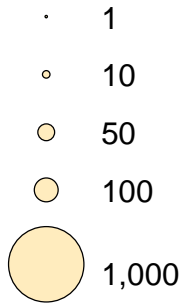


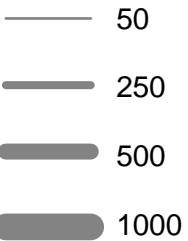
2030 BRT Daily Ridership

DRAFT

Legend



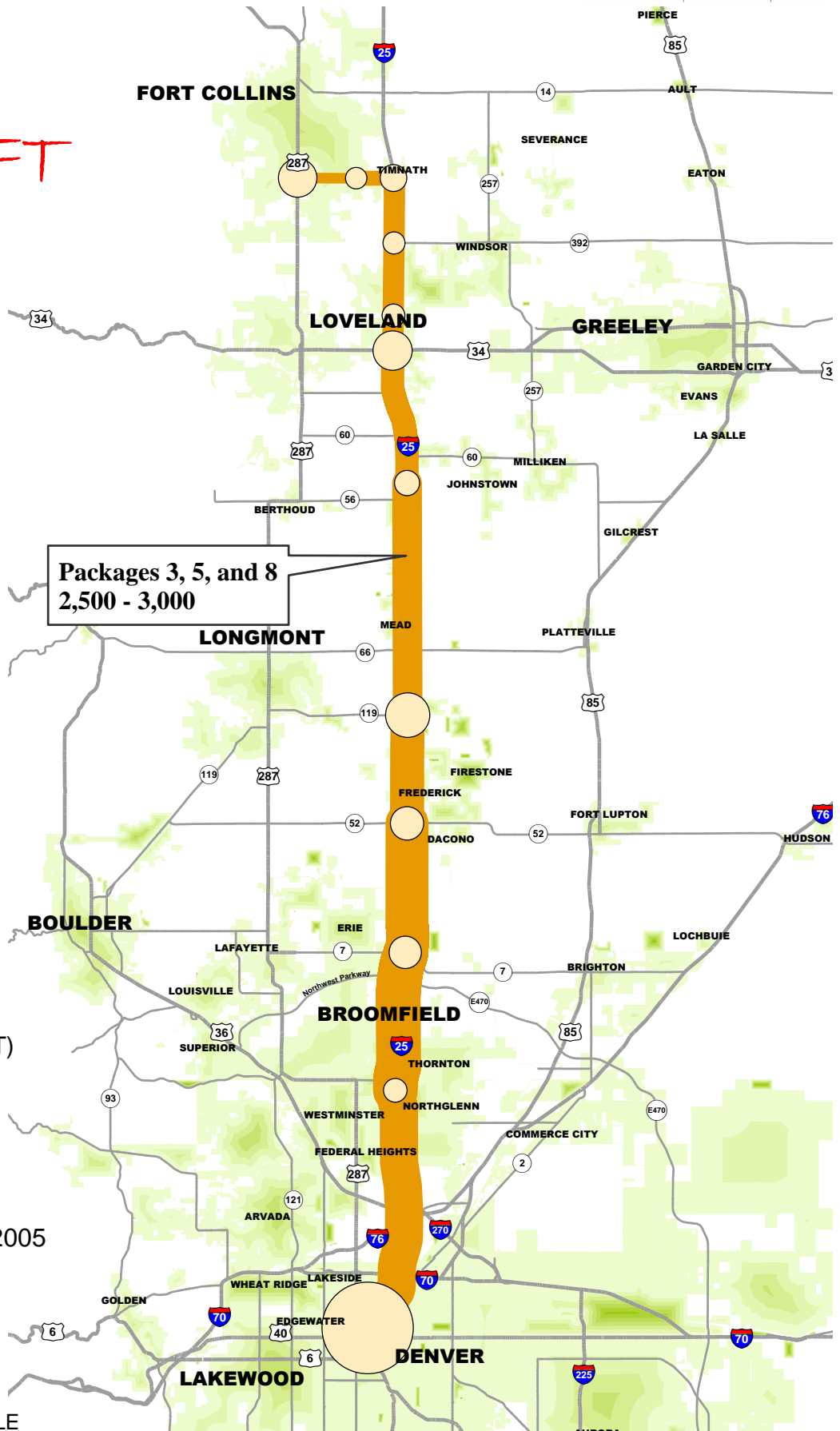
Segment Ridership



Transit Technology



Level 3 Results December 2005



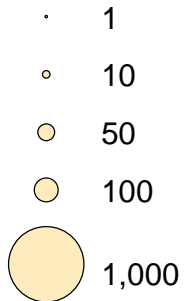
NOT TO SCALE

Travel Demand Model Application and Results

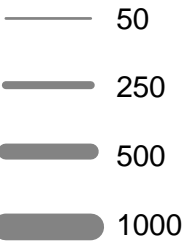
2030 Commuter Bus Daily Ridership

DRAFT

Legend



Segment Ridership



Transit Technology

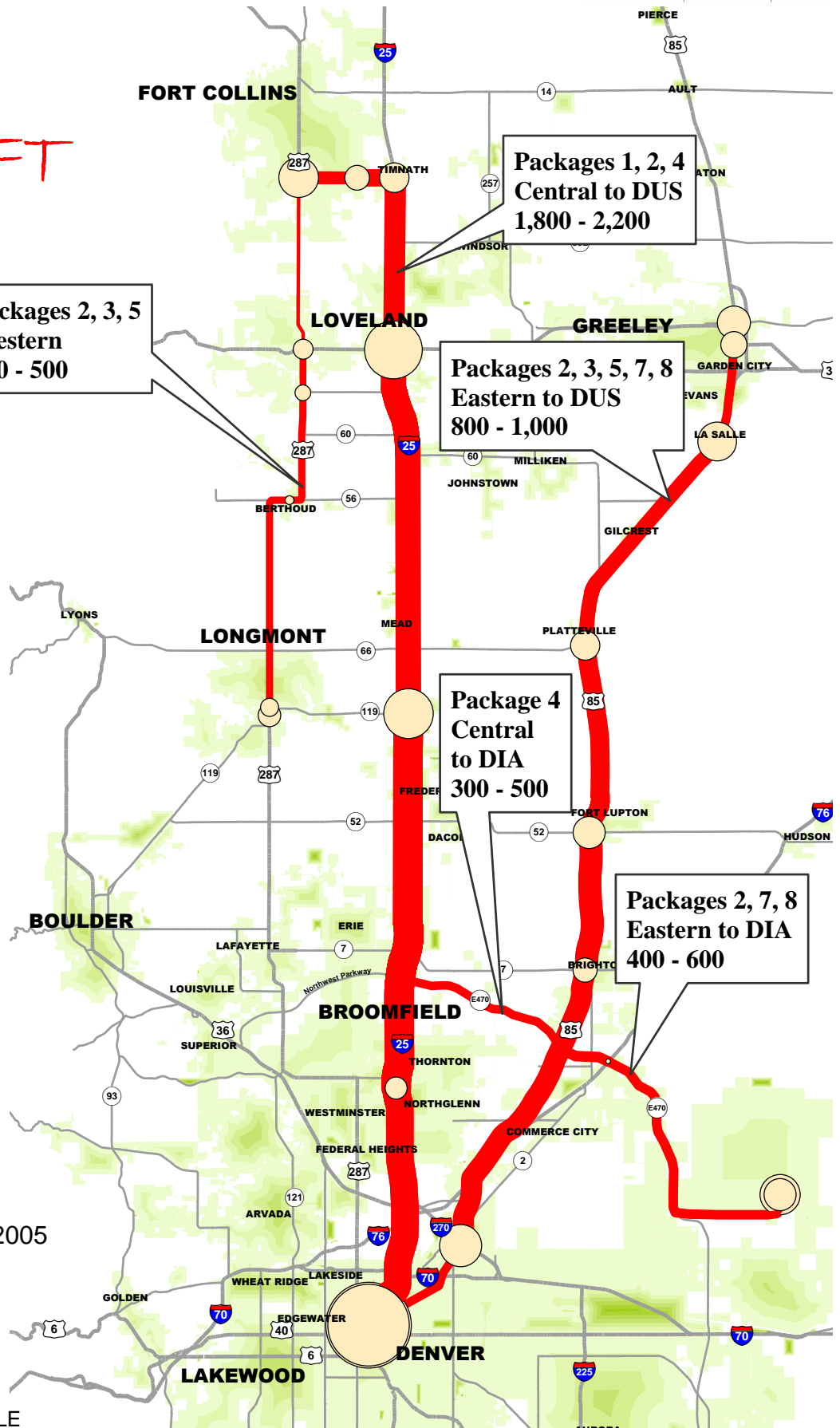
Commuter Bus

Level 3 Results December 2005



NOT TO SCALE

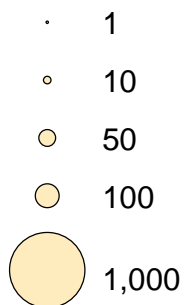
Travel Demand Model Application and Results



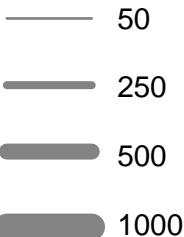
2030 Commuter Rail Daily Ridership

DRAFT

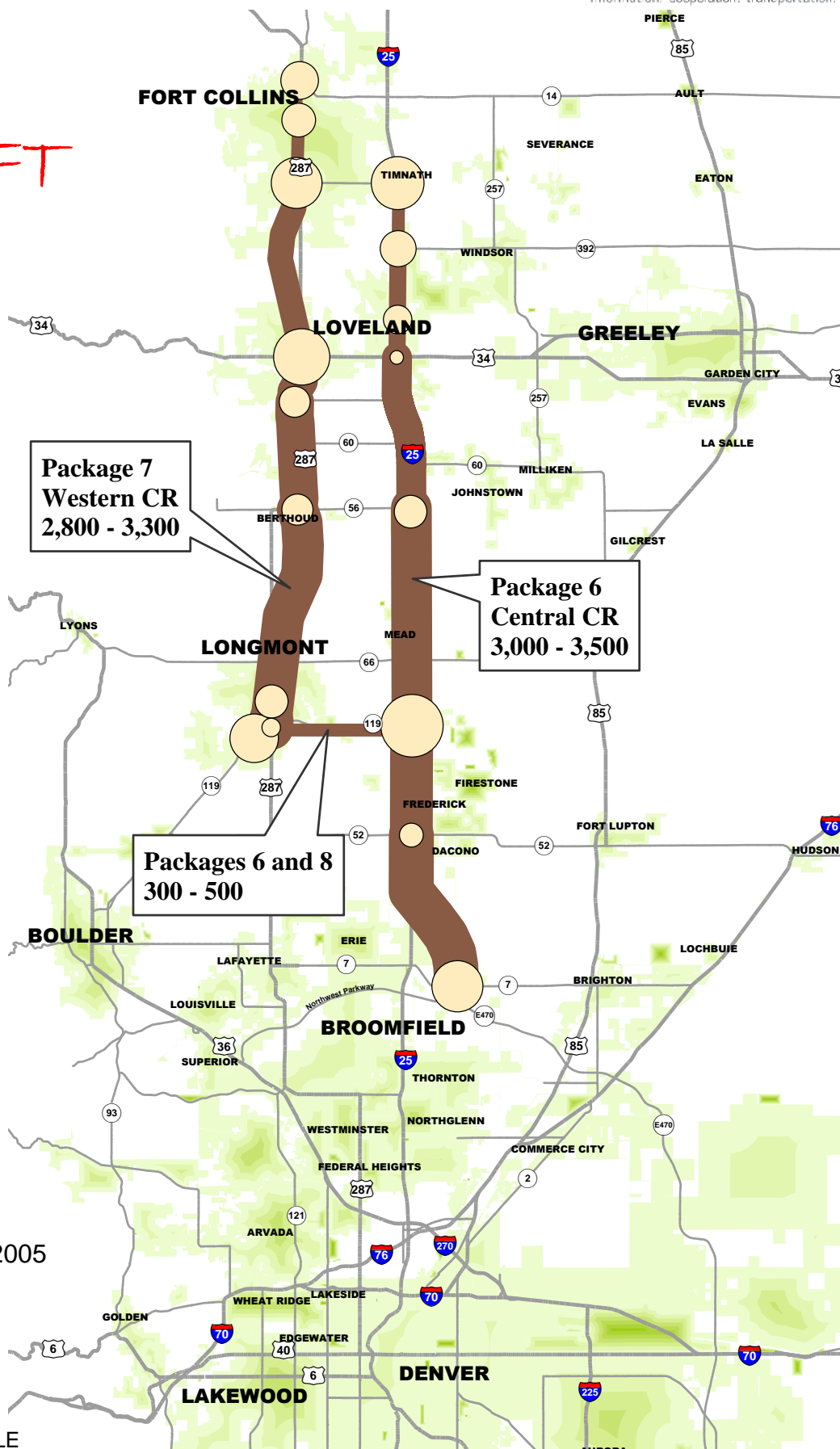
Legend



Segment Ridership



Transit Technology



Level 3 Results December 2005



NOT TO SCALE

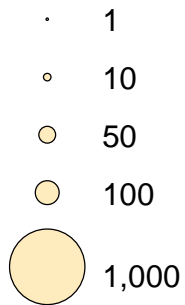
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 1: Commuter Bus

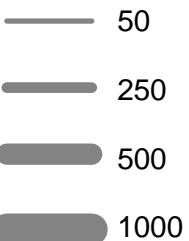
2030 Daily Transit Ridership

Legend

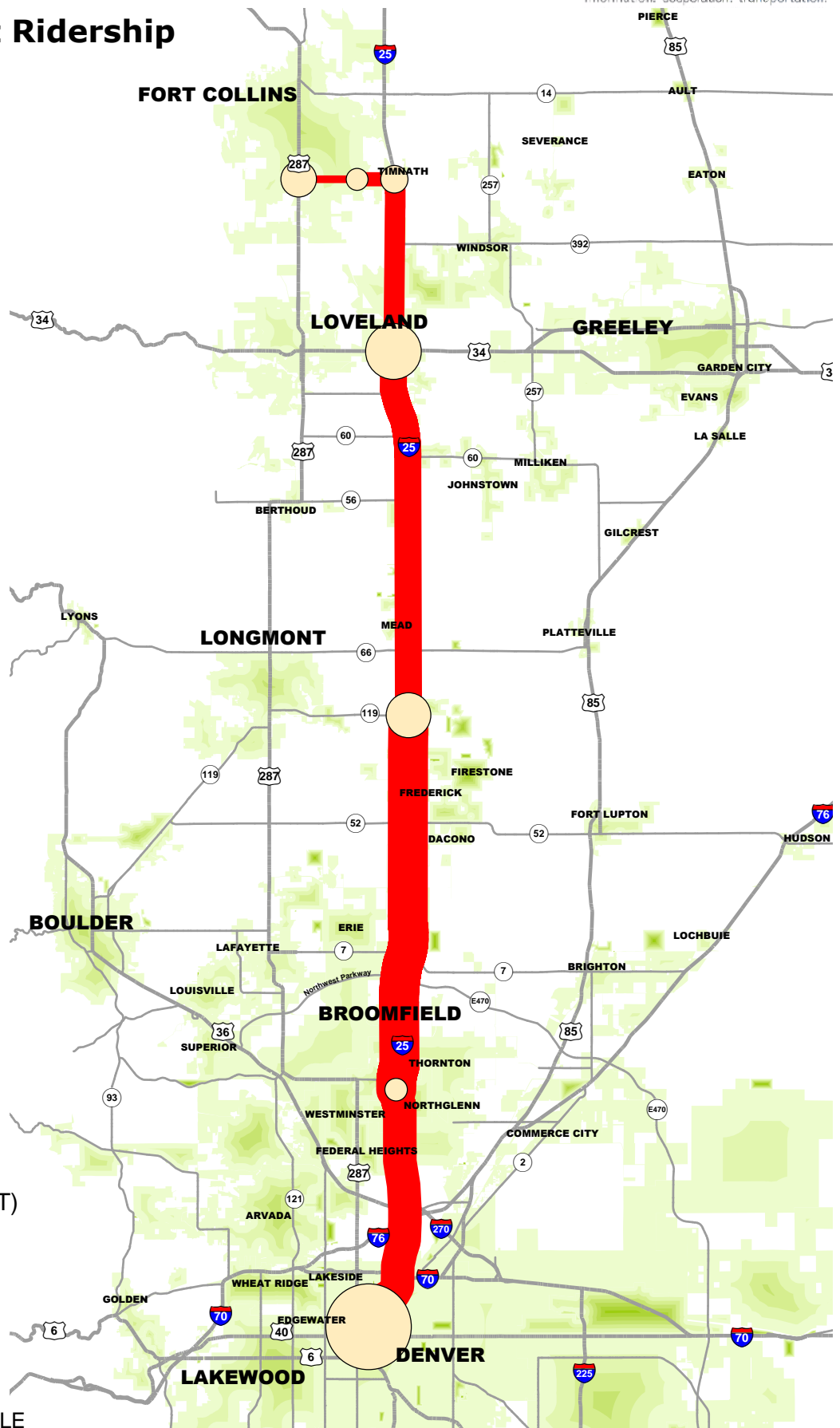
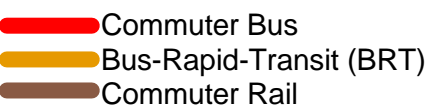
Station Activity



Segment Ridership



Transit Technology



NOT TO SCALE

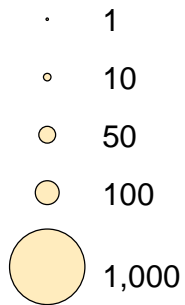
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 2: Toll, Commuter Bus

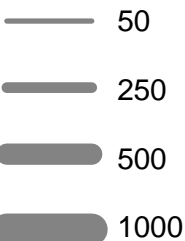
2030 Daily Transit Ridership

Legend

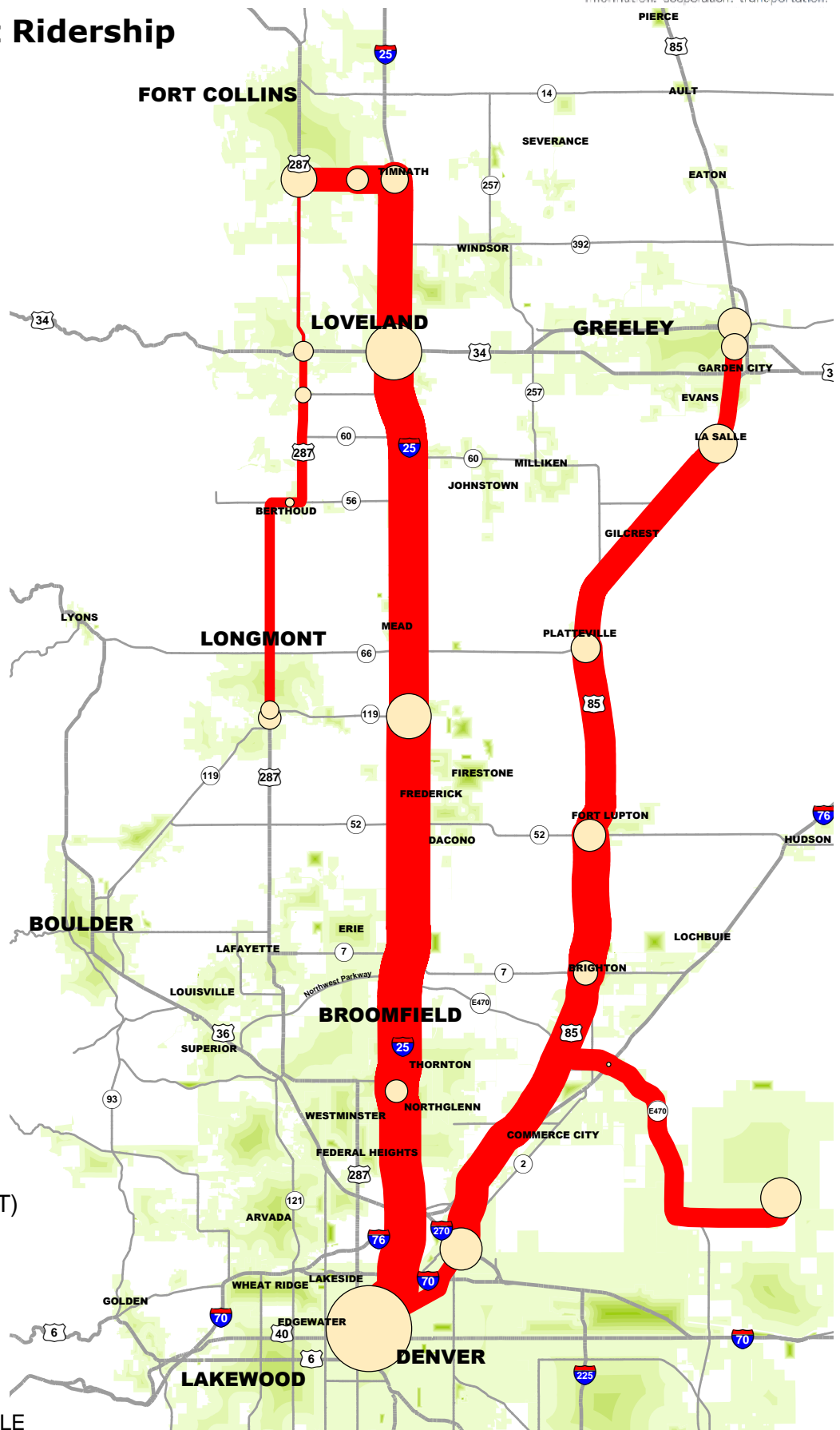
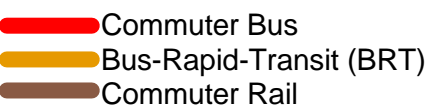
Station Activity



Segment Ridership



Transit Technology



NOT TO SCALE

Travel Demand Model Application and Results

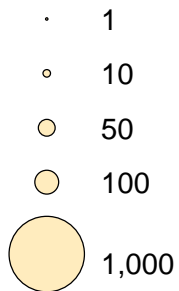
Level 3 Alternatives Development Package 22: Western North Metro Extension

