travel Markets

Transit Trips to/from Downtown Denver



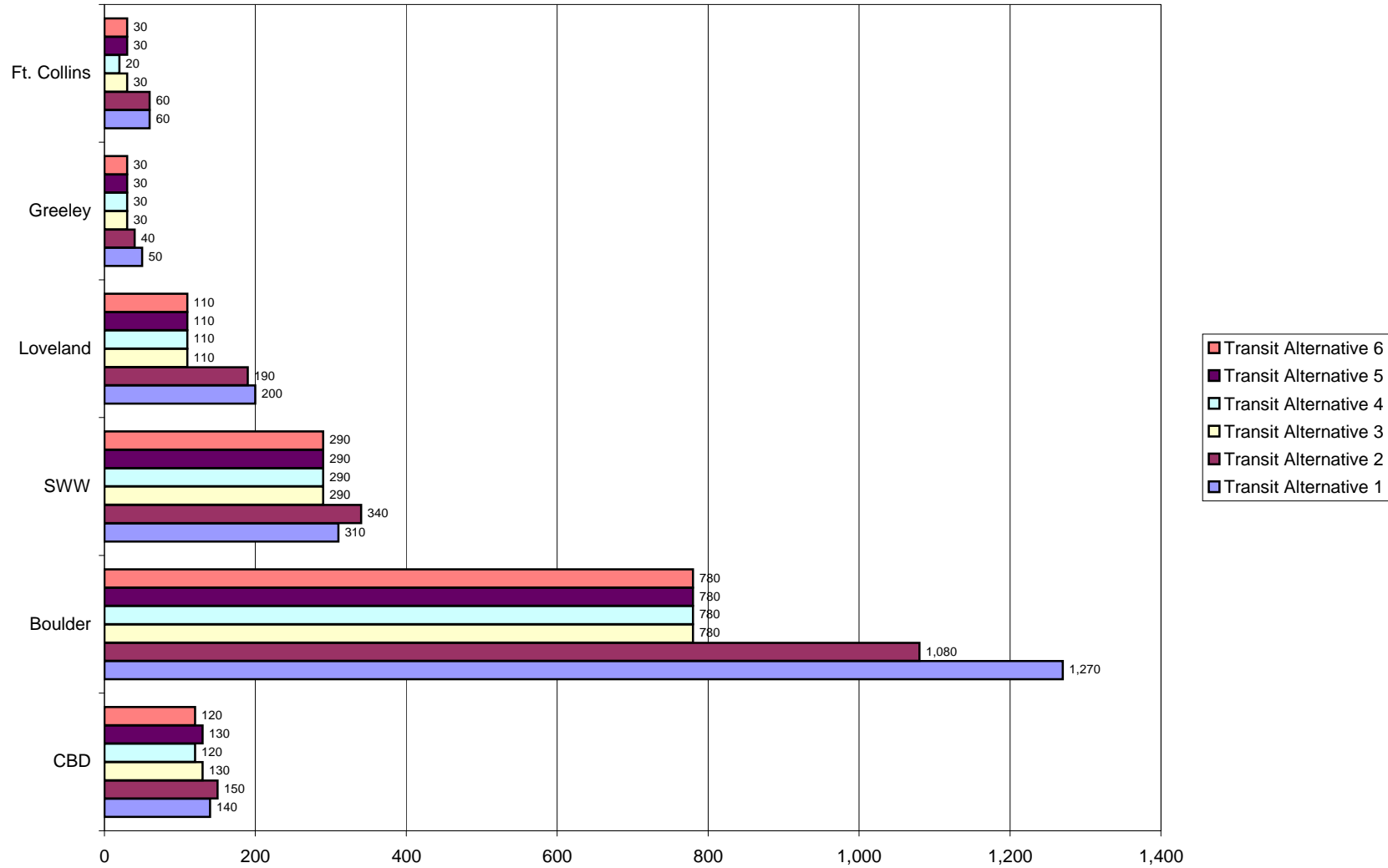
Comparison of Transit Travel Markets

Transit Trips to/from Boulder