2030 Daily Transit Ridership

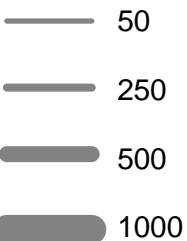
DRAFT

Legend

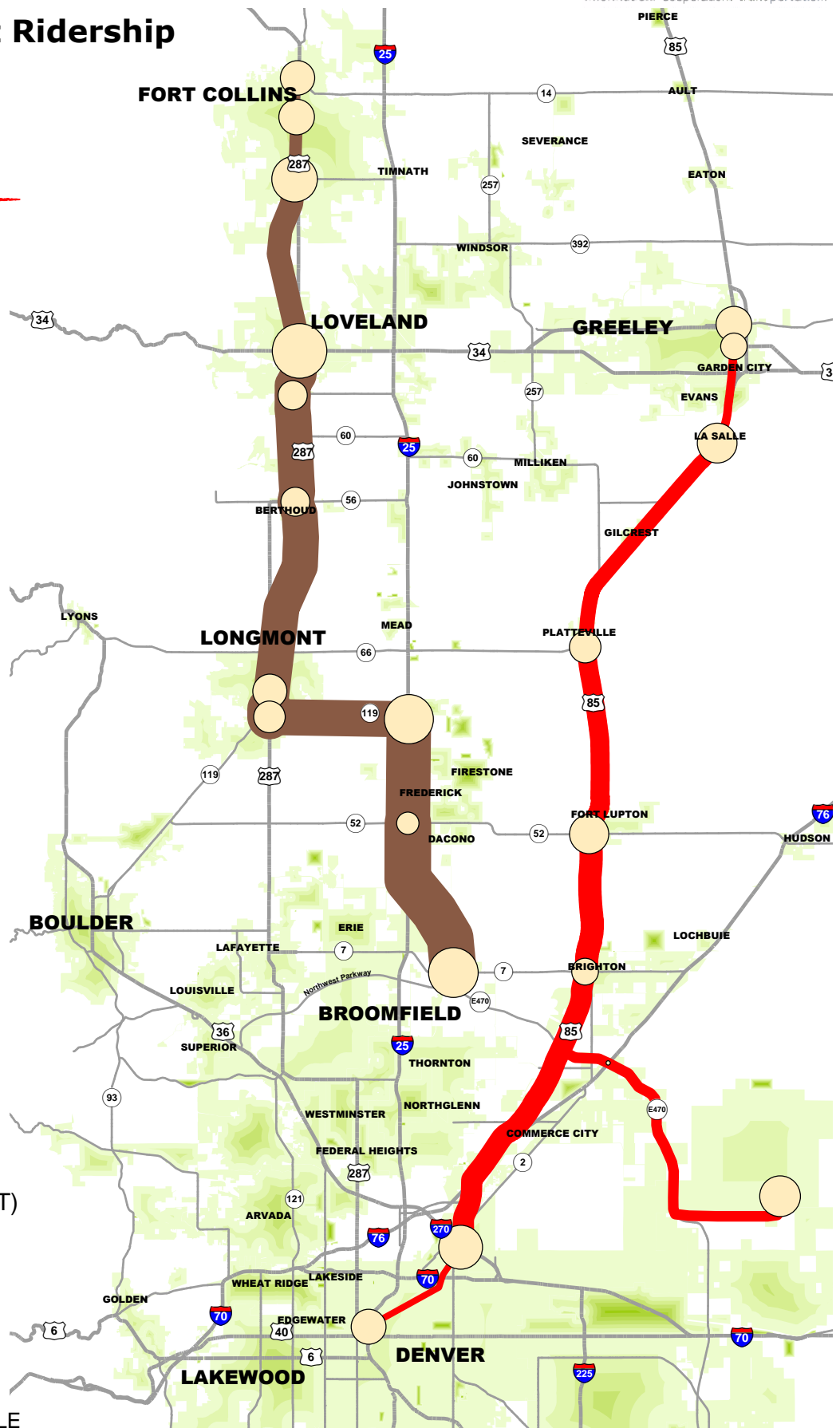
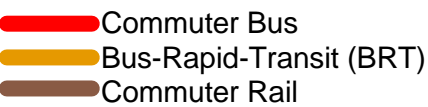
Station Activity



Segment Ridership



Transit Technology



NOT TO SCALE

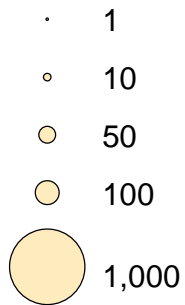
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 3: HOT, BRT

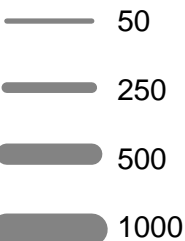
2030 Daily Transit Ridership

Legend

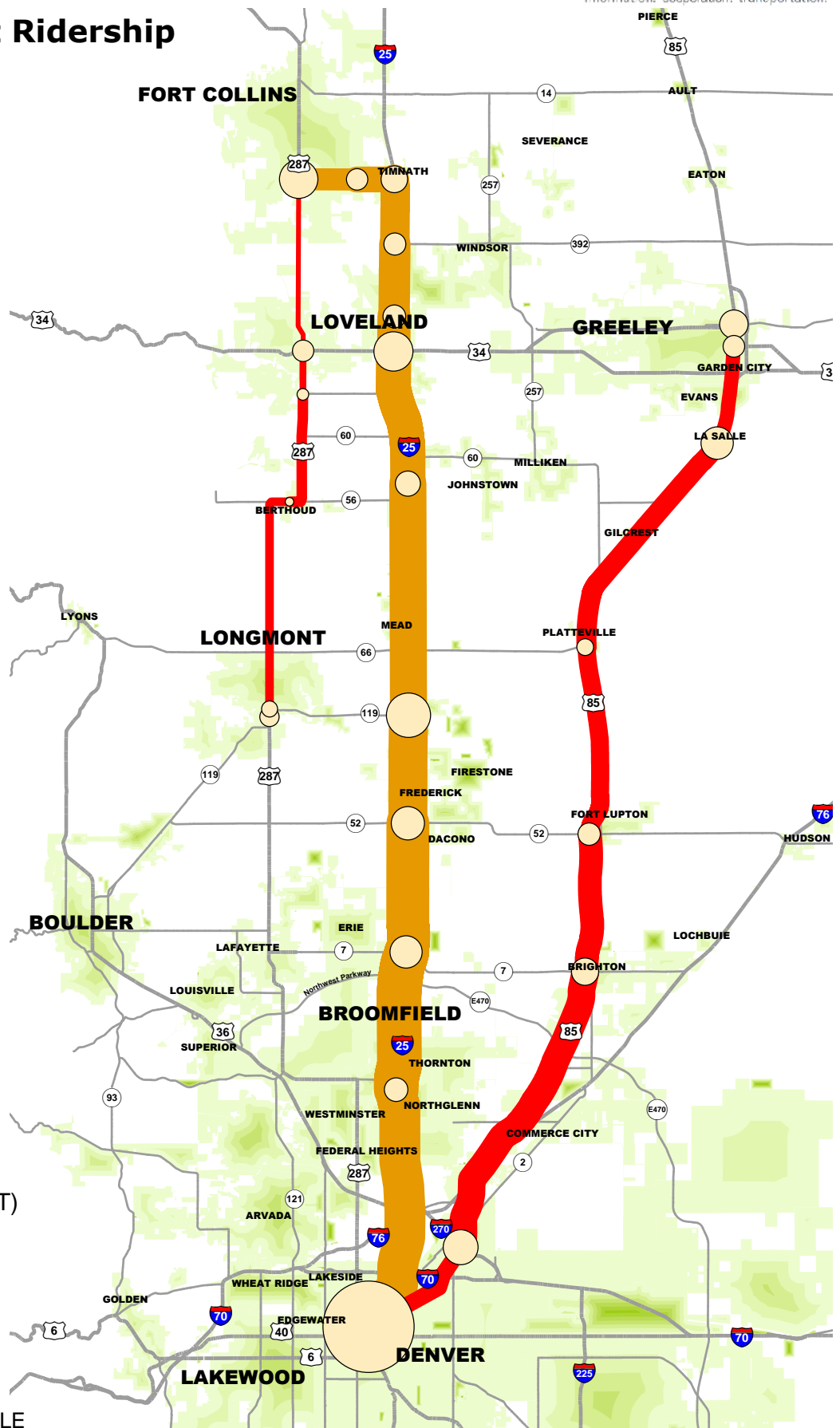
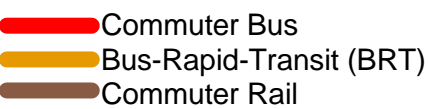
Station Activity



Segment Ridership



Transit Technology



NOT TO SCALE

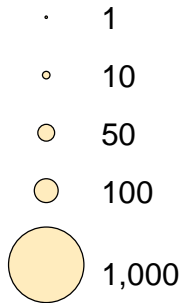
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 4: LAL, Commuter Bus

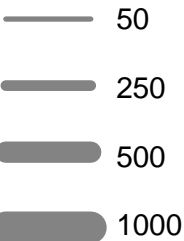
2030 Daily Transit Ridership

Legend

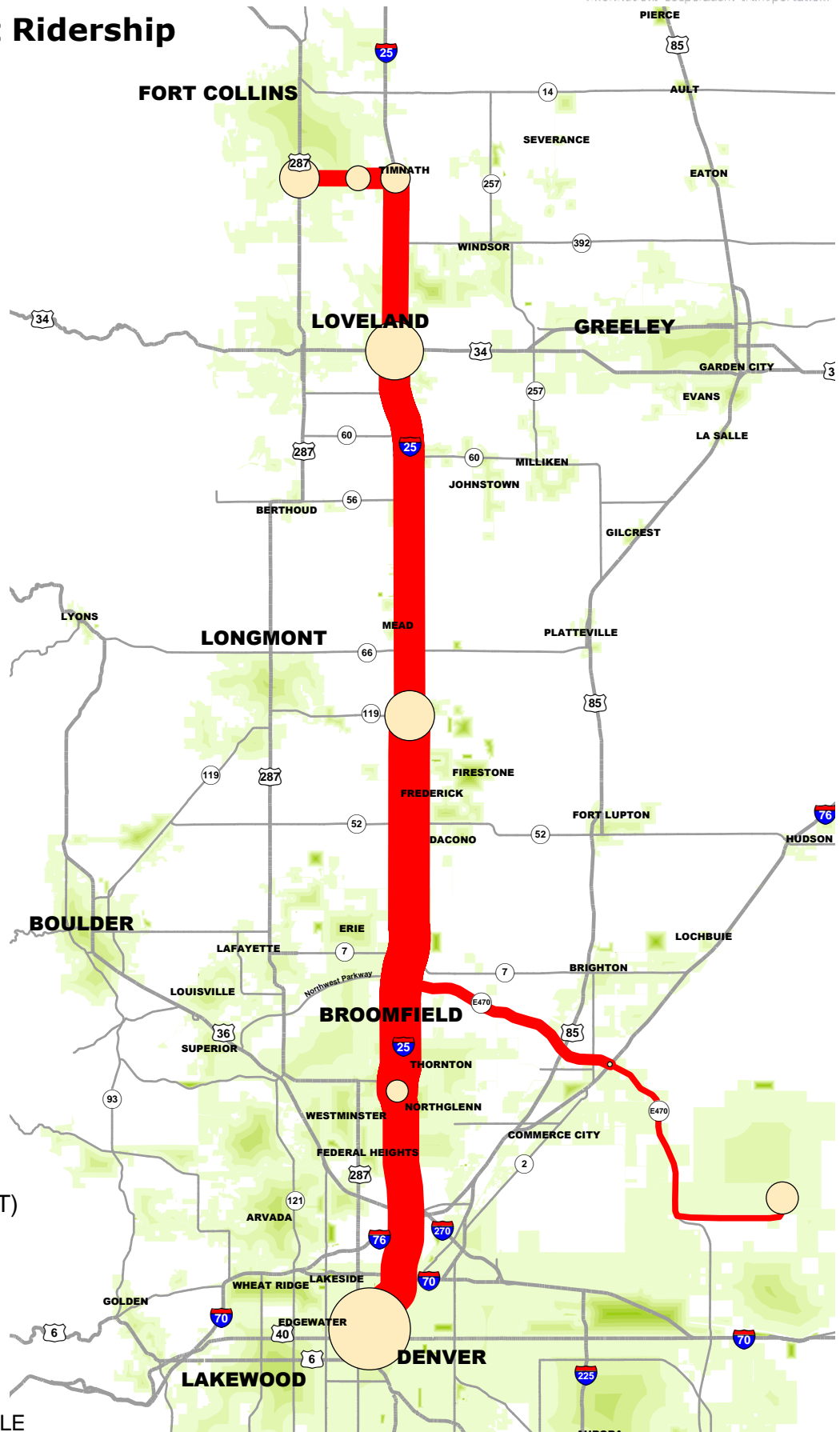
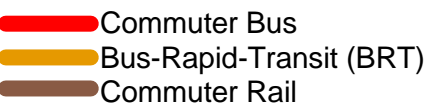
Station Activity



Segment Ridership



Transit Technology



NOT TO SCALE

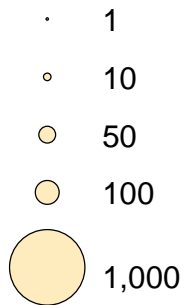
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 5: Managed Lanes, BRT

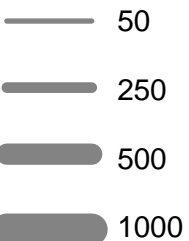
2030 Daily Transit Ridership

Legend

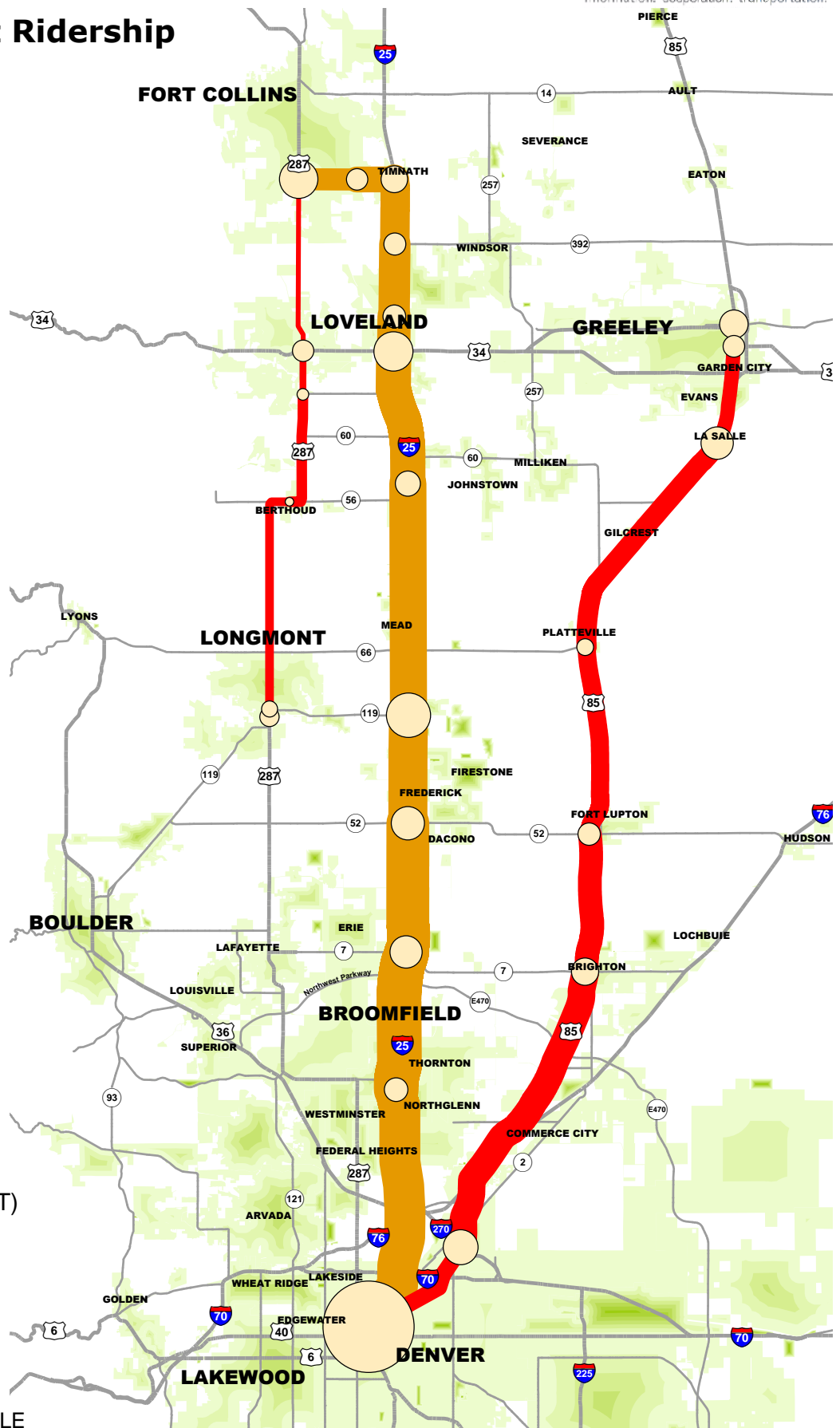
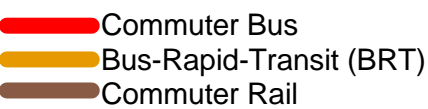
Station Activity



Segment Ridership



Transit Technology



NOT TO SCALE

Travel Demand Model Application and Results

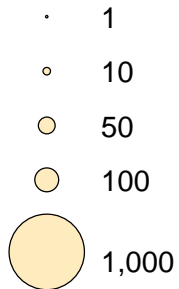
Level 3 Alternatives Development Package 6: Central Commuter Rail

2030 Daily Transit Ridership

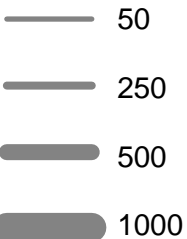
DRAFT

Legend

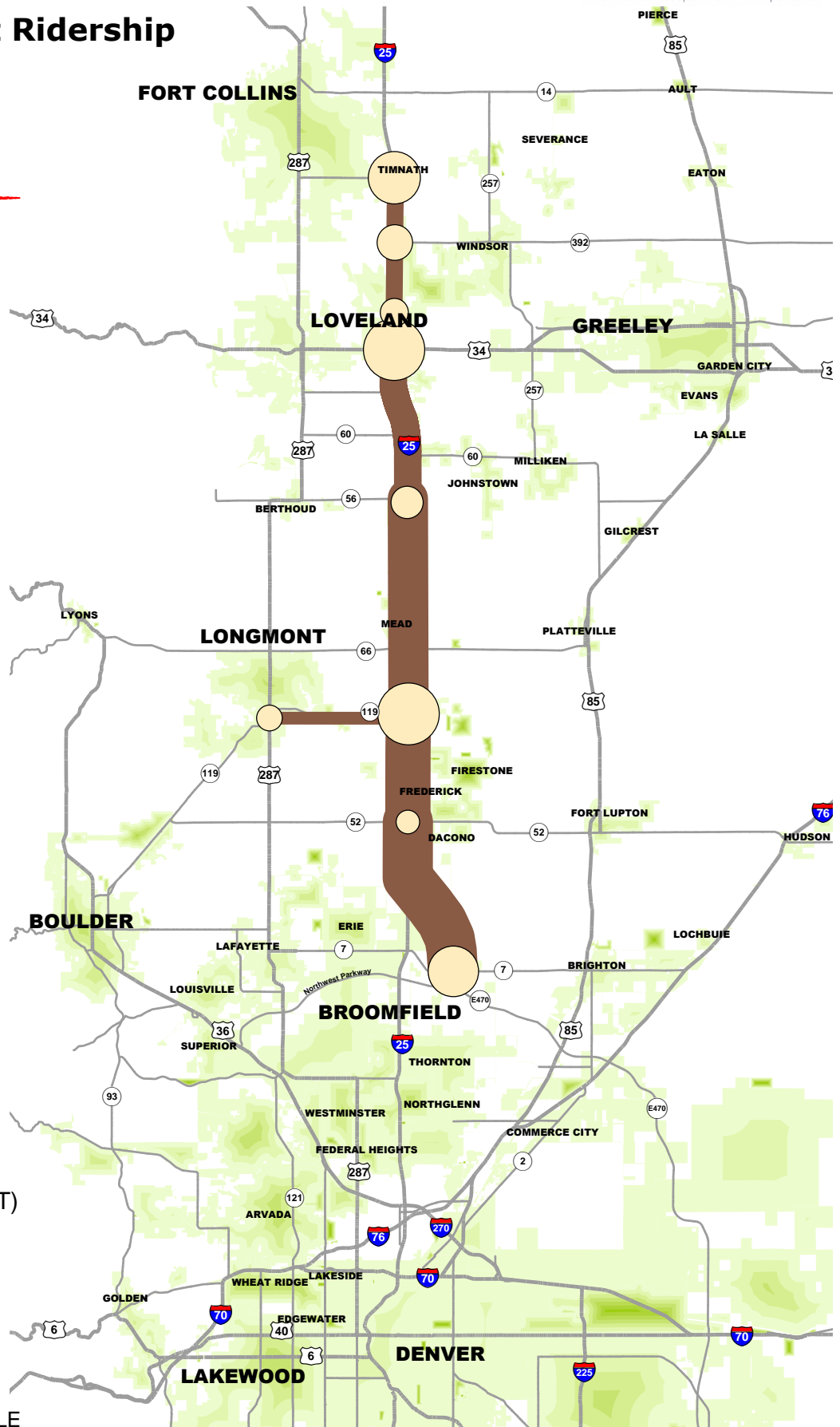
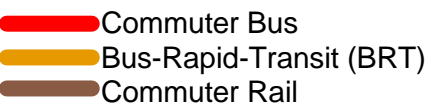
Boardings_Alightings



Segment Ridership



Transit Technology



NOT TO SCALE

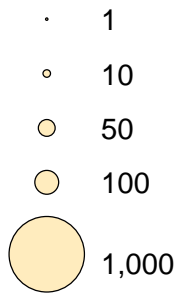
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 7: West Commuter Rail

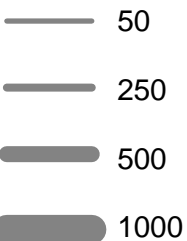
2030 Daily Transit Ridership

DRAFT

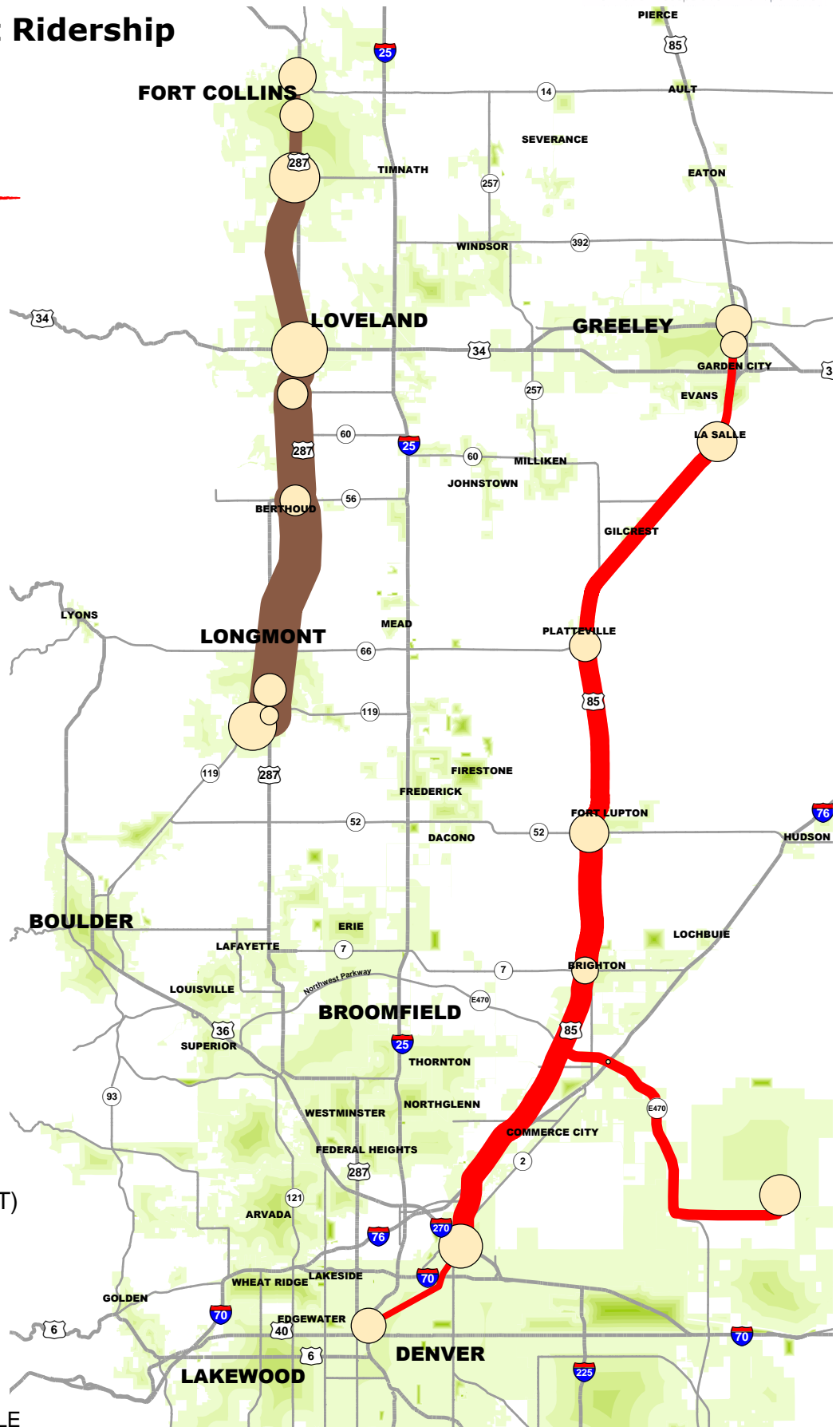
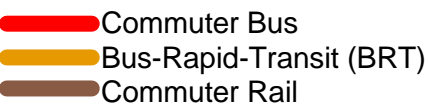
Legend



Segment Ridership



Transit Technology



NOT TO SCALE

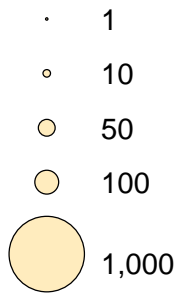
Travel Demand Model Application and Results

Level 3 Alternatives Development Package 8: West CR, HOV, BRT

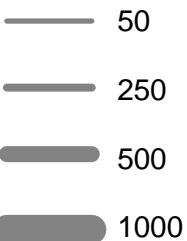
2030 Daily Transit Ridership

DRAFT

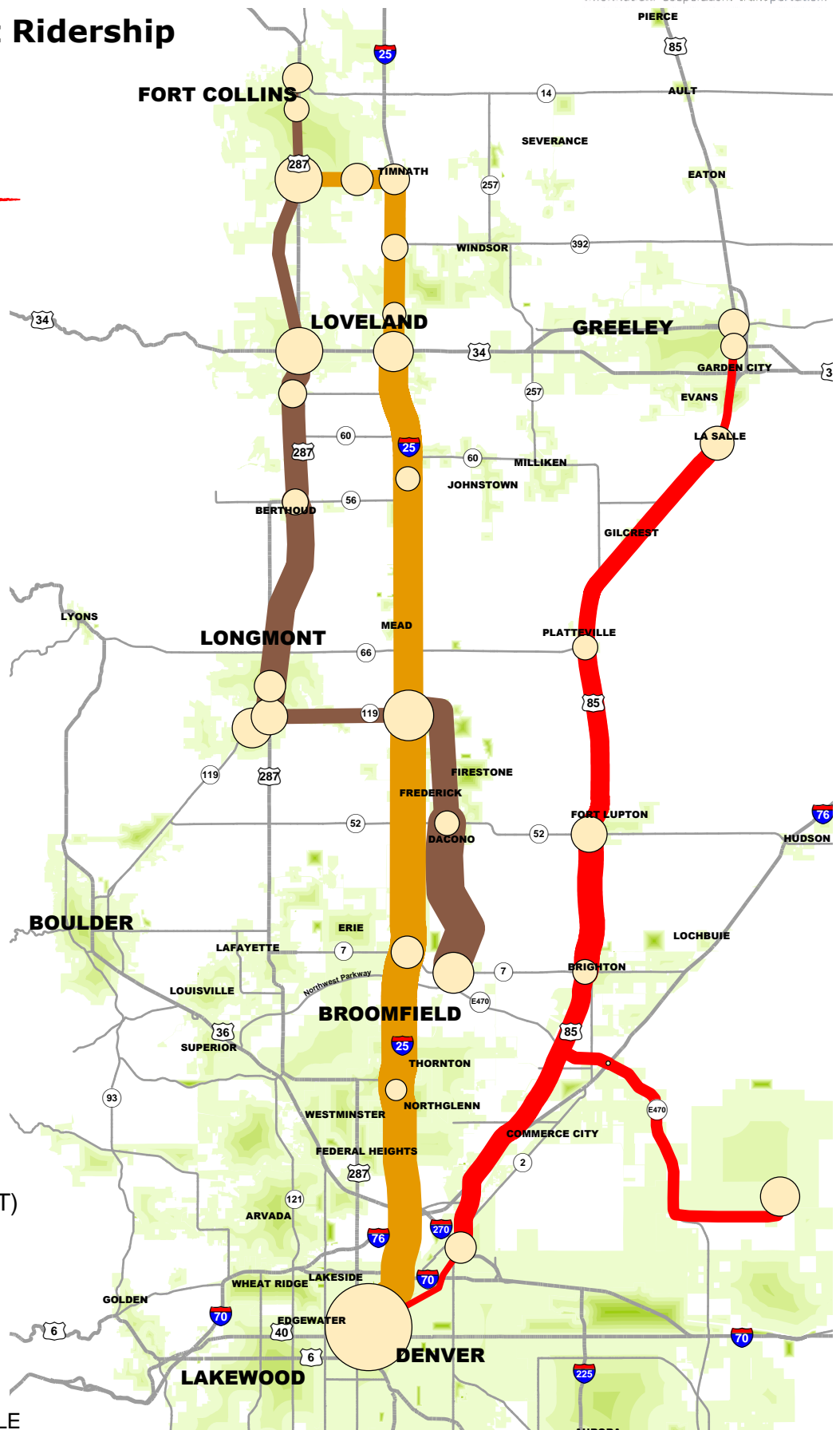
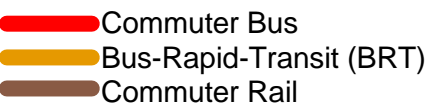
Legend



Segment Ridership



Transit Technology



NOT TO SCALE

Travel Demand Model Application and Results

Level 3 Screening

NFR Transit Route Boardings - (Total)

			NFR Area Users (Model Results Adjusted for Route changes)							
			Package							
Mode	Alignment	Endpoints	1	2	3	4	5	6	7	8
Commuter Bus	I-25	Ft Collins to DUS	2,075	1,517		1,910				
BRT	I-25	Ft Collins to DUS			2,340		2,375			2,325
Commuter Bus	I-25	Ft Collins to DIA				392				
Commuter Bus	US-287	Ft Collins to Longmont		420	380		380			
Commuter Bus	US-85	Greeley to DIA		535					563	520
Commuter Bus	US-85	Greeley to DUS		938	862		860		1,037	699
Rail (North Metro Extension)	I-25	Ft Collins to DUS						3,315		
Rail (North Metro Extension)	SH-119	Longmont to I-25								356
Rail (US-36 Extension)	SH-119	Longmont to I-25						479		
Rail (US-36 Extension)	US-287	Ft Collins to Longmont							2,958	2,070
SUM OF ALL NORTH I-25 TRANSIT CORRIDOR BOARDINGS*			2,075	3,410	3,582	2,302	3,615	3,794	4,558	5,970

Commuter Bus on US 287: Adjust for No-Action FoxTrot (Package 9)
 All Rail: Adjust for No-Action FoxTrot (Package 10)
 All Rail: Adjusted to isolate North Front Range users only - Southbound ONS, Northbound OFFS

			NFR Area Mainline Users (Above adjusted for competing services)							
			Package							
Mode	Alignment	Endpoints	1	2	3	4	5	6	7	8
Commuter Bus	I-25	Ft Collins to DUS	2,075	2,000		1,910				
BRT	I-25	Ft Collins to DUS			2,800		2,800			2,800
Commuter Bus	I-25	Ft Collins to DIA								
Commuter Bus	US-287	Ft Collins to Longmont								
Commuter Bus	US-85	Greeley to DIA								
Commuter Bus	US-85	Greeley to DUS								
Rail (North Metro Extension)	I-25	Ft Collins to DUS						3,315		
Rail (North Metro Extension)	SH-119	Longmont to I-25								
Rail (US-36 Extension)	SH-119	Longmont to I-25								
Rail (US-36 Extension)	US-287	Ft Collins to Longmont							2,958	3,000
SUM OF ALL NORTH I-25 TRANSIT CORRIDOR BOARDINGS*										

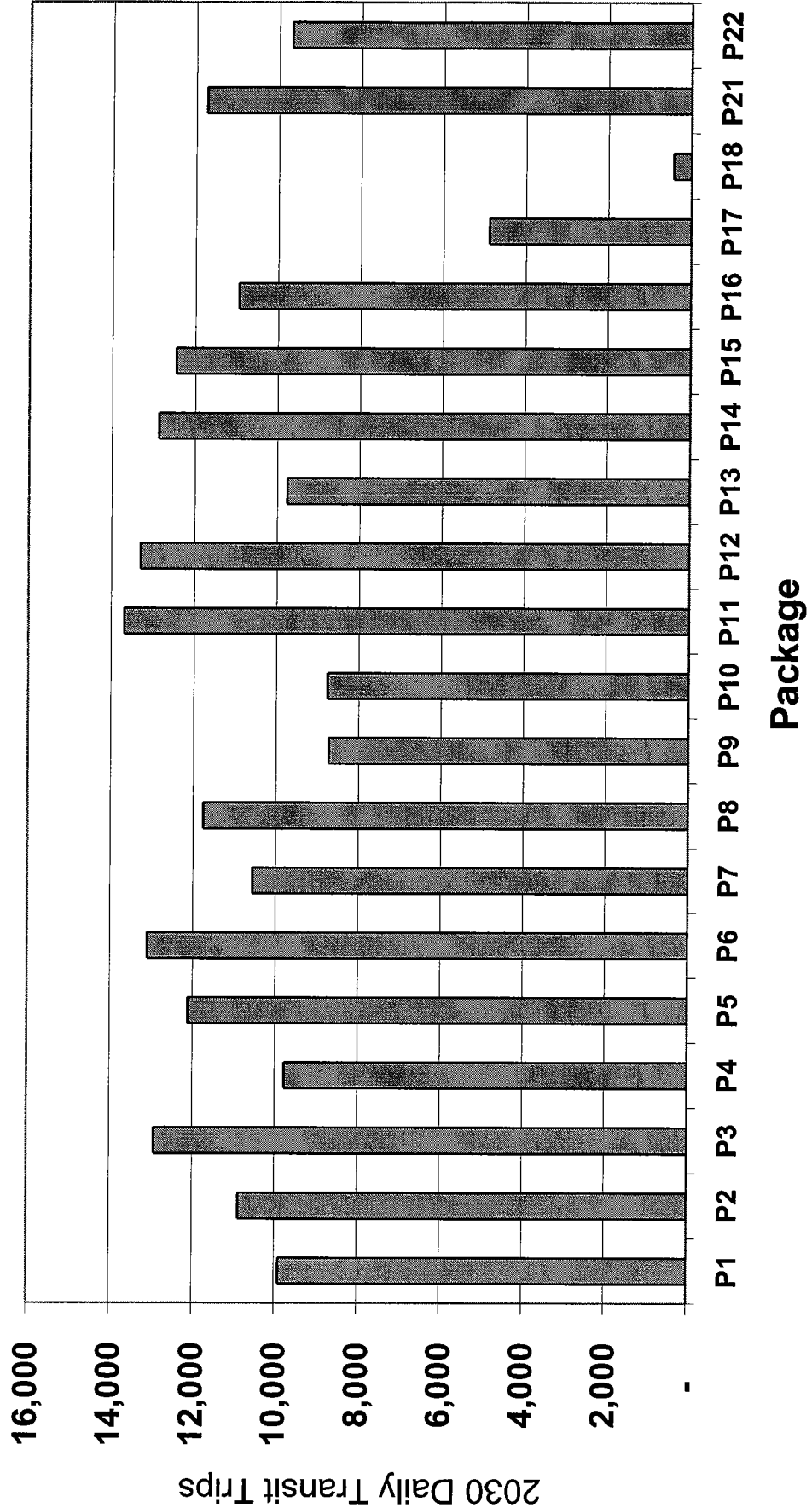
P2: Adjust up 500 because US-85 competing service; reference P1 vs. P2
 P3: Adjust up 500 because US-85 competing service; reference P1 vs. P2
 P5: Adjust up 500 because US-85 competing service; reference P1 vs. P2
 P8: Adjust BRT up 500 because US-85 competing service; reference P1 vs. P2
 P8: Adjust rail up 900 because I-25 competing service; reference p7 vs. P8.

			NFR Area Users - Ranges (adjusted for Competing Services)							
			Package							
Mode	Alignment	Endpoints	1	2	3	4	5	6	7	8
Commuter Bus	I-25	Ft Collins to DUS	1,800 - 2,200	1,800 - 2,200		1,800 - 2,200				
BRT	I-25	Ft Collins to DUS			2,500 - 3,000		2,500 - 3,000			2,500 - 3,000
Commuter Bus	I-25	Ft Collins to DIA				300 - 500				
Commuter Bus	US-287	Ft Collins to Longmont		300 - 500	300 - 500		300 - 500			
Commuter Bus	US-85	Greeley to DIA		400 - 600					400 - 600	400 - 600
Commuter Bus	US-85	Greeley to DUS		800 - 1,000	800 - 1,000		800 - 1,000		800 - 1,000	800 - 1,000
Rail (North Metro Extension)	I-25	Ft Collins to DUS						3,000 - 3,500		
Rail (North Metro Extension)	SH-119	Longmont to I-25								300 - 500
Rail (US-36 Extension)	SH-119	Longmont to I-25						300 - 500		
Rail (US-36 Extension)	US-287	Ft Collins to Longmont							2,800 - 3,300	2,800 - 3,200
SUM OF ALL NORTH I-25 TRANSIT CORRIDOR BOARDINGS*										

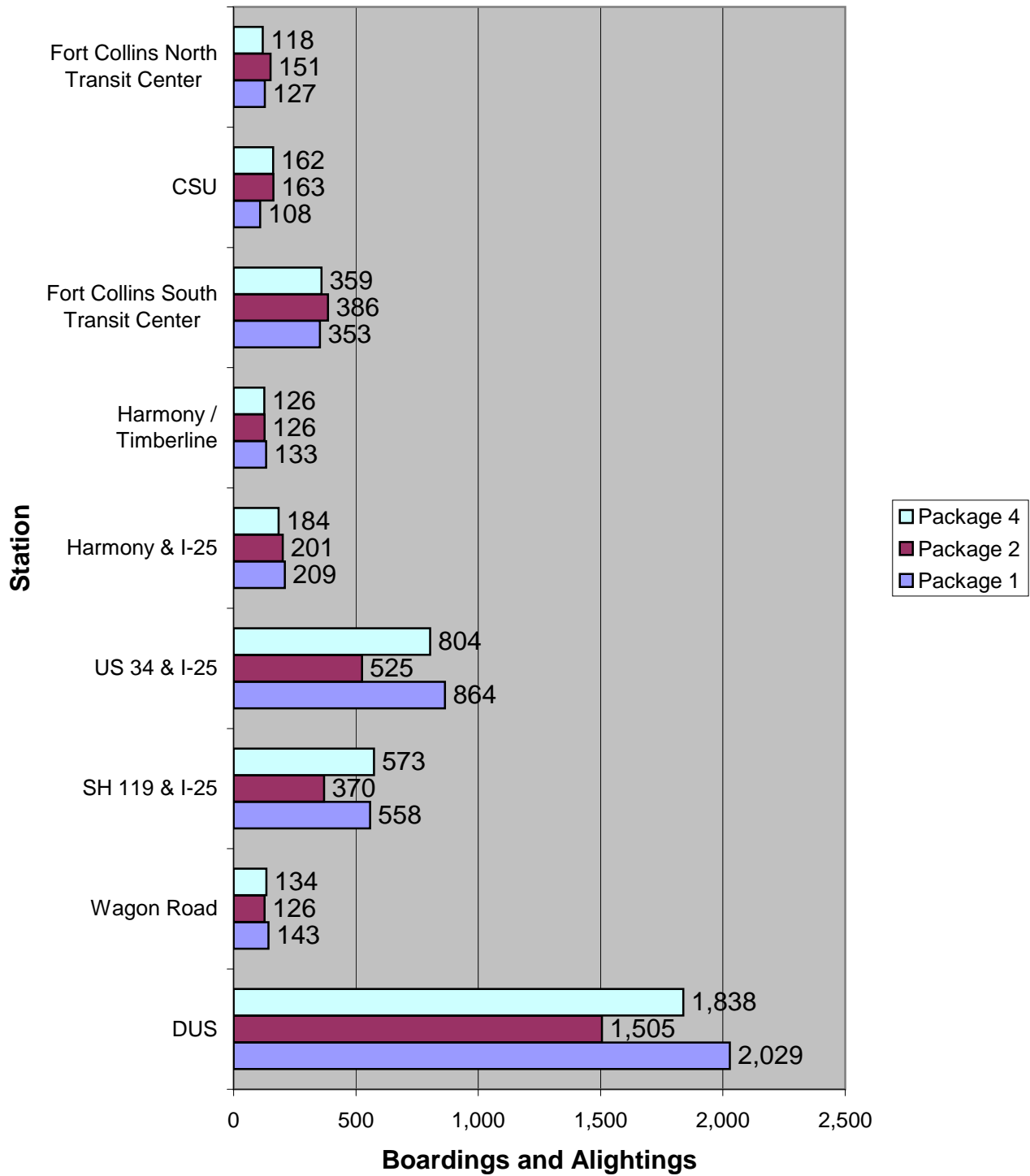
300 NFR Area Users - Annualized (Model results adjusted for route changes)

			Package							
Mode	Alignment	Endpoints	1	2	3	4	5	6	7	8
Commuter Bus	I-25	Ft Collins to DUS	622,500	455,100		573,000				
BRT	I-25	Ft Collins to DUS			702,000		712,500			697,500
Commuter Bus	I-25	Ft Collins to DIA				117,731				
Commuter Bus	US-287	Ft Collins to Longmont		126,000	114,000		114,000			
Commuter Bus	US-85	Greeley to DIA		160,555					168,947	156,000
Commuter Bus	US-85	Greeley to DUS		281,358	258,745		257,935		311,176	209,700
Rail (North Metro Extension)	I-25	Ft Collins to DUS						994,500		
Rail (North Metro Extension)	SH-119	Longmont to I-25								106,938
Rail (US-36 Extension)	SH-119	Longmont to I-25						143,734		
Rail (US-36 Extension)	US-287	Ft Collins to Longmont							887,400	621,000
SUM OF ALL NORTH I-25 TRANSIT CORRIDOR BOARDINGS*			622,500	1,023,013	1,074,745	690,731	1,084,435	1,138,234	1,367,523	1,791,138