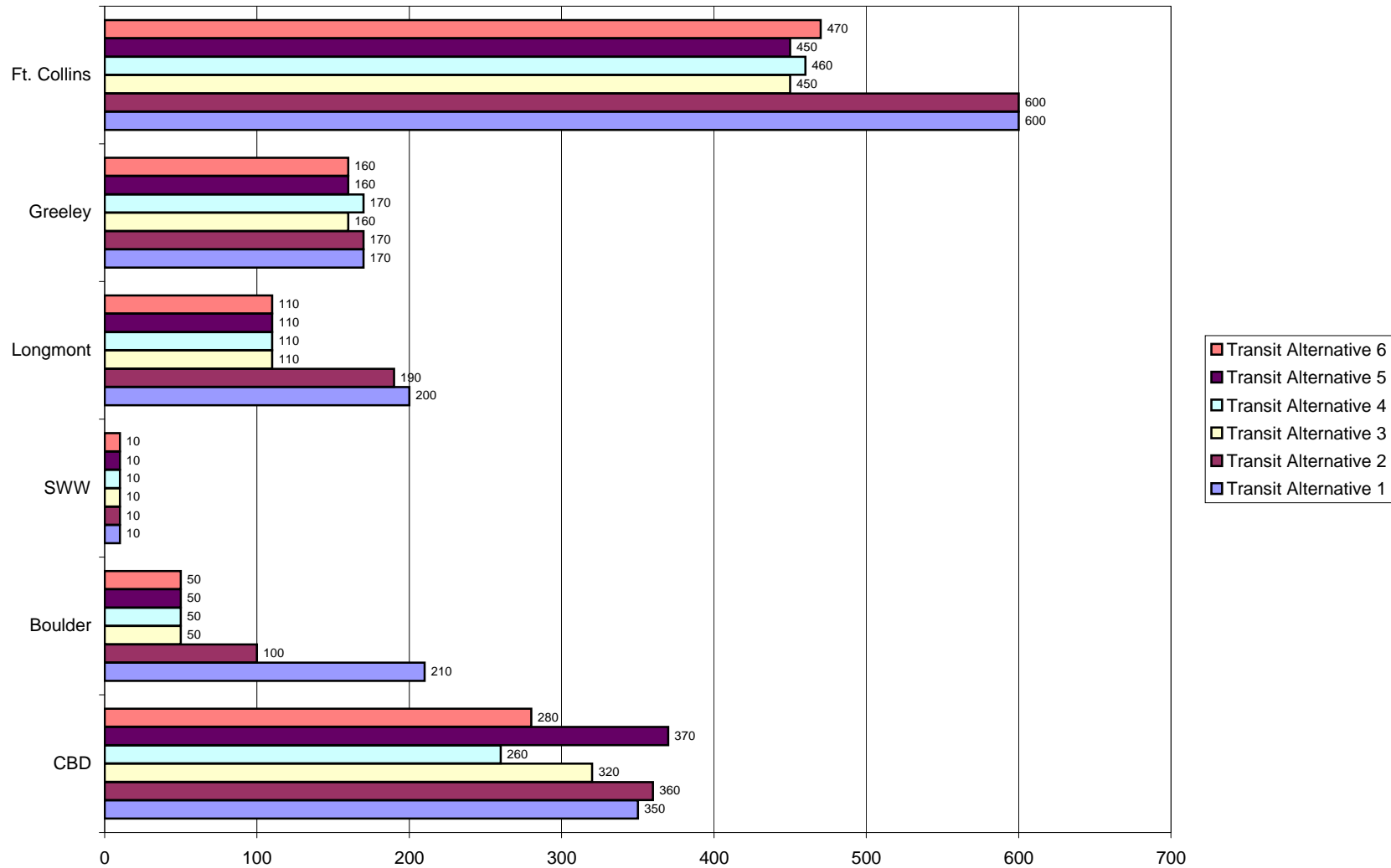
Comparison of Transit Travel Markets

Transit Trips to/from Longmont



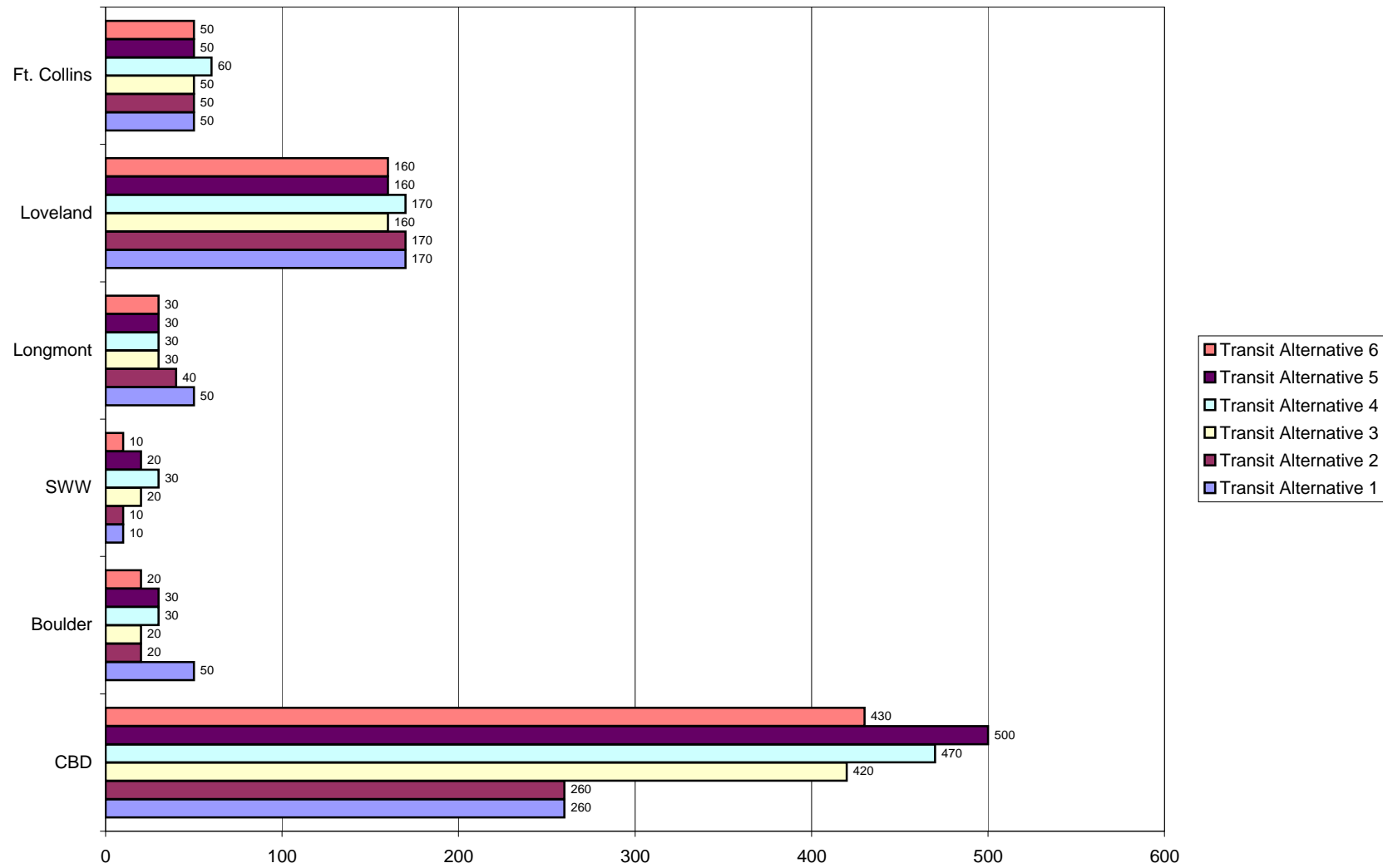
Comparison of Transit Travel Markets