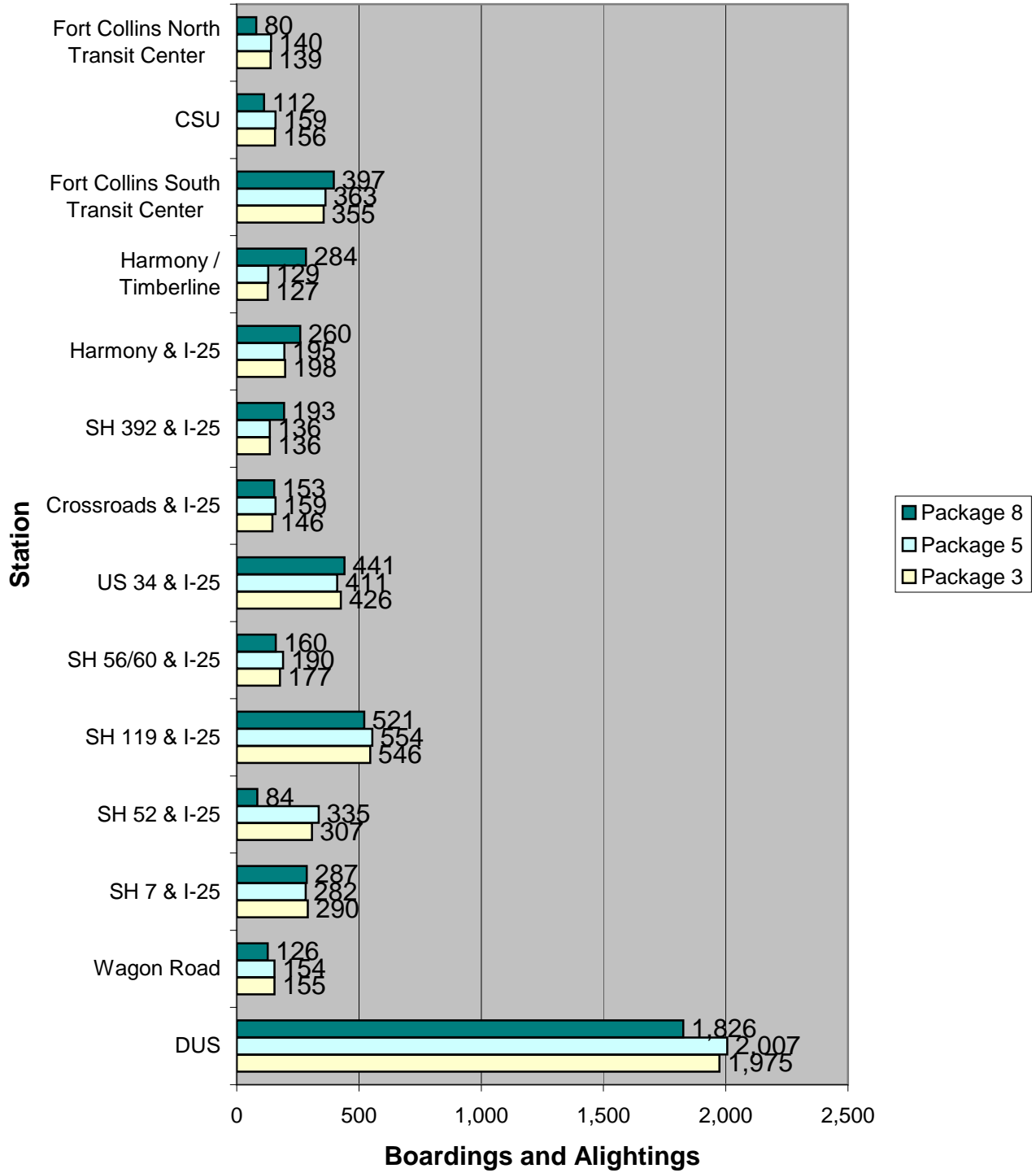
New Transit Trips Relative to No-Action



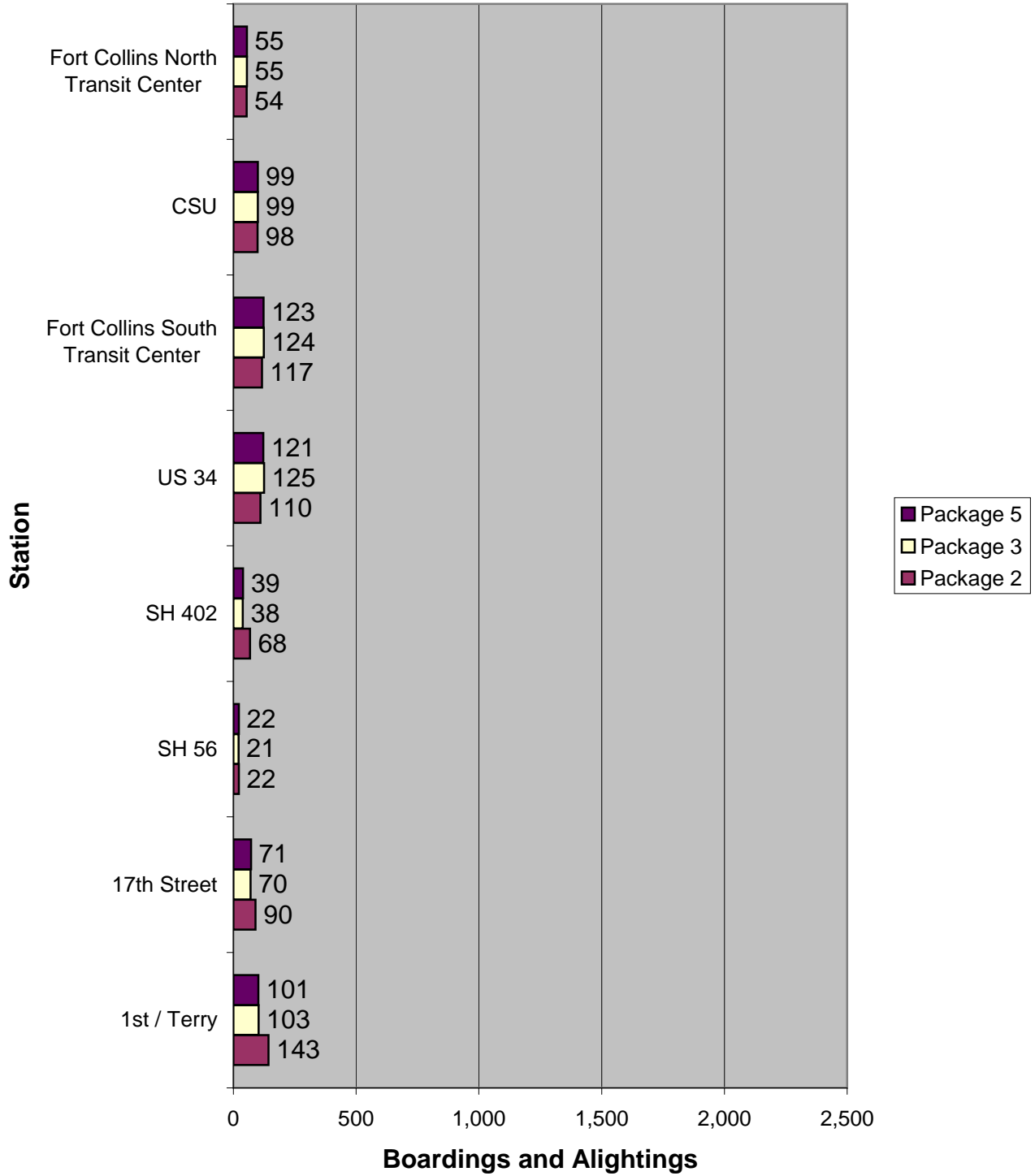
Boardings and Alightings by Station Commuter Bus - DUS to Fort Collins



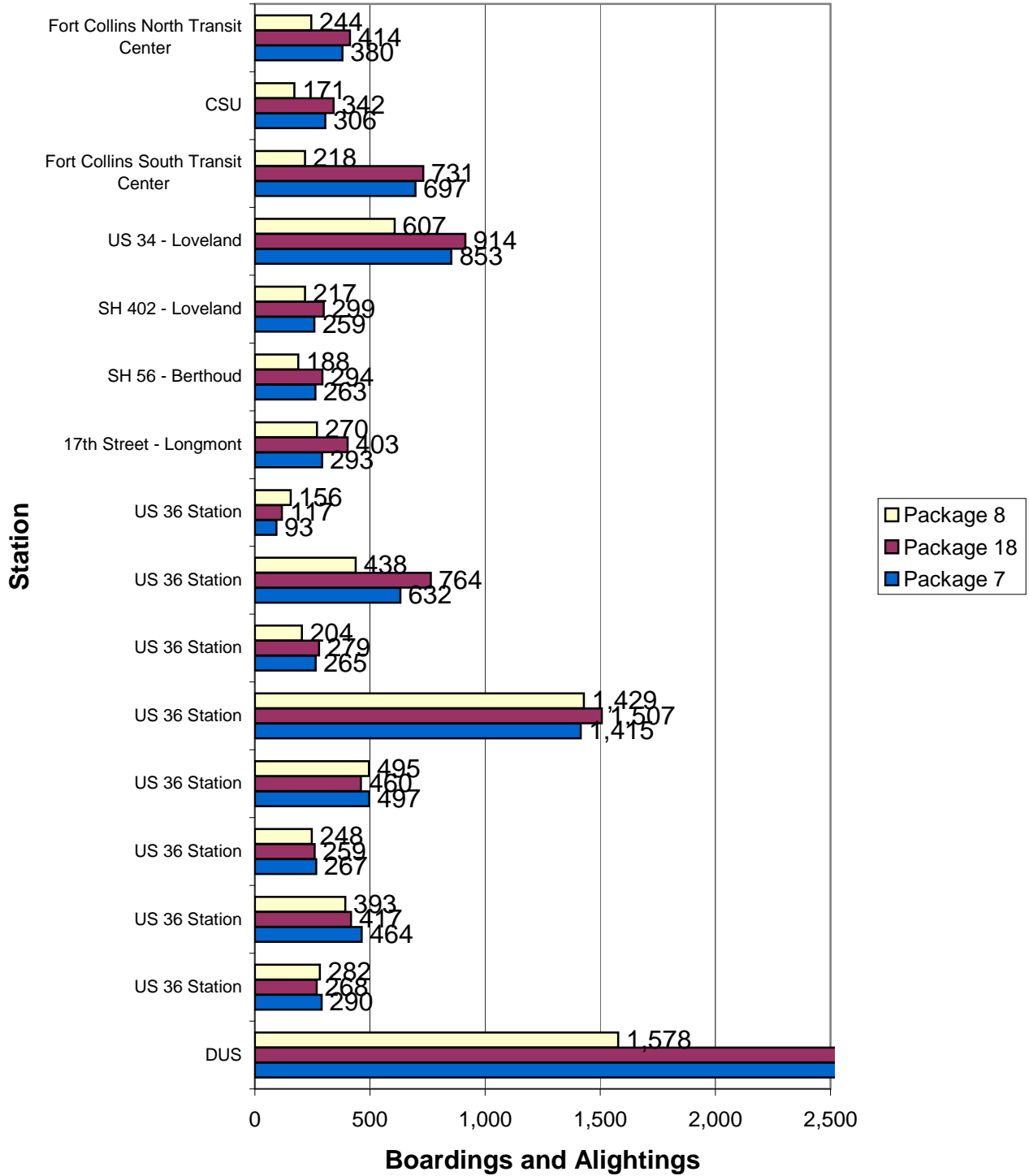
Boardings and Alightings by Station Bus Rapid Transit - DUS to Fort Collins



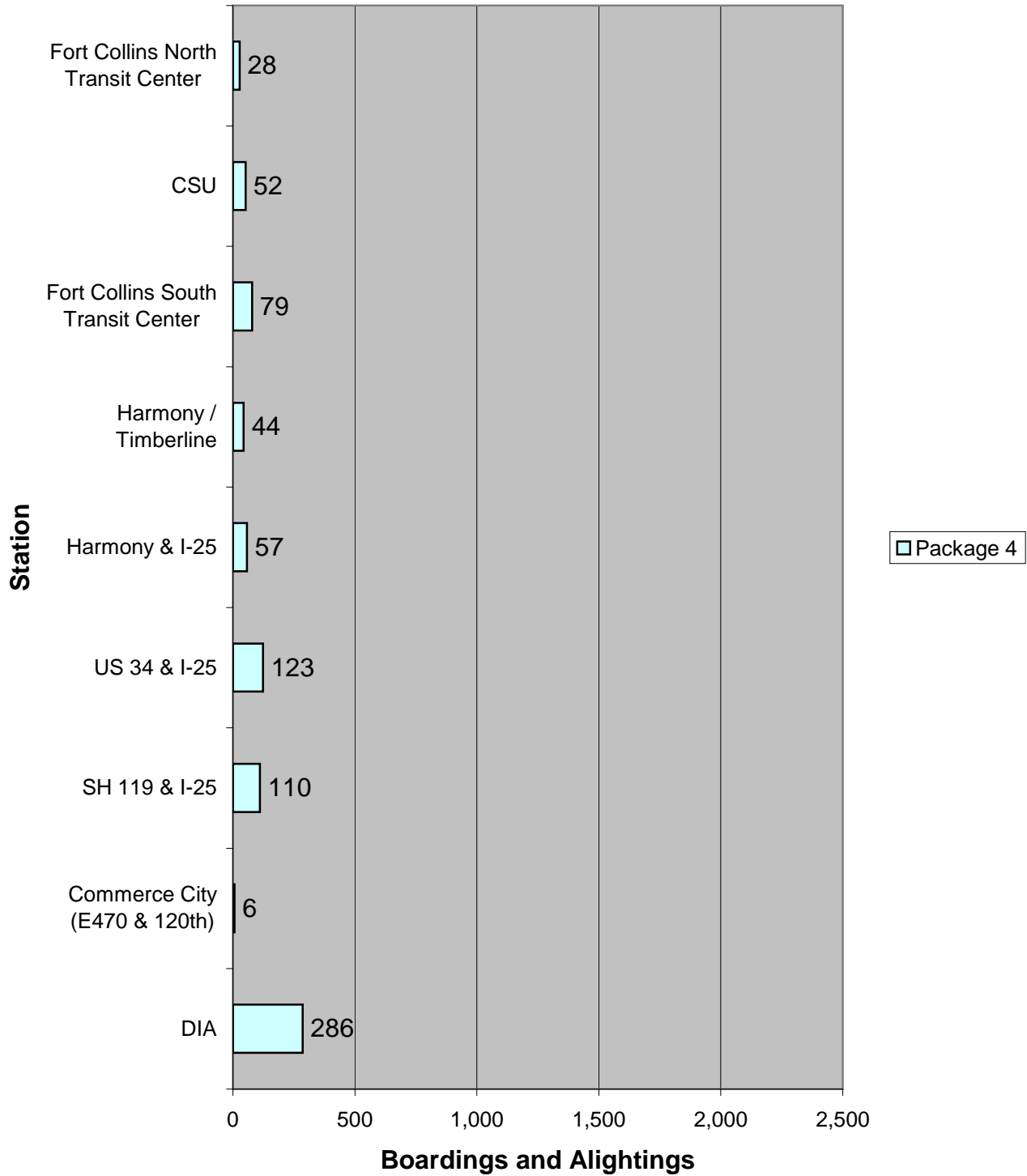
Boardings and Alightings by Station Commuter Bus - Longmont to Fort Collins



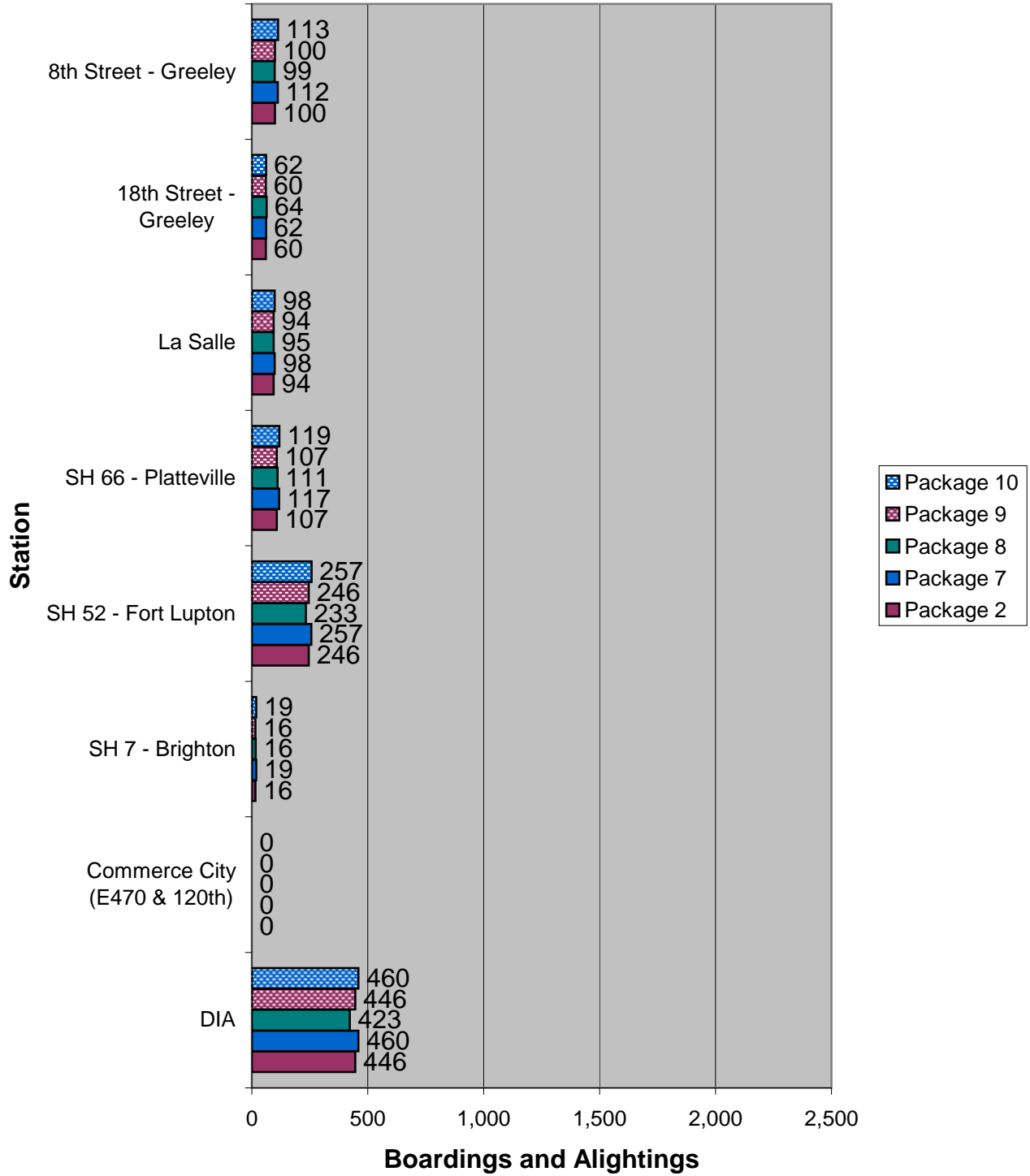
Boardings and Alightings by Station US 36 Rail Extension to Fort Collins



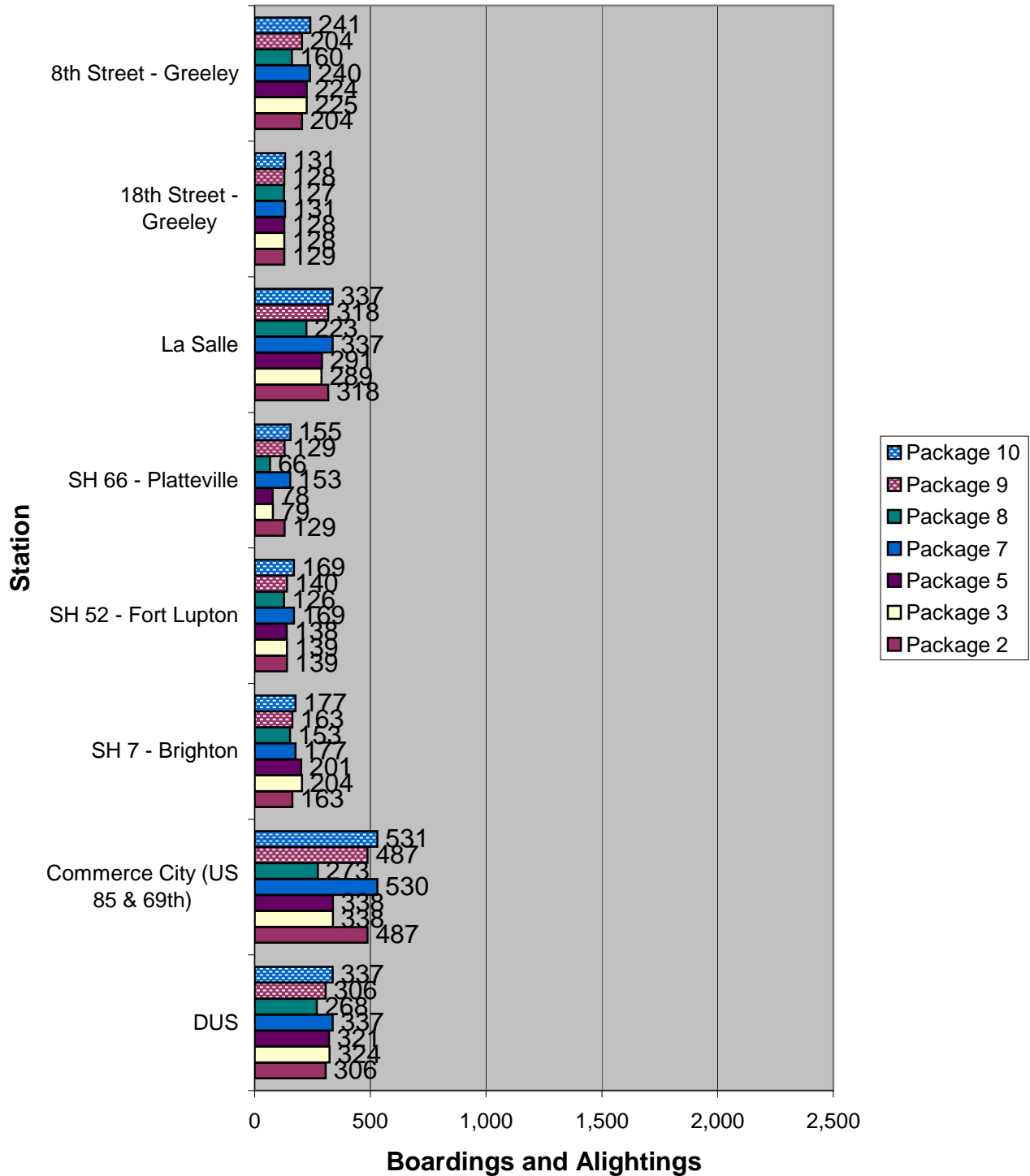
Boardings and Alightings by Station Commuter Bus - DIA to Fort Collins



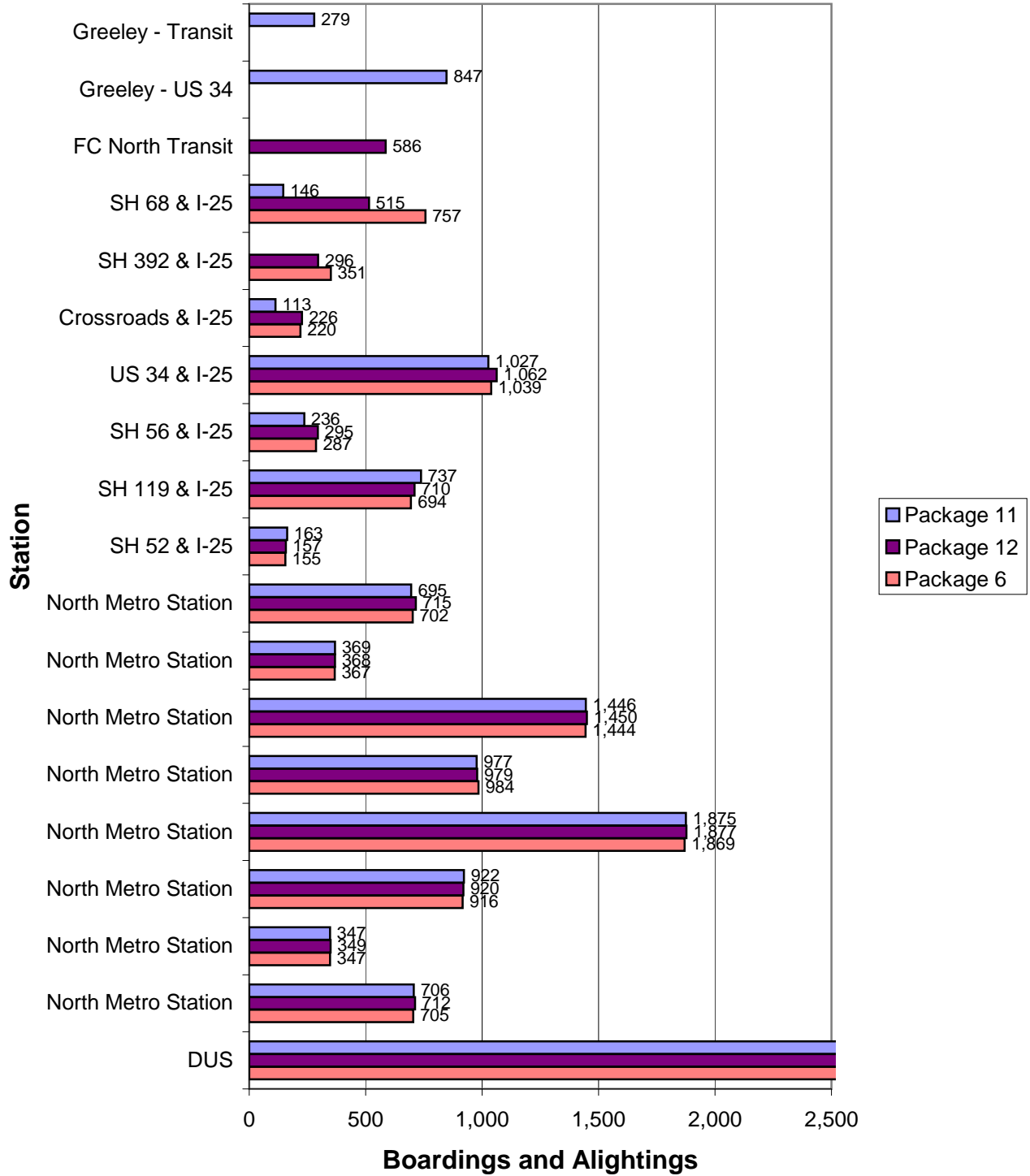
Boardings and Alightings by Station Commuter Bus - DIA to Greeley



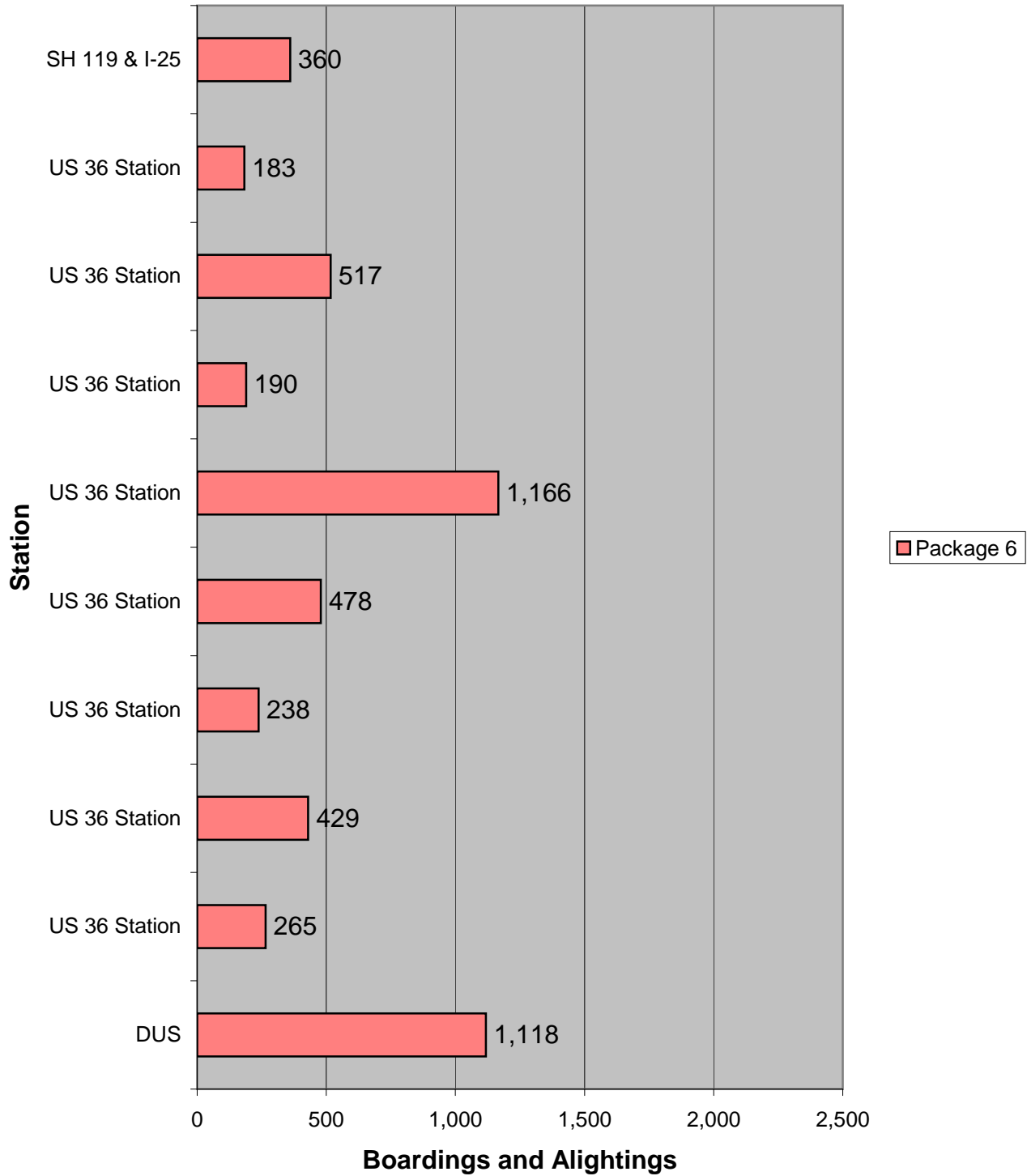
Boardings and Alightings by Station Commuter Bus - DUS to Greeley



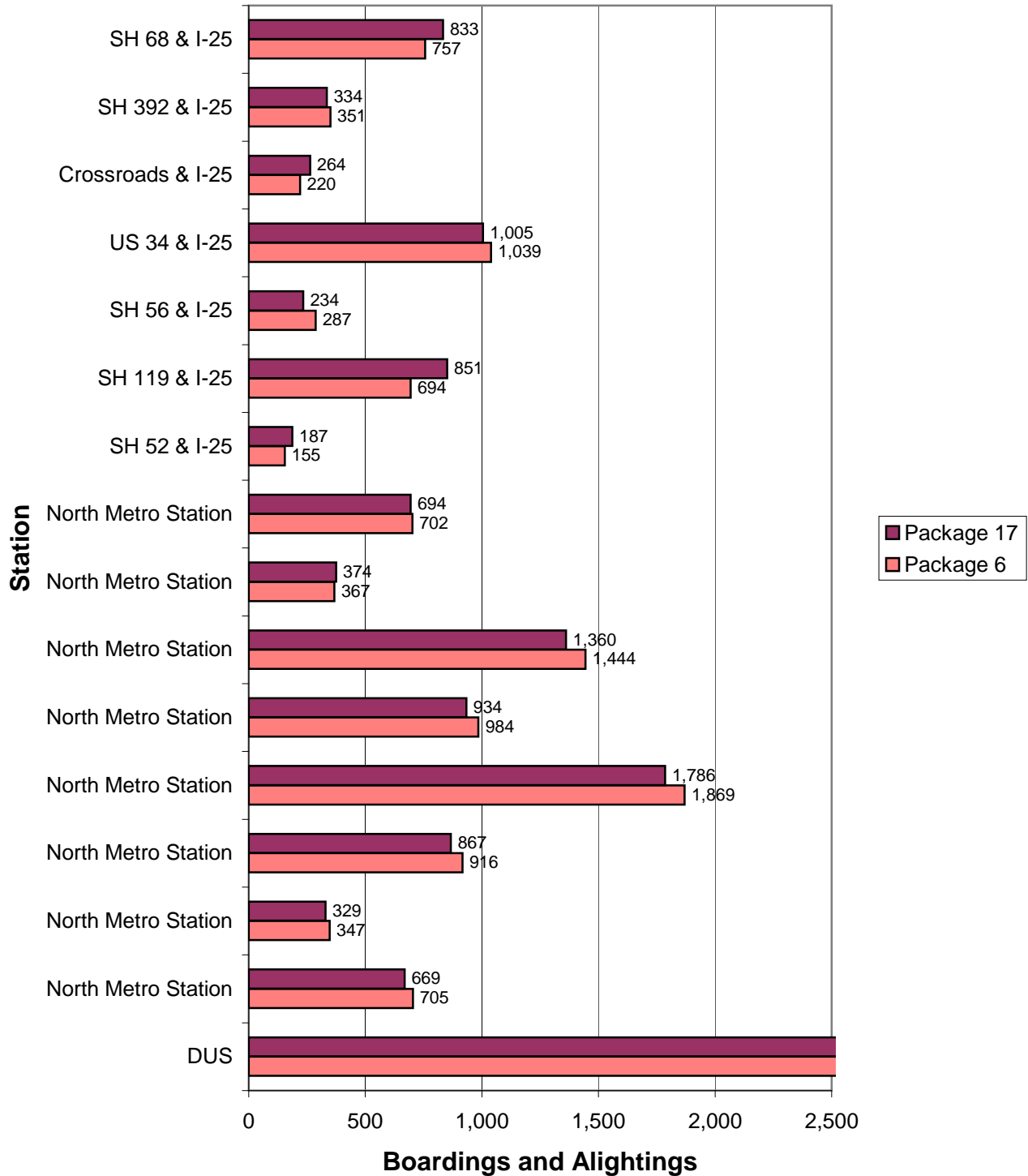
Boardings and Alightings by Station North Metro Rail Extension to Fort Collins



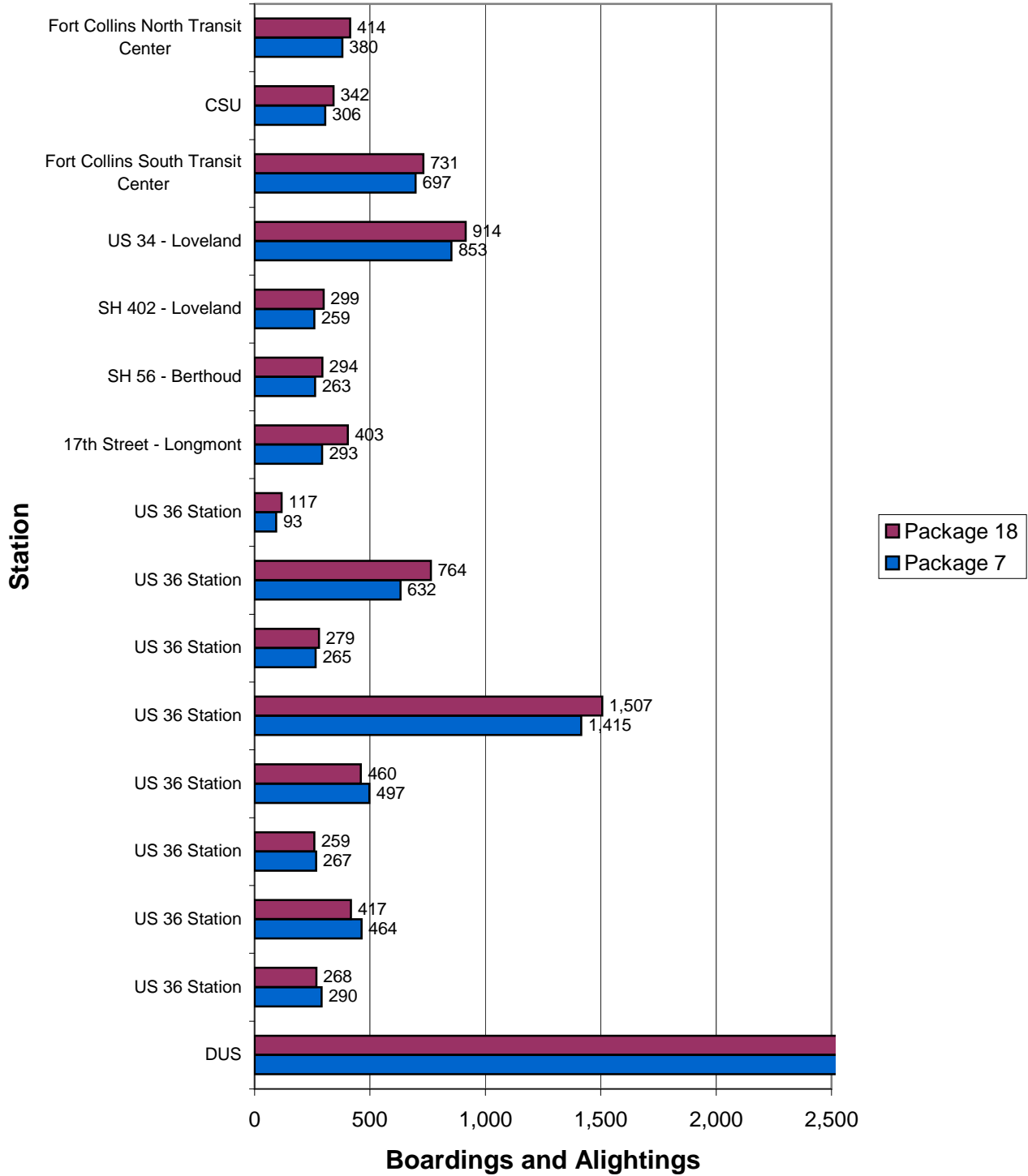
Boardings and Alightings by Station US 36 Rail Extension to SH 119 & I-25



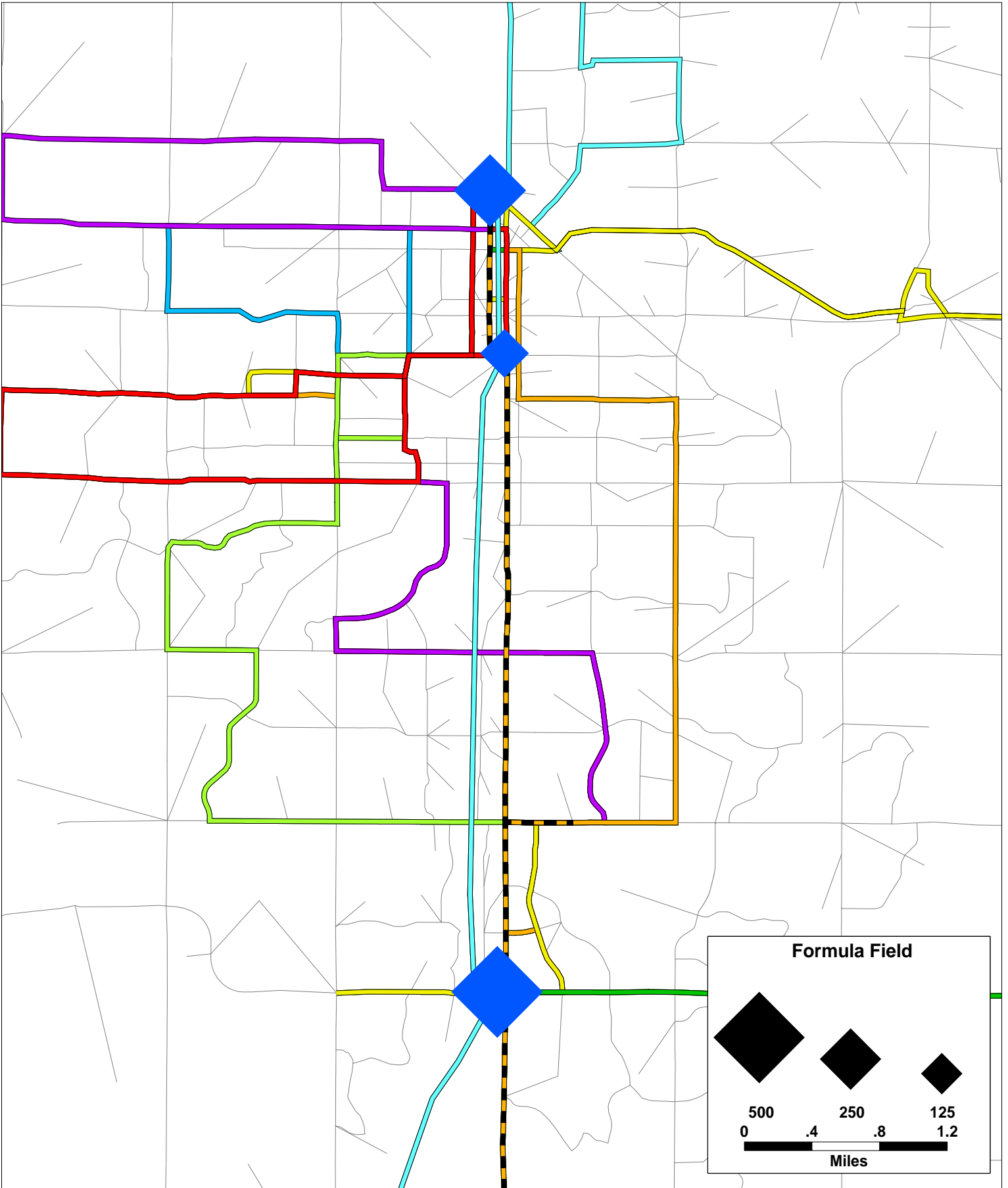
Boardings and Alightings by Station North Metro Rail Extension to Fort Collins



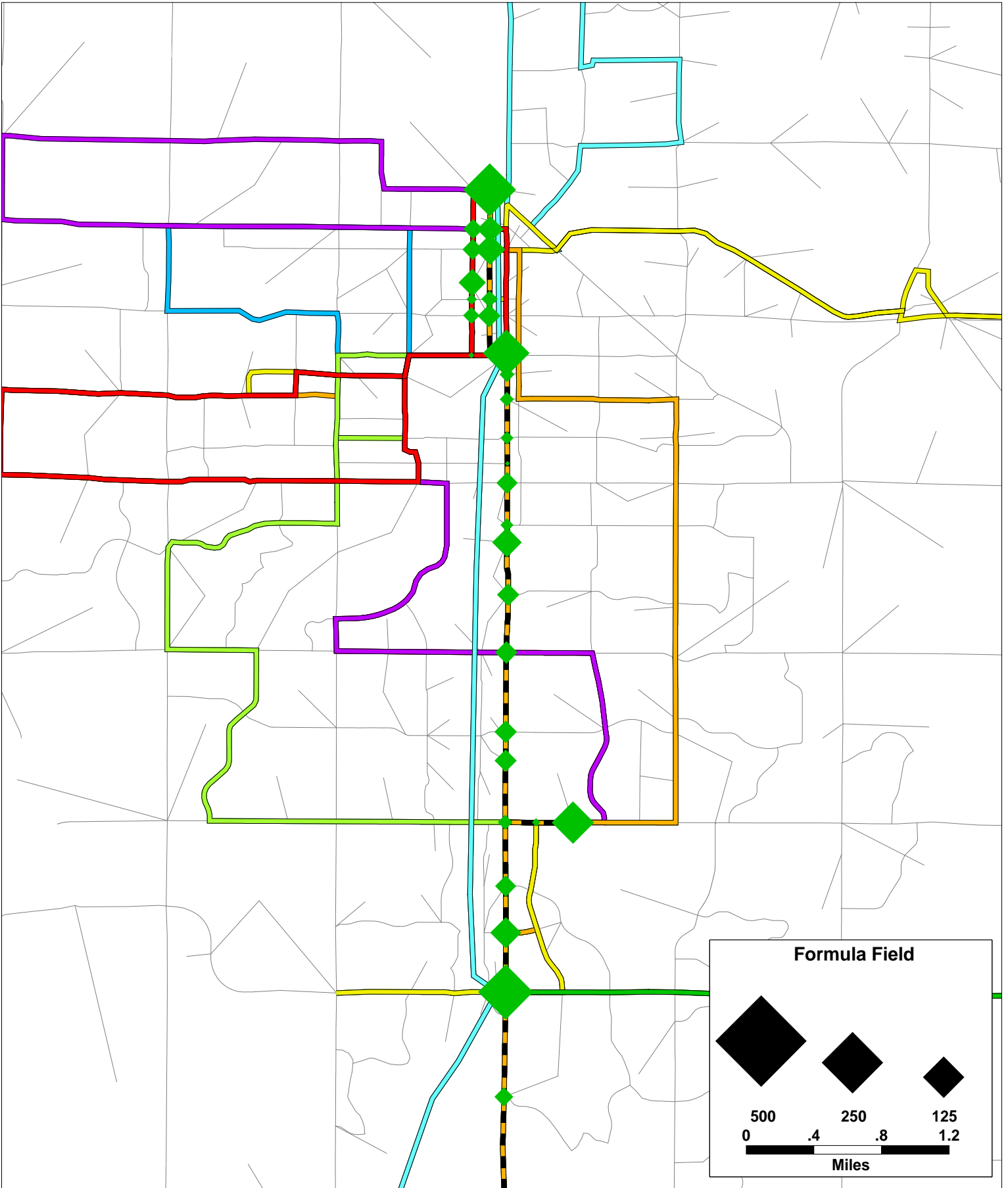
Boardings and Alightings by Station US 36 Rail Extension to Fort Collins