Transit Trips to/from Loveland



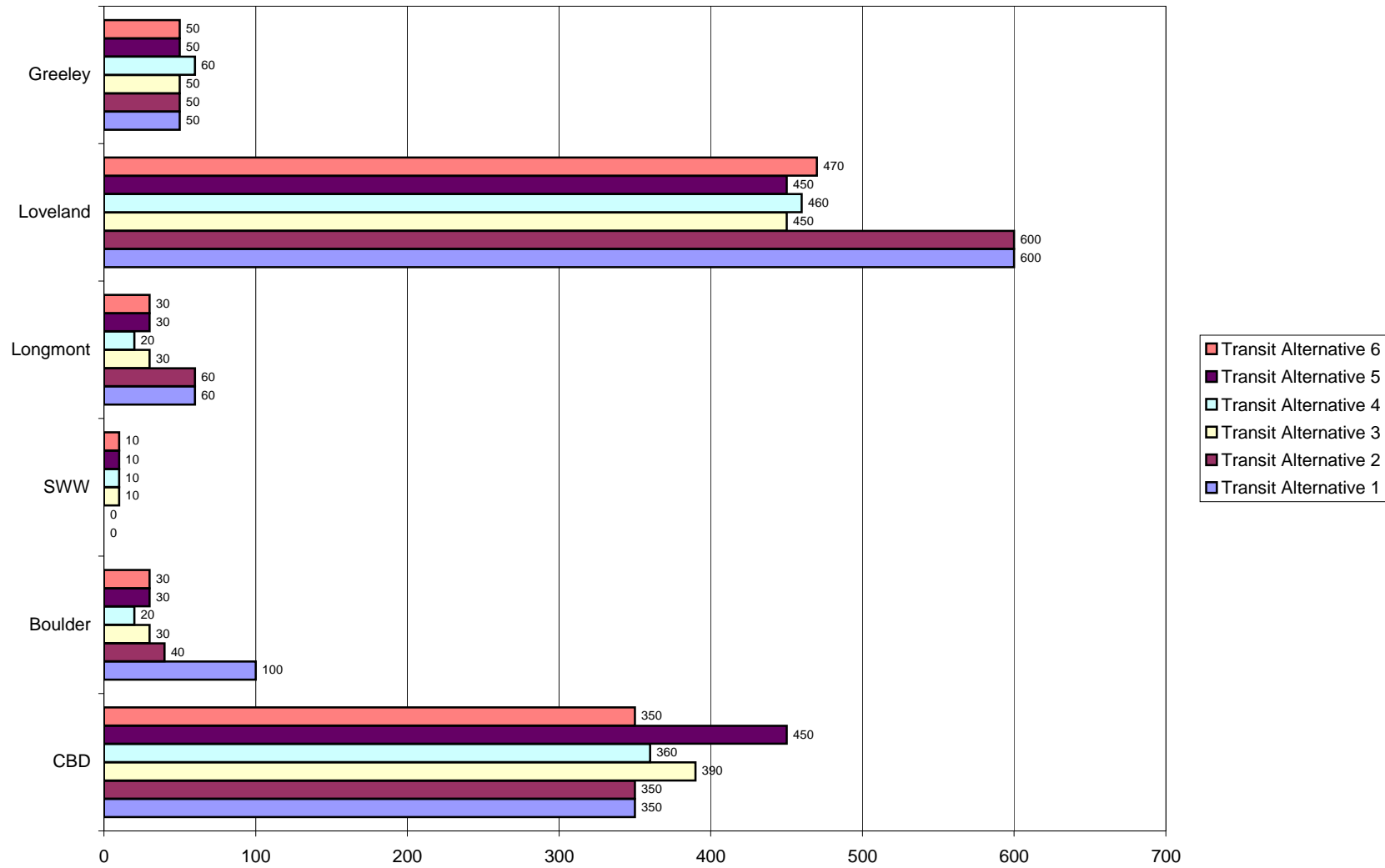
Comparison of Transit Travel Markets

Transit Trips to/from Greeley