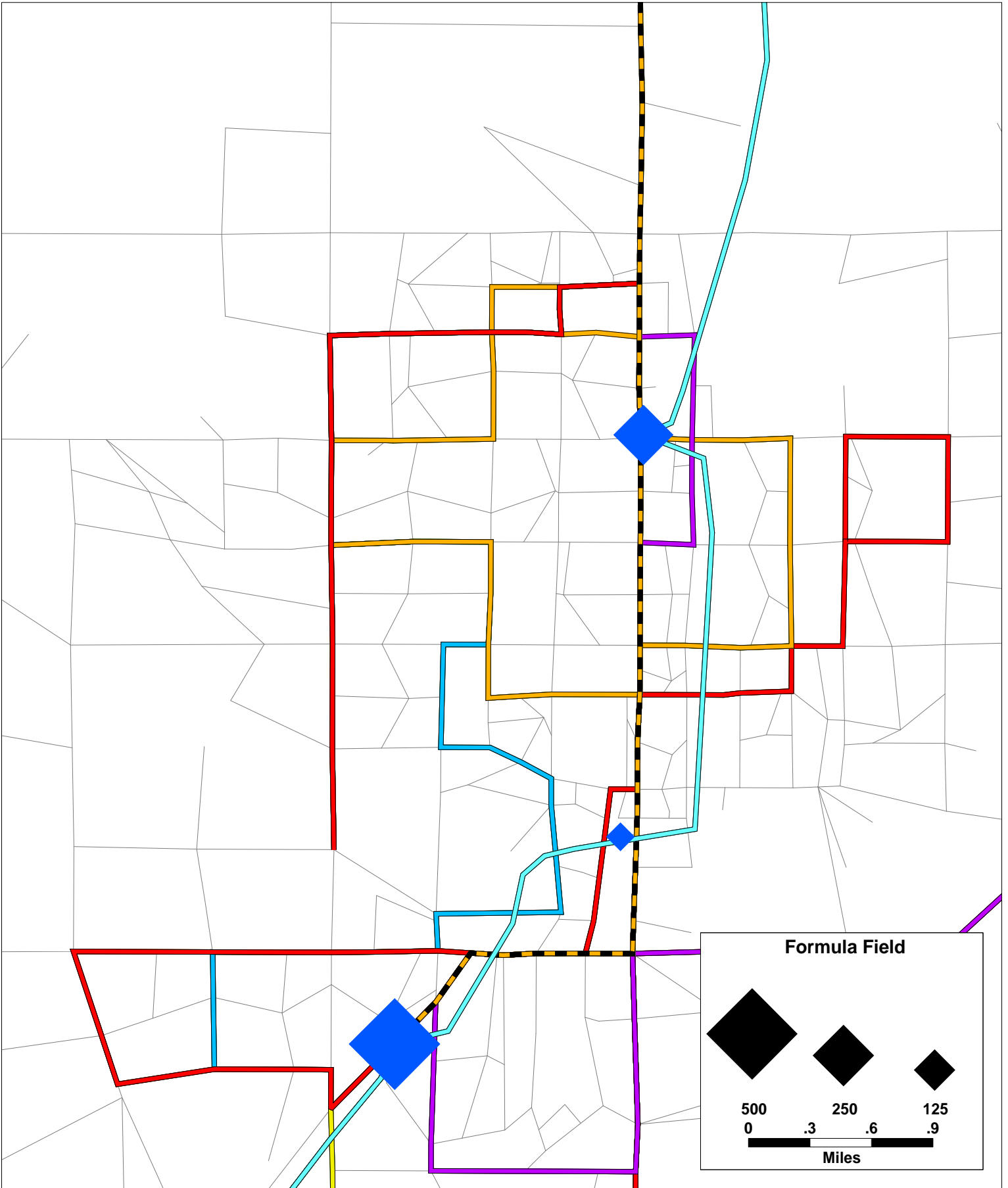
**Boardings and Alightings
Ft. Collins
Commuter Rail**



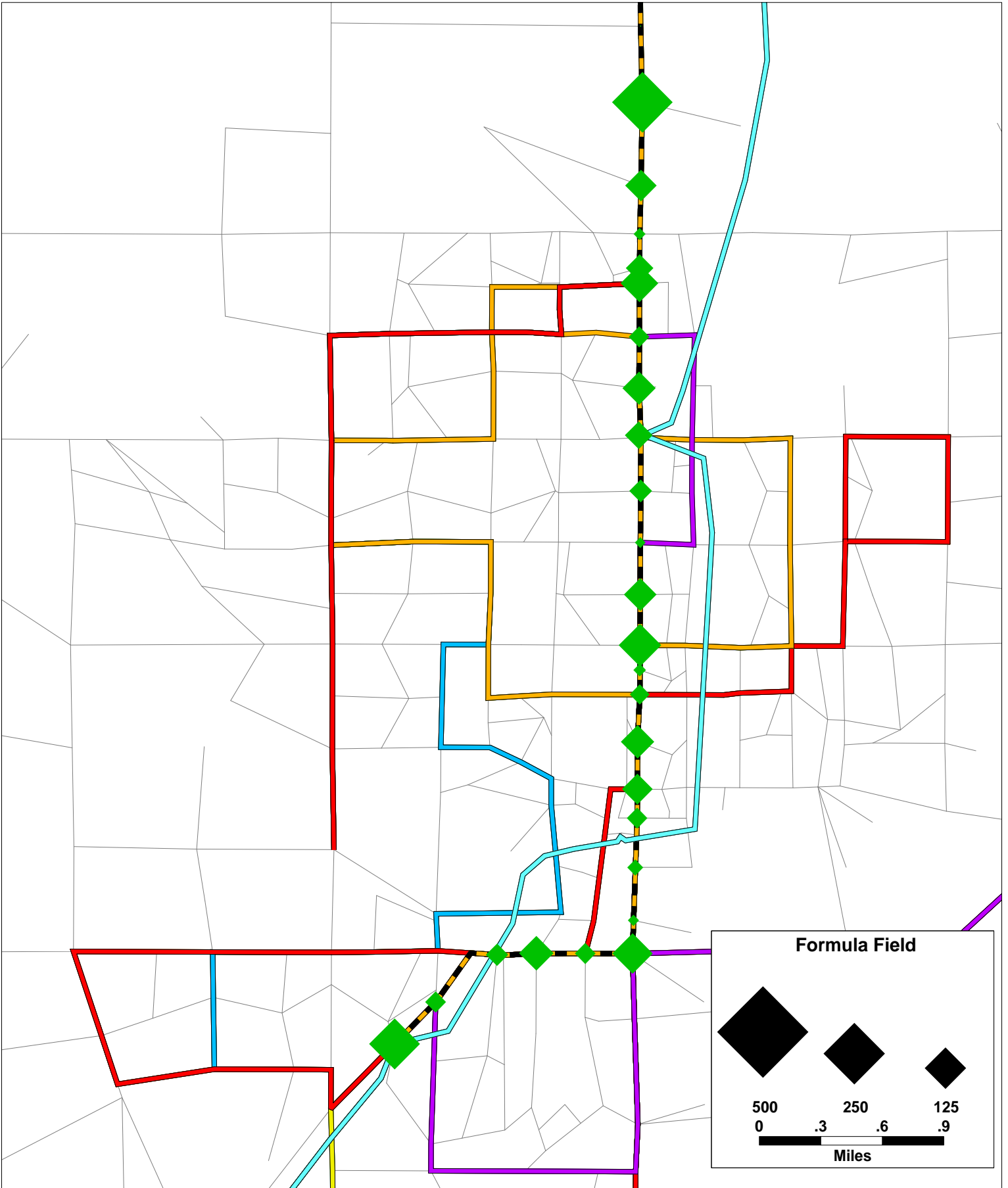
**Boardings and Alightings
Ft. Collins
FoxTrot**



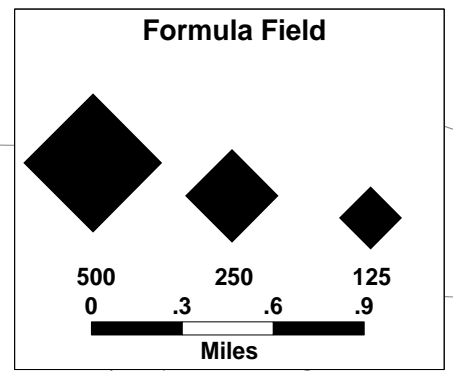
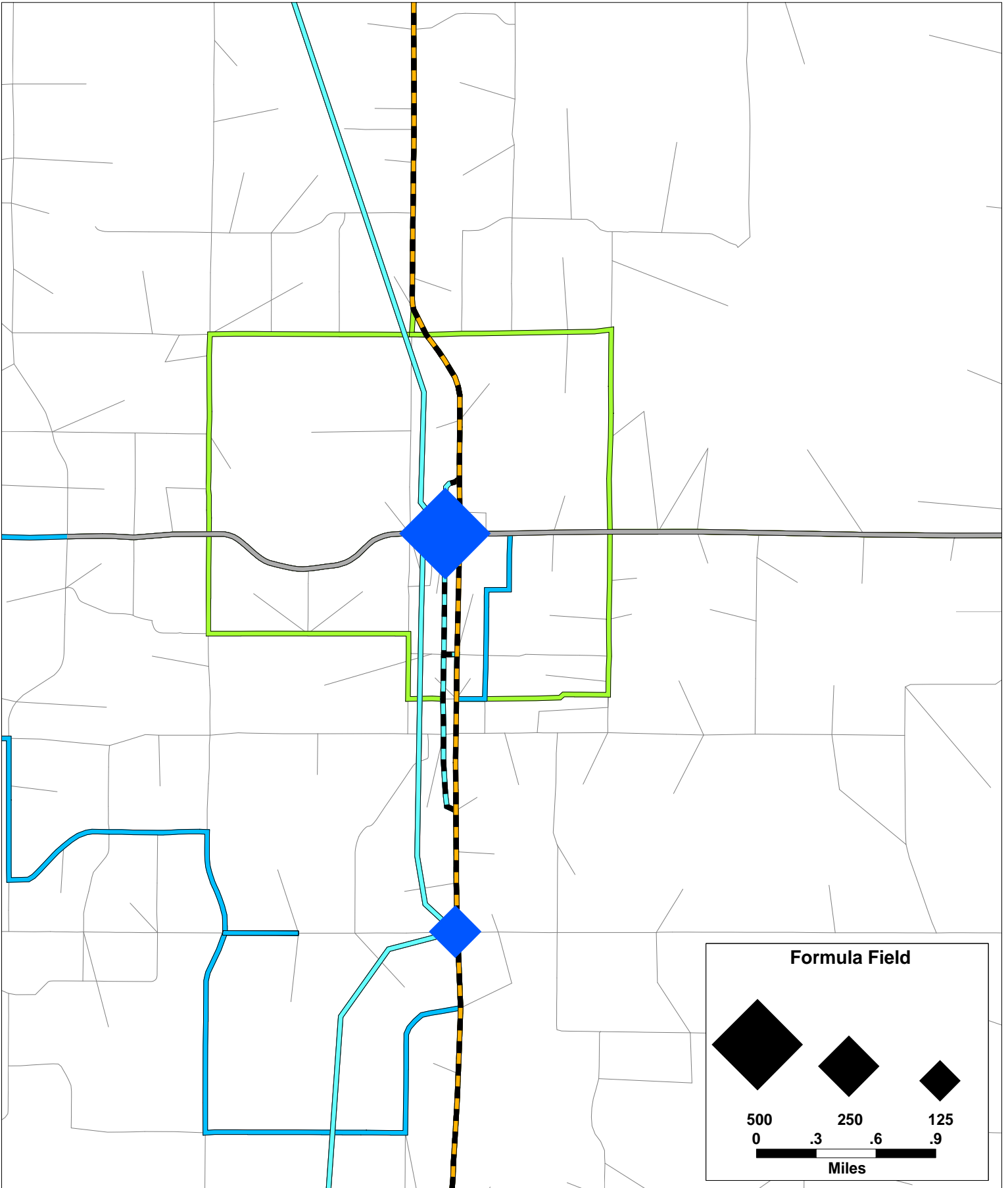
**Boardings and Alightings
Longmont
Commuter Rail**



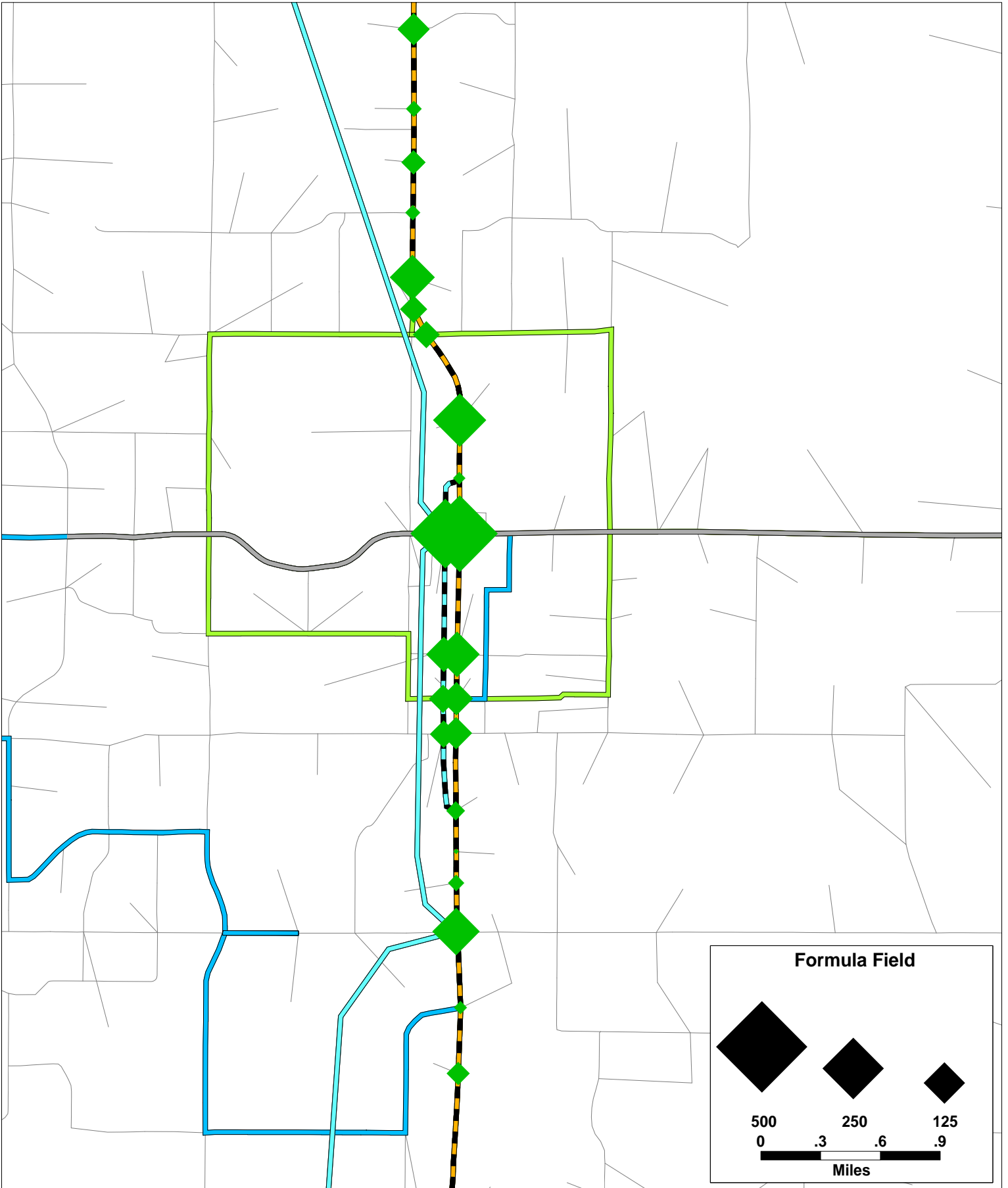
**Boardings and Alightings
Longmont
FoxTrot**



**Boardings and Alightings
Loveland
Commuter Rail**



**Boardings and Alightings
Loveland
FoxTrot**



Fox Trot Boardings and Alightings -- Package 8

Total Boardings and Alightings: 8,829

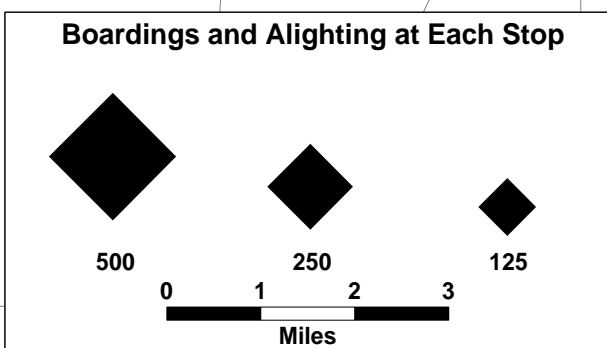
Fort Collins Boardings and Alightings - 1,701

Fort Collins to Loveland Boardings and Alightings - 1,511

Loveland Boardings and Alightings - 2,366

Loveland to Longmont Boardings and Alightings - 822

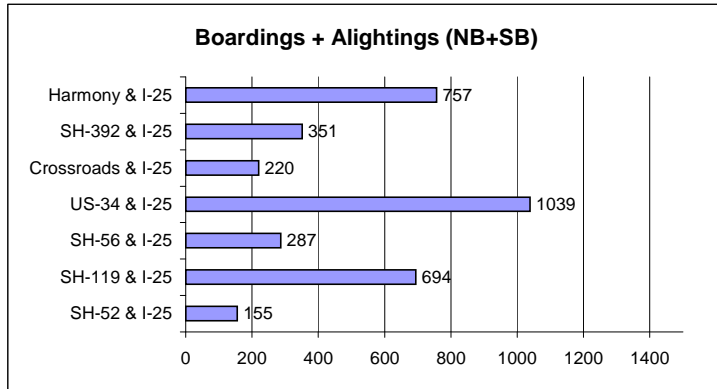
Longmont Boardings and Alightings - 2,429



Boardings and Alightings by station

Package-6

Stations	Boardings+Alightings (NB+SB)
SH-52 & I-25	155
SH-119 & I-25	694
SH-56 & I-25	287
US-34 & I-25	1039
Crossroads & I-25	220
SH-392 & I-25	351
Harmony & I-25	757

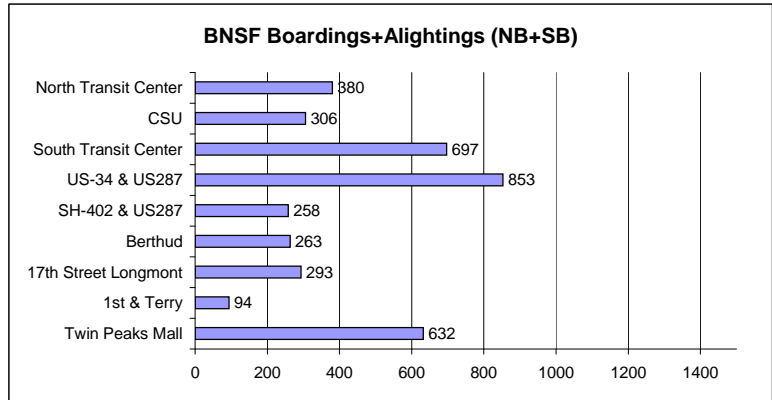


9/21/2007
 R:_transportation\071609\level3\Results\Transit\StationActivity_ExplodedNode\Pkg6[P6_ONSOFFS.xls]Boardings+Alightings(NB+SB)

Boardings and Alightings by Station

Package7

Stations	Boardings+Alightings(NB+SB)
Twin Peaks Mall	632
1st & Terry	94
17th Street Longmont	293
Berthud	263
SH-402 & US287	258
US-34 & US287	853
South Transit Center	697
CSU	306
North Transit Center	380



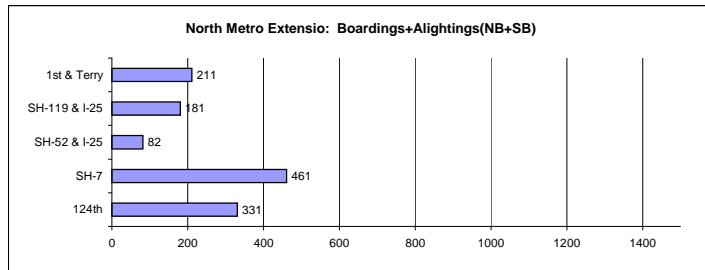
9/21/2007
 R:_transportation\071609\level3\Results\Transit\StationActivity_ExplodedNode\Pkg7[P7_ONSOFFS.xls]Sheet1

Boardings and Alightings by station

Package-8

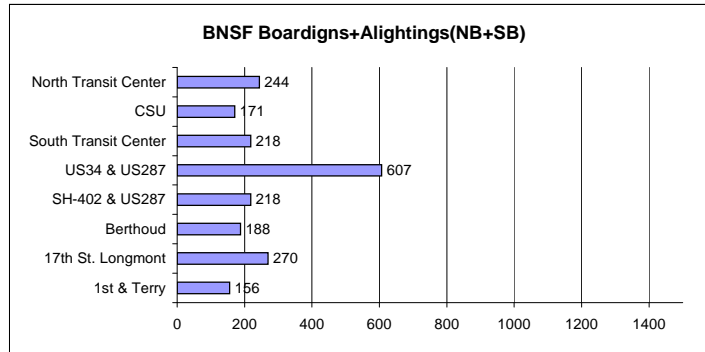
North Metro Extension

Stations	Boardings+Alightings(NB+SB)
124th	331
SH-7	461
SH-52 & I-25	82
SH-119 & I-25	181
1st & Terry	211



BNSF

Stations	Boardings+Alightings(NB+SB)
1st & Terry	156
17th St. Longmont	270
Berthoud	188
SH-402 & US287	218
US34 & US287	607
South Transit Center	218
CSU	171
North Transit Center	244



9/21/2007

R:_transportation\071609\level3\Results\Transit\StationActivity_ExplodedNode\Pkg8\{P8_ONSOFFS.xls}Boardings+Alightings(NB+SB)

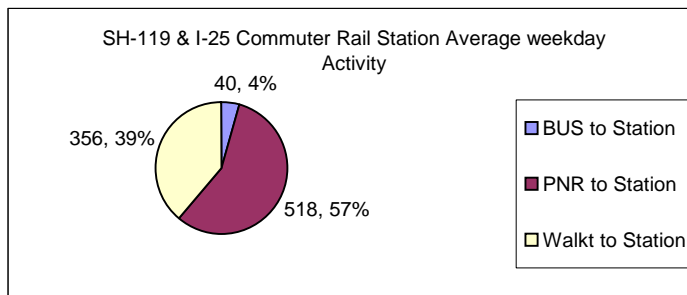
Commuter Rail Station Activity

Package-6

SH-119 & I-25 Station

BUS to Station	40	4.4%
PNR to Station	518	56.7%
Walk to Station	356	38.9%
	914	100.0%

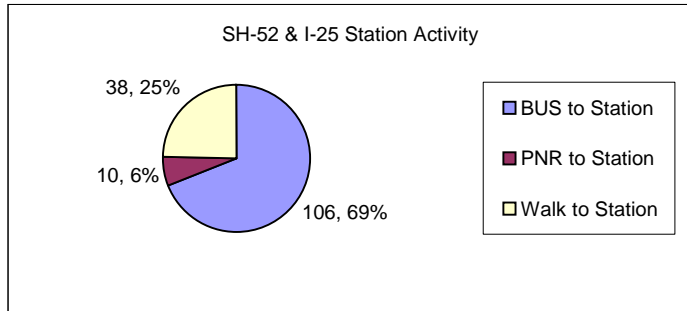
Walk to BUS	135
Walk to PNR	26



SH-52 & I-25 Station

BUS to Station	106	68.8%
PNR to Station	10	6.5%
Walk to Station	38	24.7%
	154	100.0%

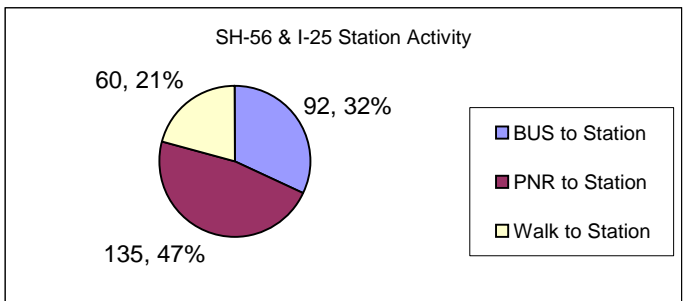
Walk to BUS	25
BUS to PNR	134



SH-56 & I-25 Station

BUS to Station	92	32.1%
PNR to Station	135	47.0%
Walk to Station	60	20.9%
	287	100.0%

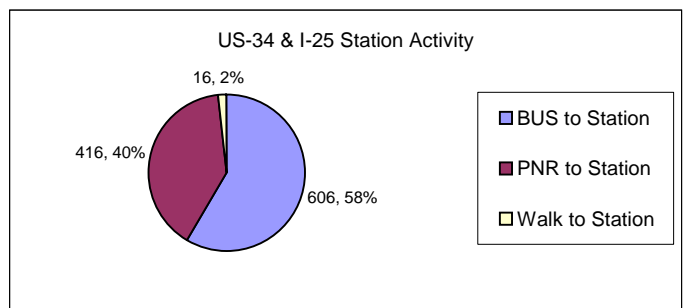
Walk to BUS	9
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US-34 & I-25 Station

BUS to Station	606	58.4%
PNR to Station	416	40.1%
Walk to Station	16	1.5%
	1038	100.0%

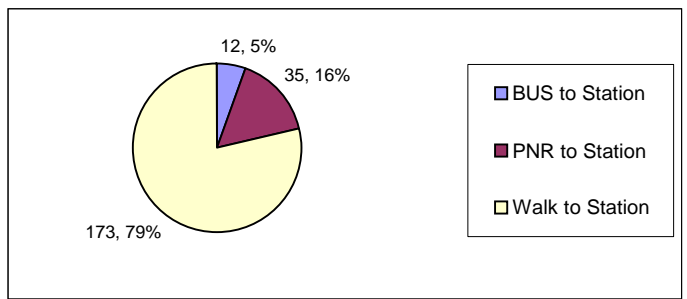
Walk to BUS	166
Walk to PNR	143



Crossroads & I-25 Station

BUS to Station	12	5.5%
PNR to Station	35	15.9%
Walk to Station	173	78.6%
	220	100.0%

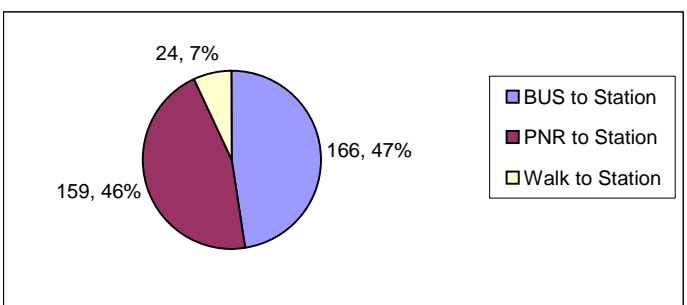
Walk to BUS	81
Walk to PNR	6



392 & I-25 Station

BUS to Station	166	47.6%
PNR to Station	159	45.6%
Walk to Station	24	6.9%
	349	100.0%

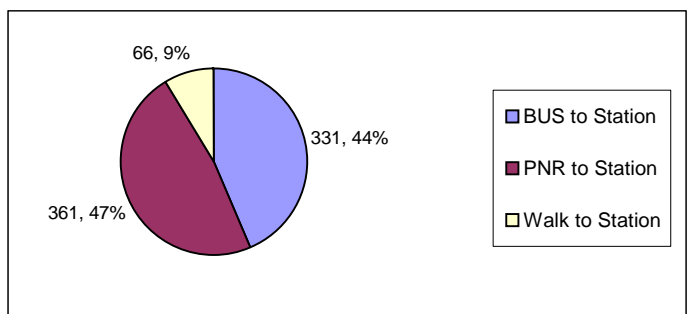
Walk to BUS	51
Walk to PNR	35



Harmony & I-25 Station

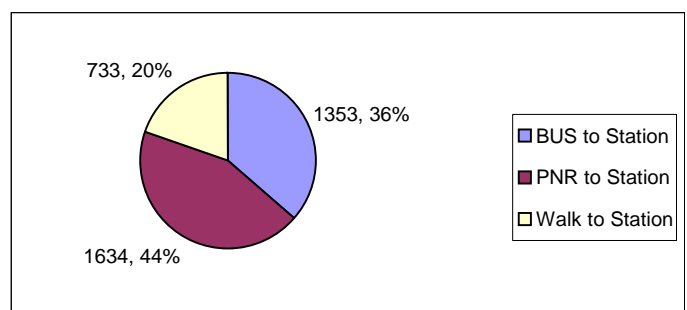
BUS to Station	331	43.7%
PNR to Station	361	47.6%
Walk to Station	66	8.7%
	758	100.0%

Walk to BUS	203
PNR to BUS	108



Over all in Pkg-6

BUS to Station	1353	36.4%
PNR to Station	1634	43.9%
Walk to Station	733	19.7%
	3720	100.0%



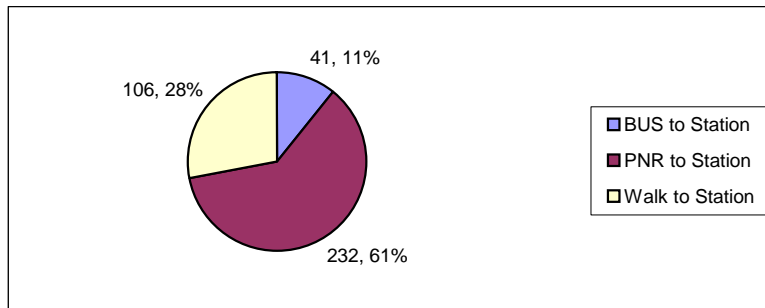
Commuter Rail Station Activity

Package-7

North Transit Center

BUS to Station	41	10.8%
PNR to Station	232	61.2%
Walk to Station	106	28.0%
Total	379	100.0%

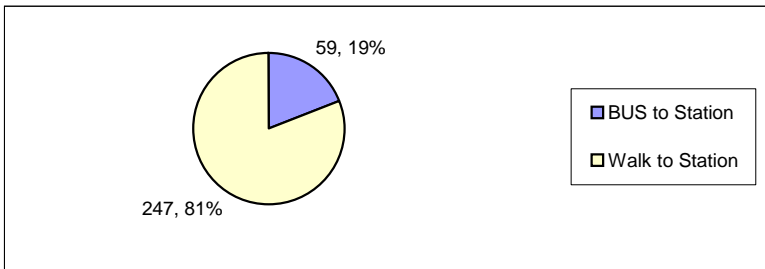
Walk to PNR	293
Walk to BUS	391



CSU

BUS to Station	59	19.3%
Walk to Station	247	80.7%
Total	306	100.0%

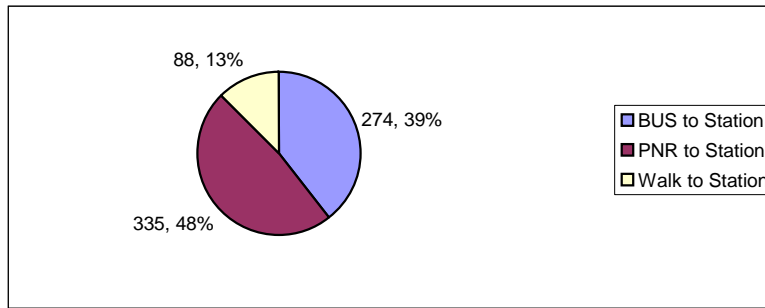
Walk to BUS	554
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South Transit Station

BUS to Station	274	39.3%
PNR to Station	335	48.1%
Walk to Station	88	12.6%
Total	697	100.0%

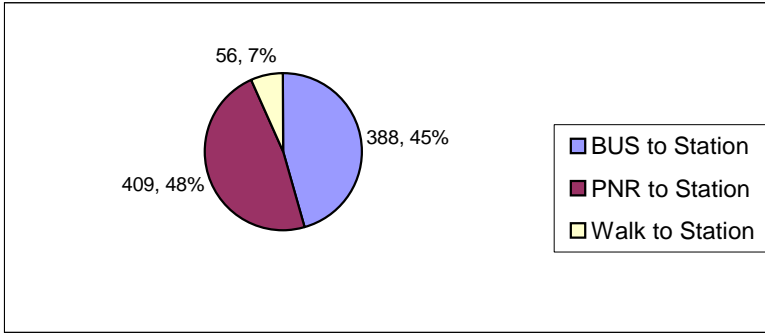
Walk to PNR	544
Walk to BUS	850



US-34 & US287

BUS to Station	388	45.5%
PNR to Station	409	47.9%
Walk to Station	56	6.6%
Total	853	100.0%

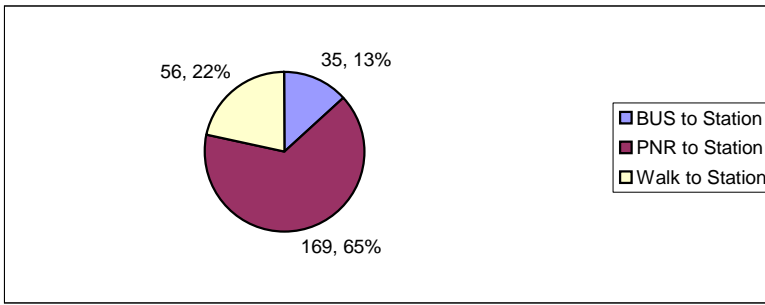
Walk to PNR	375
Walk to BUS	461



SH-402 & US287

BUS to Station	35	13.5%
PNR to Station	169	65.0%
Walk to Station	56	21.5%
Total	260	100.0%

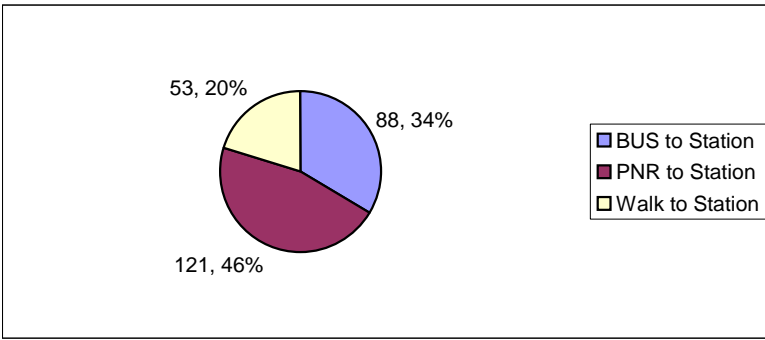
Walk to PNR	112
Walk to BUS	216



Berthoud & US287

BUS to Station	88	33.6%
PNR to Station	121	46.2%
Walk to Station	53	20.2%
Total	262	100.0%

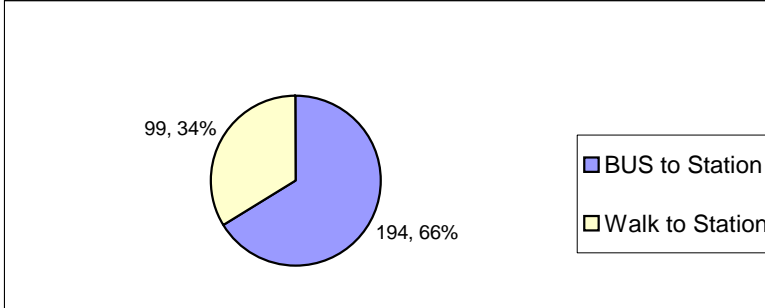
Walk to PNR	75
Walk to BUS	103



17th St Longmont

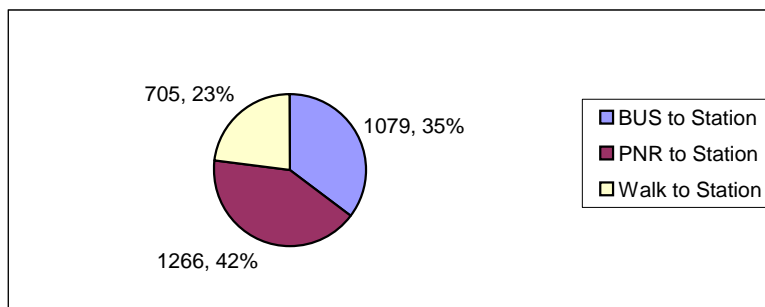
BUS to Station	194	66.2%
Walk to Station	99	33.8%
Total	293	100.0%

Walk to BUS	121
-------------	-----



Over all Pkg-7

BUS to Station	1079	35.4%
PNR to Station	1266	41.5%
Walk to Station	705	23.1%
Total	3050	100.0%

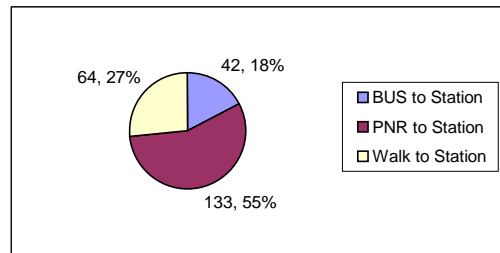


Package-8

North Transit Center

BUS to Station	42	17.6%
PNR to Station	133	55.6%
Walk to Station	64	26.8%
	239	100.0%

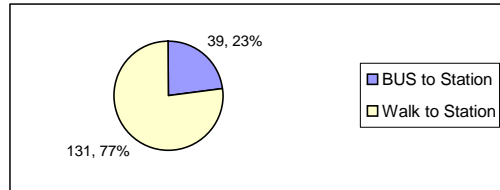
Walk to BUS	596
Walk to PNR	355



CSU

BUS to Station	39	22.9%
Walk to Station	131	77.1%
	170	100.0%

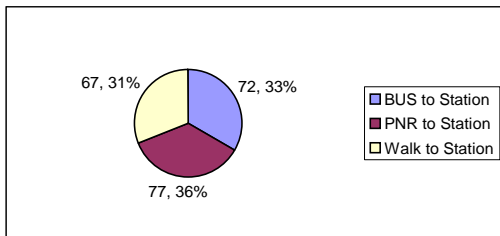
Walk to BUS	632
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South Transit Center

BUS to Station	72	33.3%
PNR to Station	77	35.6%
Walk to Station	67	31.0%
	216	100.0%

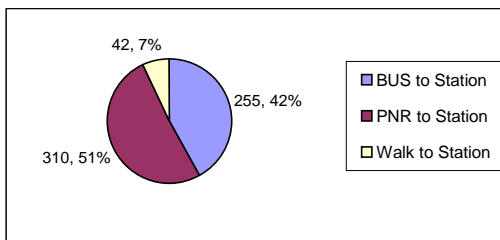
Walk to BUS	323
Walk to PNR	24
BUS to PNR	495



US34 & 287

BUS to Station	255	42.0%
PNR to Station	310	51.1%
Walk to Station	42	6.9%
	607	100.0%

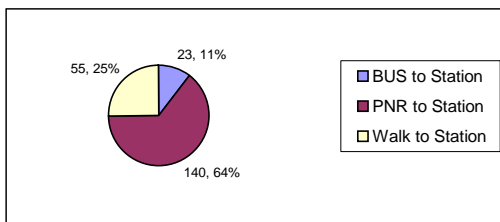
Walk to BUS	546
Walk to PNR	364



SH-402 & US287

BUS to Station	23	10.6%
PNR to Station	140	64.2%
Walk to Station	55	25.2%
	218	100.0%

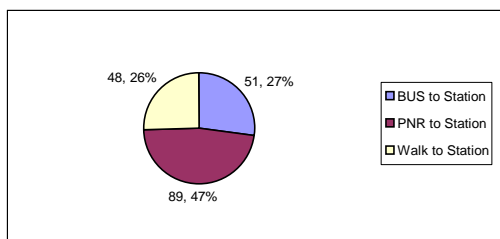
Walk to BUS	194
Walk to PNR	100



Berthud & US287

BUS to Station	51	27.1%
PNR to Station	89	47.3%
Walk to Station	48	25.5%
	188	100.0%

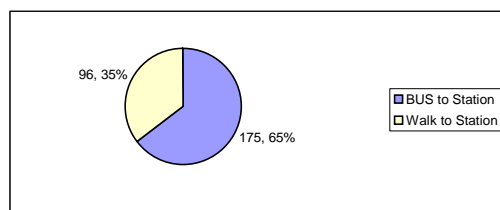
Walk to BUS	96
Walk to PNR	67



17th St / Longmont

BUS to Station	175	64.6%
Walk to Station	96	35.4%
	271	100.0%

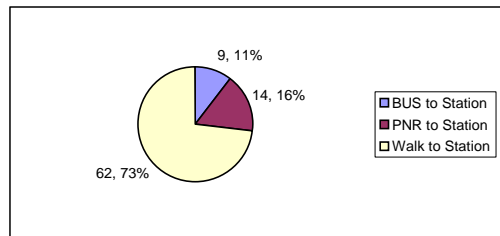
Walk to BUS	118
-------------	-----



SH-119 & I-25

BUS to Station	9	10.6%
PNR to Station	14	16.5%
Walk to Station	62	72.9%
	85	100.0%

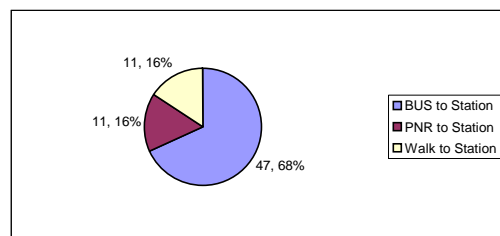
Walk to BUS	92
Walk to PNR	19
PNR to BRT Station	325
Walk to BRT Station	361
BUS to BRT Station	45
CR station to BRT Station	96



SH-52 & I-25

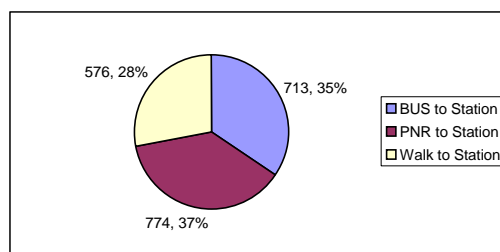
BUS to Station	47	68.1%
PNR to Station	11	15.9%
Walk to Station	11	15.9%
	69	100.0%

Walk to BUS	12
Walk to PNR	0
BUS to PNR	164
PNR to BRT Station	1
Walk to BRT Station	57
BUS to BRT Station	67
CR station to BRT Station	12



Over All Pkg-8

BUS to Station	713	34.6%
PNR to Station	774	37.5%
Walk to Station	576	27.9%
	2063	100.0%