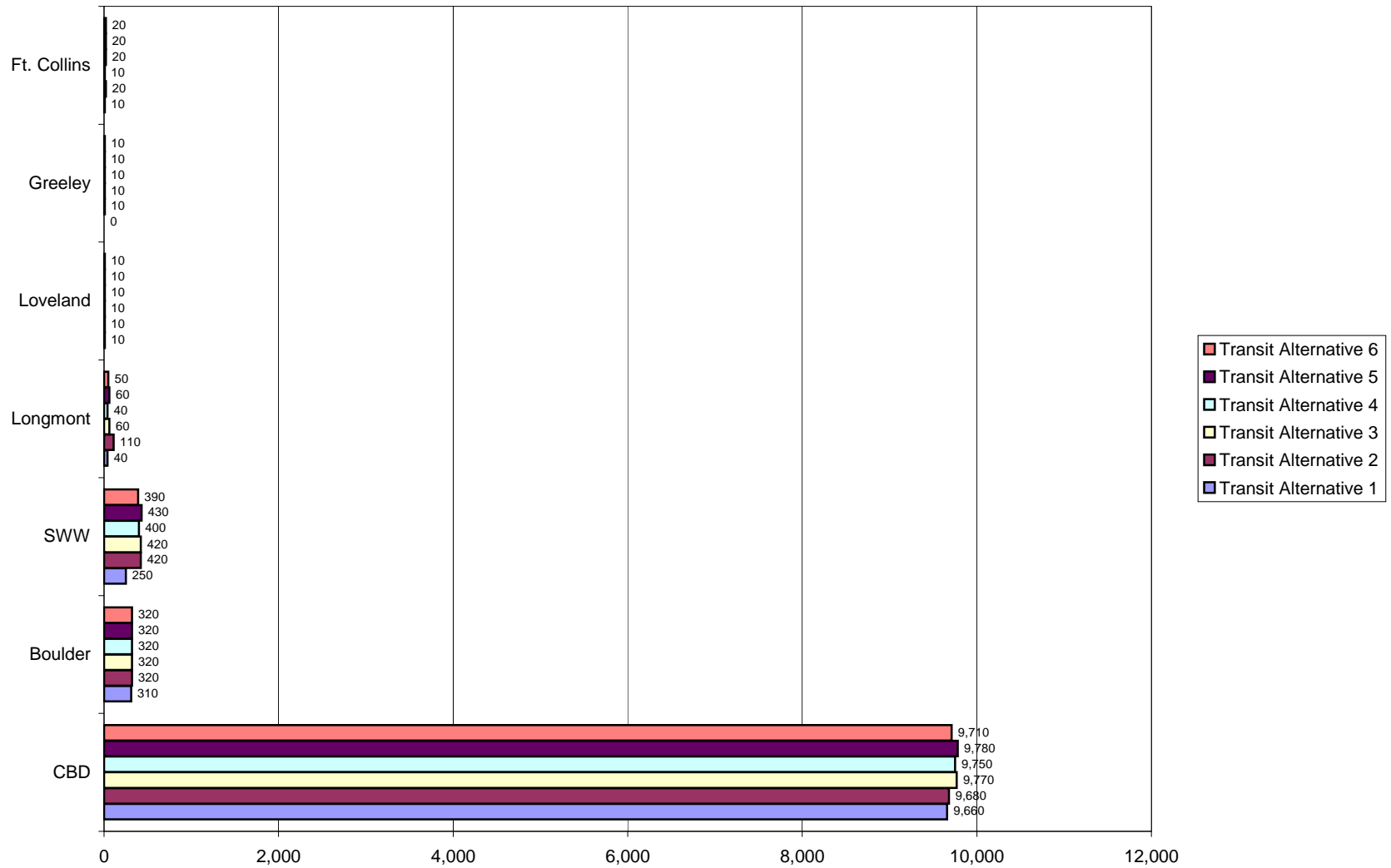
Comparison of Transit Travel Markets

Transit Trips to/from Ft. Collins



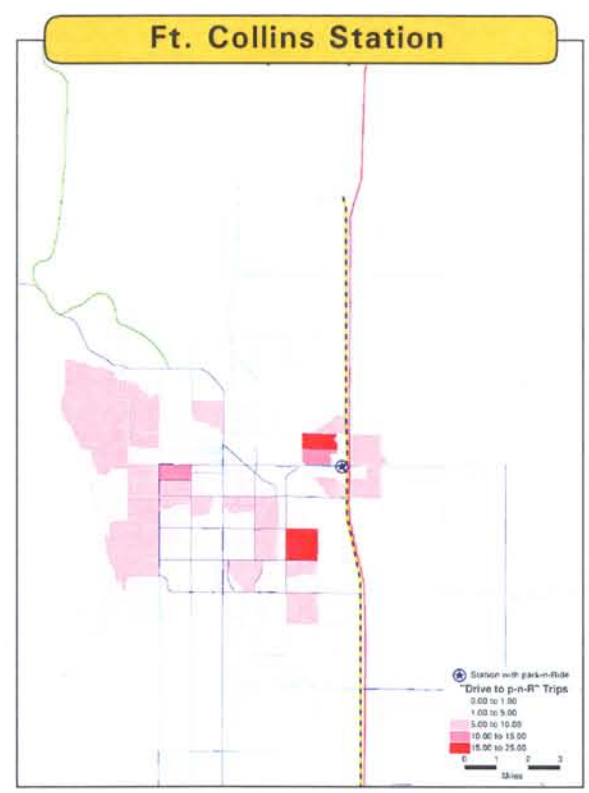
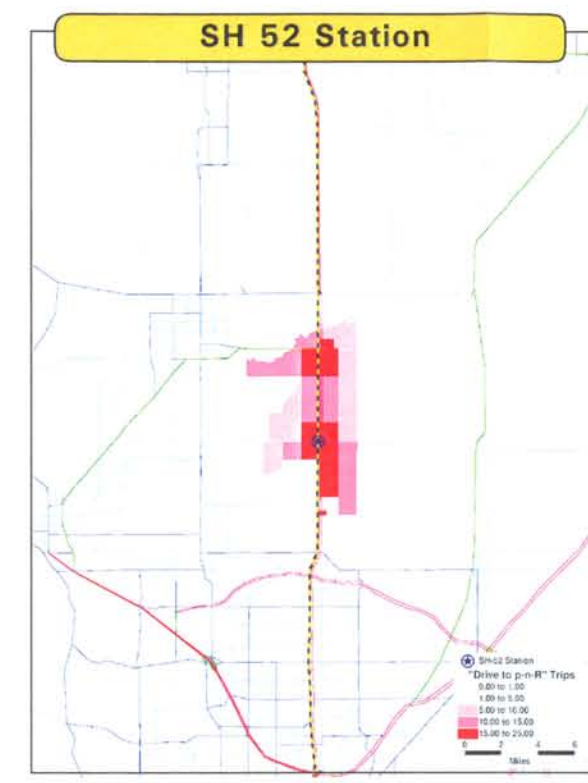
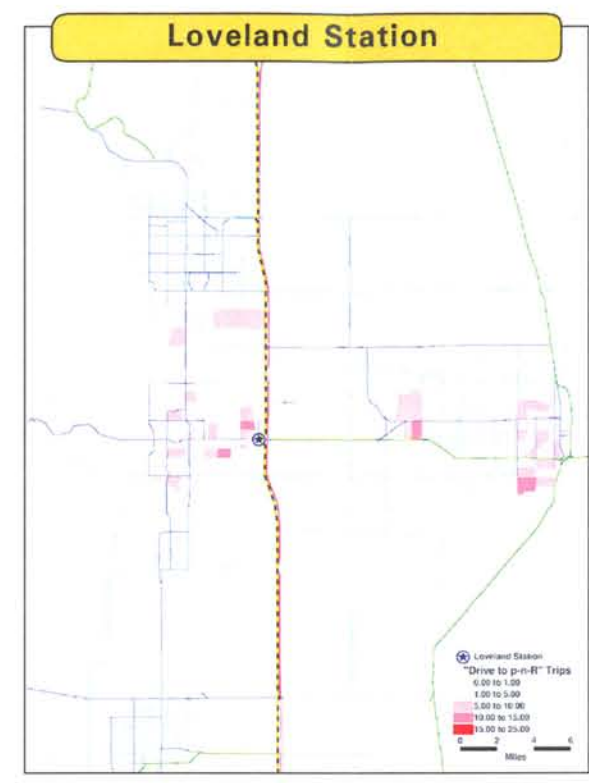
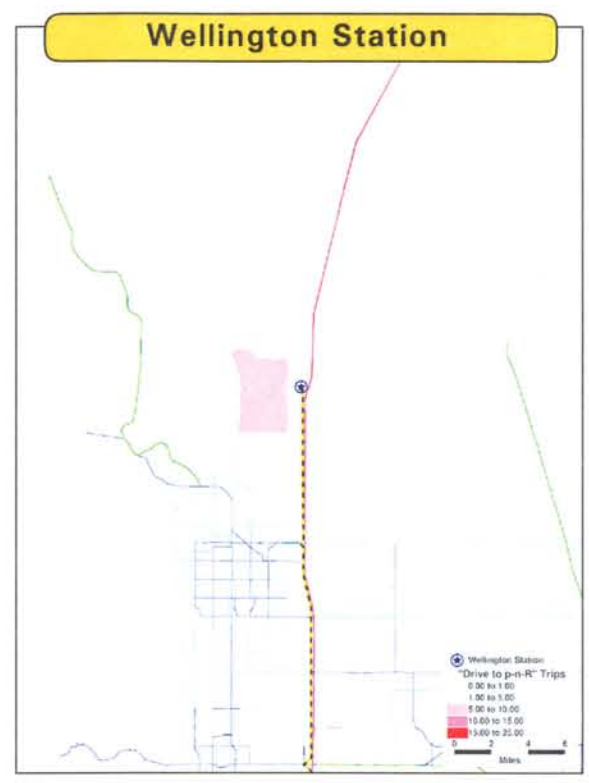
Comparison of Transit Travel Markets

Transit Trips to/from Northeast Metro Denver



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Station Park-n-Ride Drive Access Patterns - Alternative 3



Station Park-n-Ride Drive Access Patterns - Alternative 1