Level 3 Alternatives Development Package 6: Central Commuter Rail

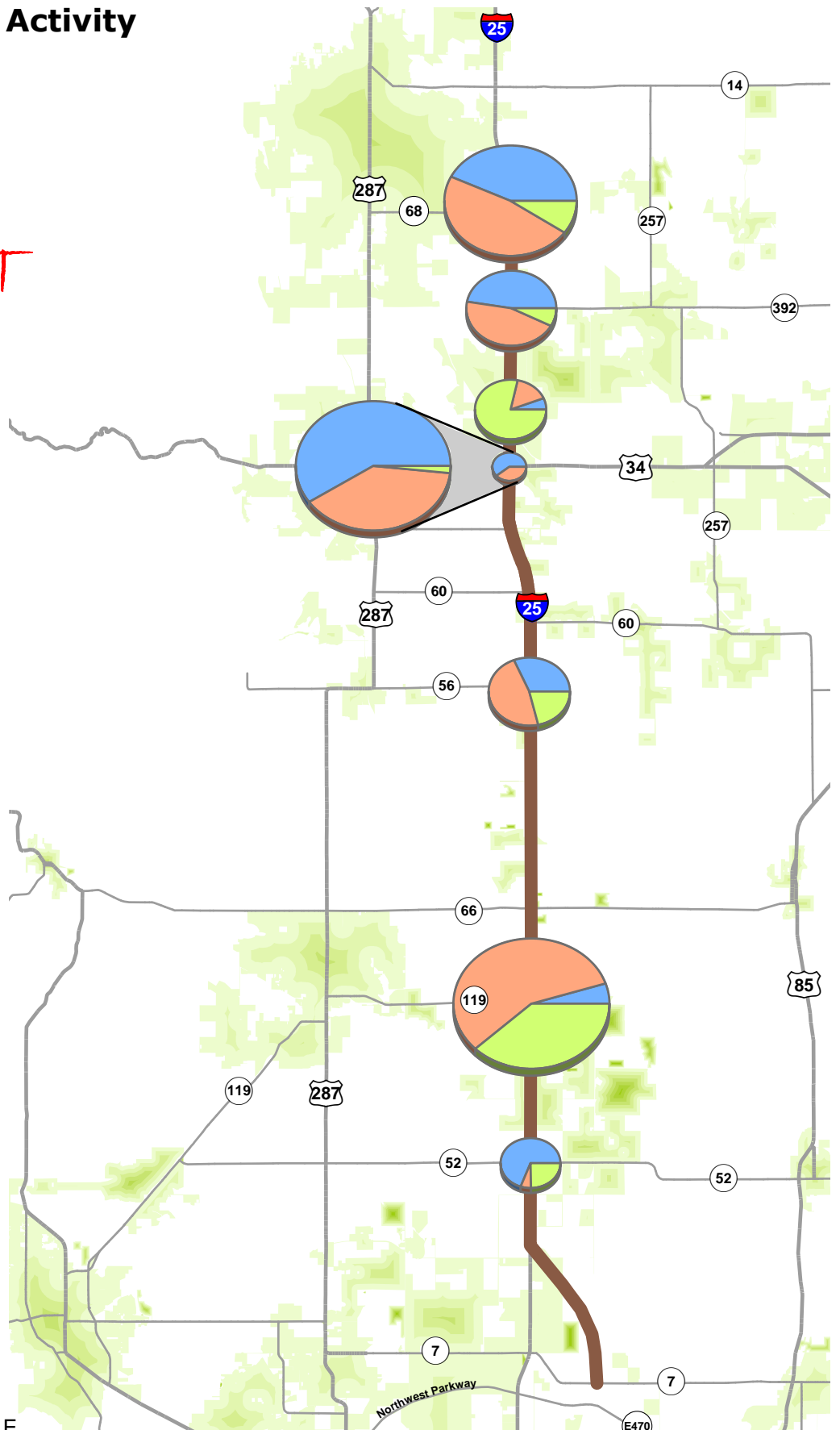
2030 Daily Station Activity and Access Mode

DRAFT

Legend

Station Activity

-  Size indicates relative magnitude of station activity
-  Bus to Station
-  Drive to Station
-  Walk to Station



NOT TO SCALE
Travel Demand Model Application and Results





Level 3 Alternatives Development Package 7: West Commuter Rail

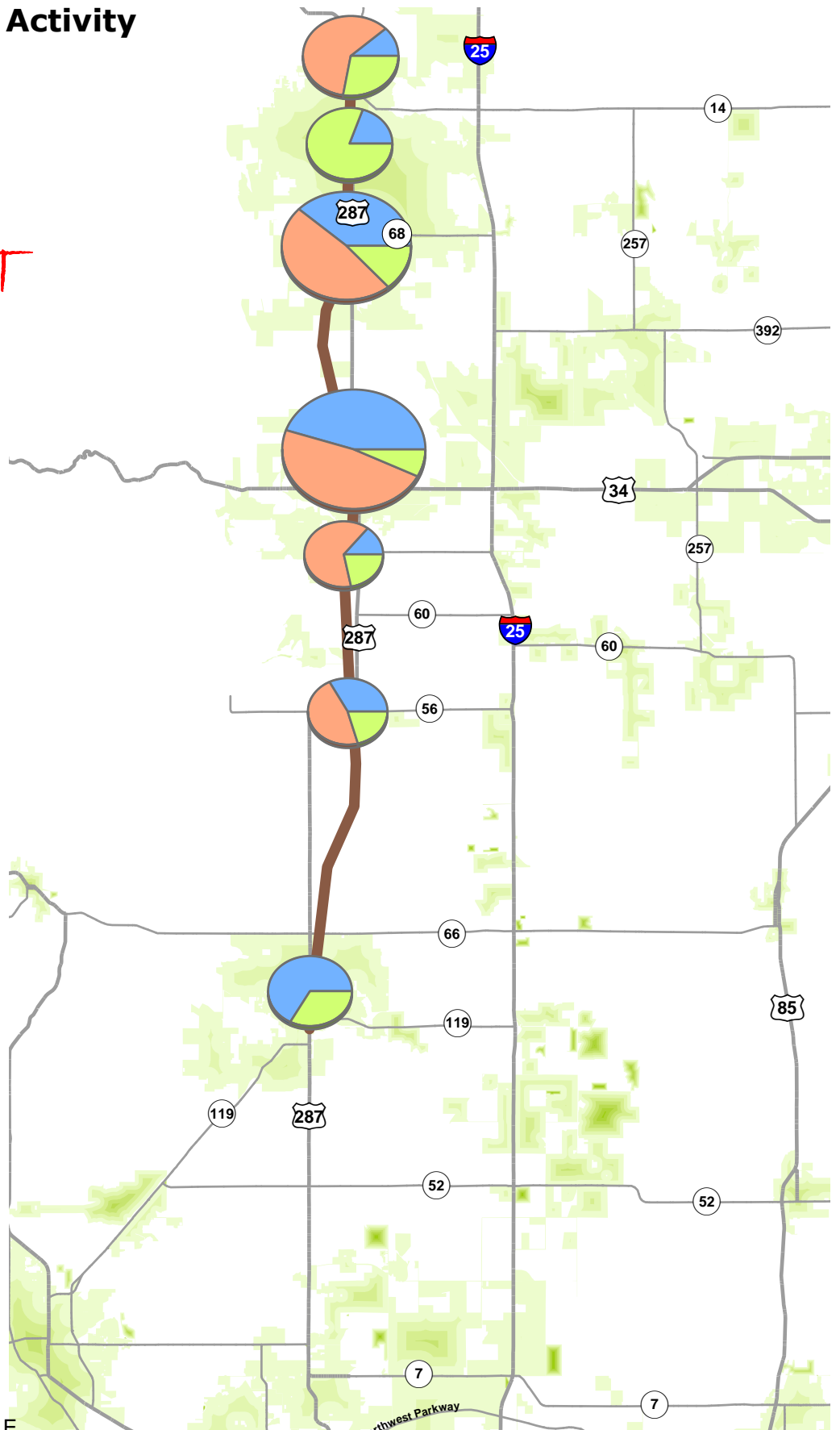
2030 Daily Station Activity and Access Mode

DRAFT

Legend

Station Activity

-  Size indicates relative magnitude of station activity
-  Bus to Station
-  Drive to Station
-  Walk to Station







Level 3 Alternatives Development Package 8: West Commuter Rail

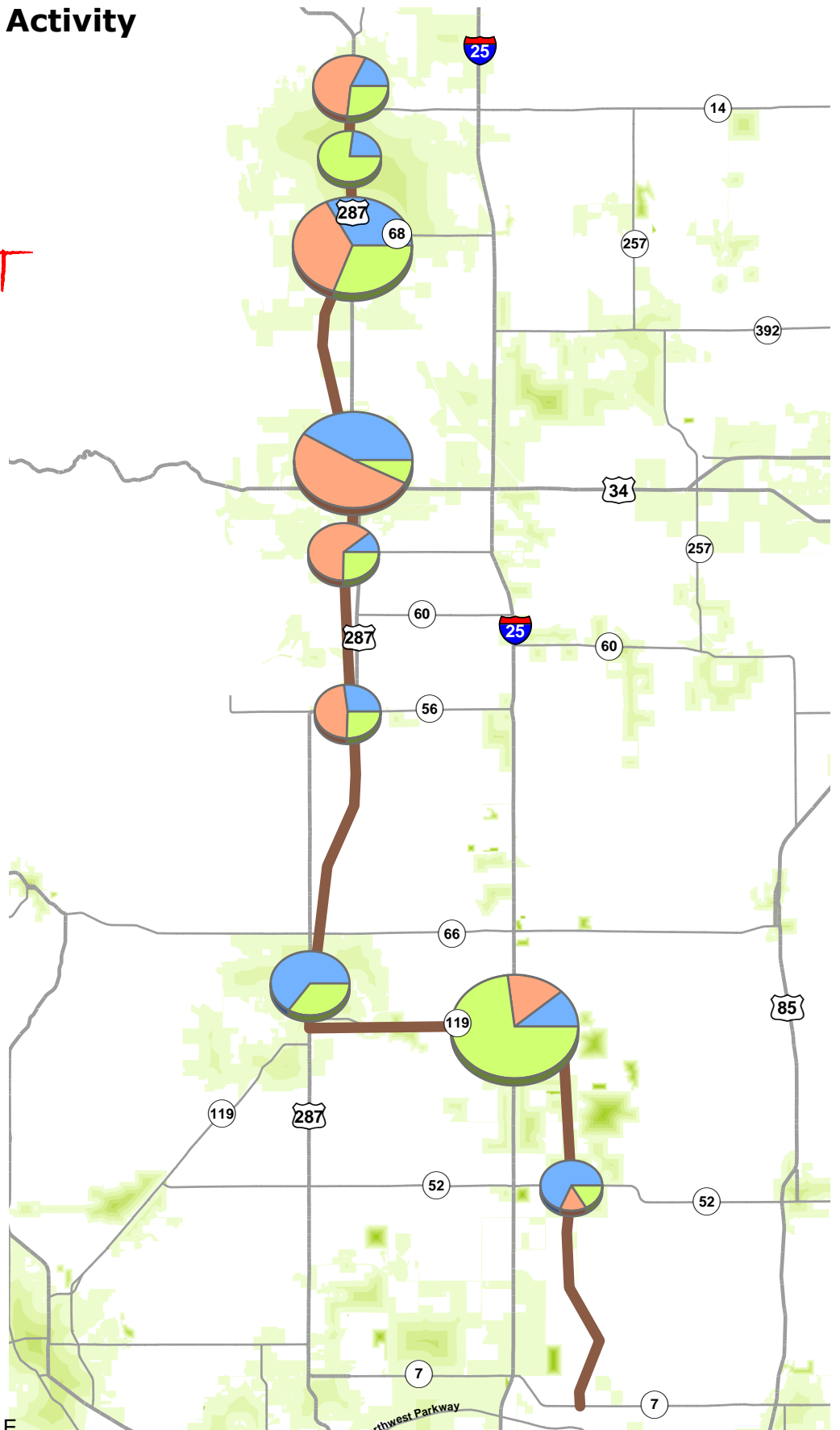
2030 Daily Station Activity and Access Mode

DRAFT

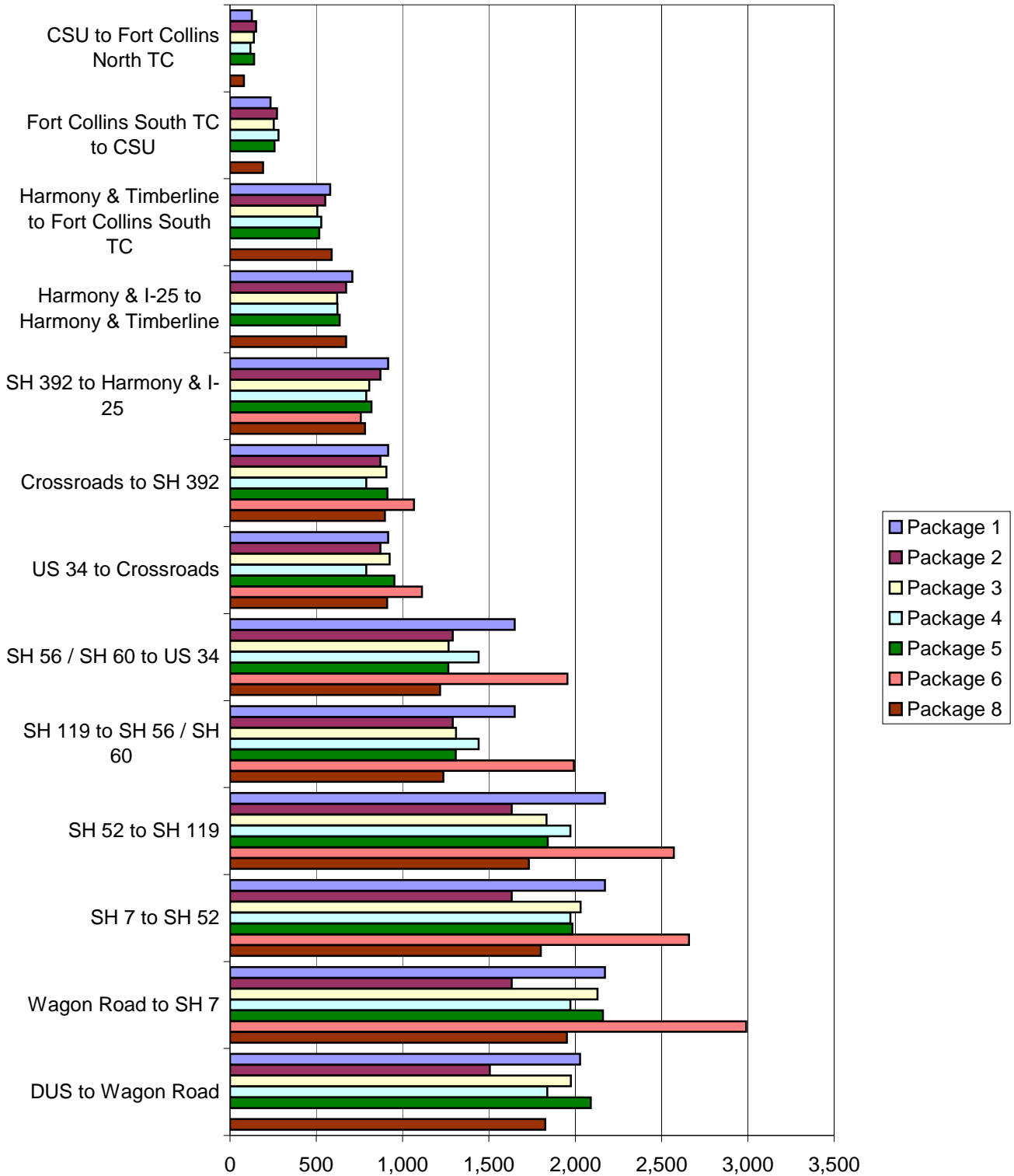
Legend

Station Activity

-  Size indicates relative magnitude of station activity
-  Bus to Station
-  Drive to Station
-  Walk to Station

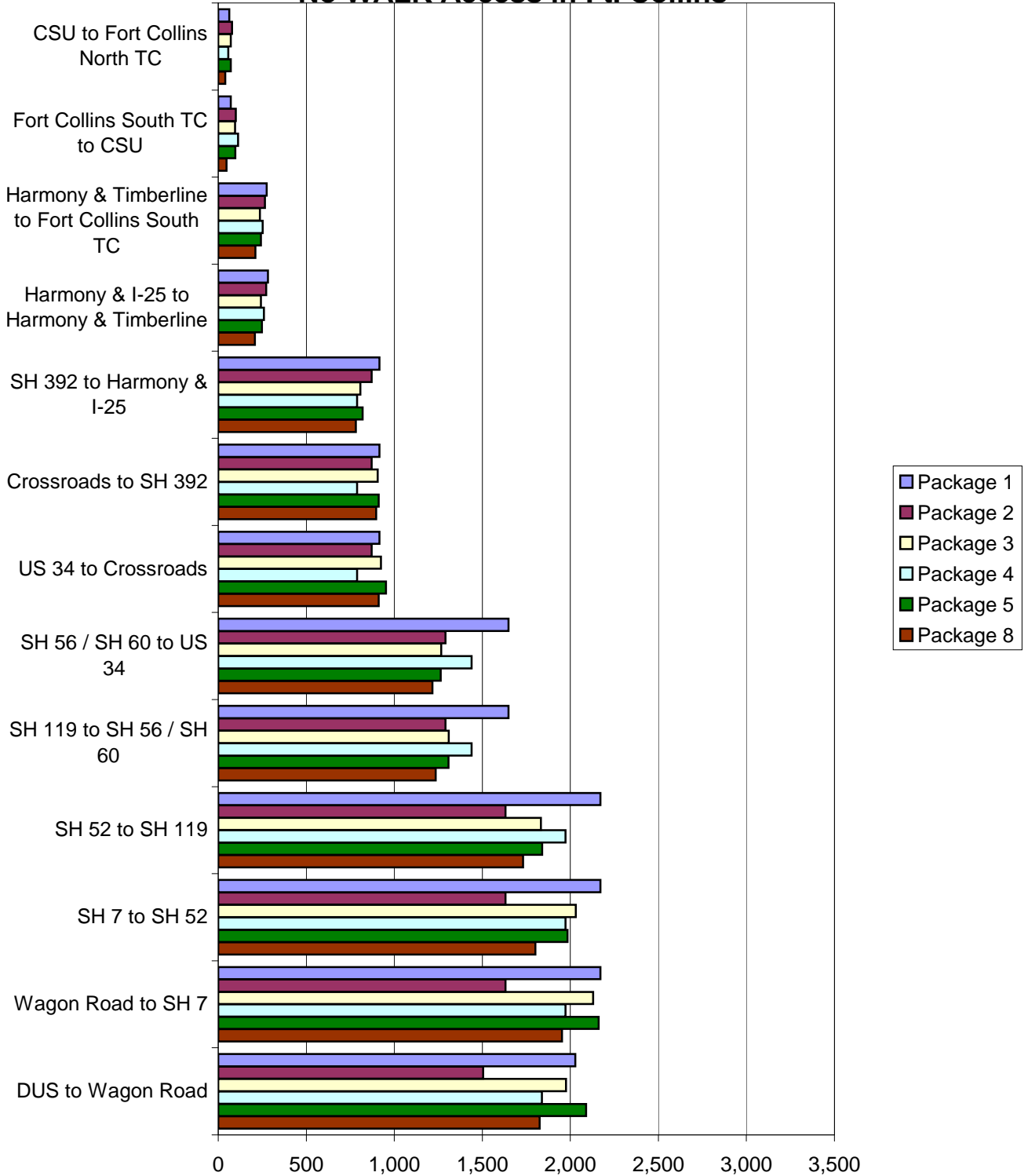


DUS to Fort Collins Transit Center Daily Ridership by Segment

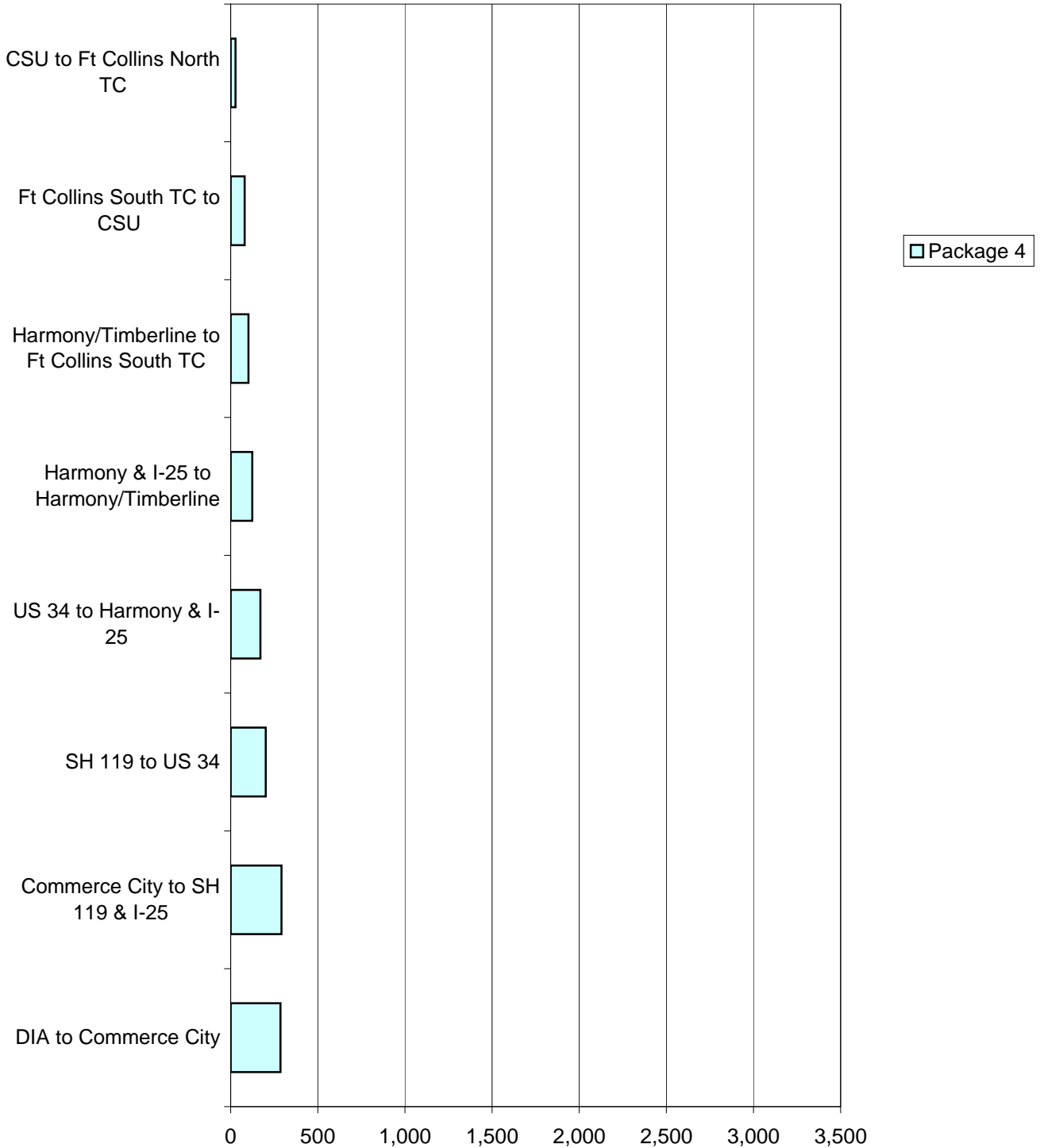


DUS to Fort Collins Transit Center Daily Ridership by Segment

*****No WALK Access in Ft. Collins*****



DIA to Fort Collins Transit Center Daily Ridership by Segment



Package 1		
DUS to Wagon Road	2,029	
Wagon Road to SH 7	2,171	
SH 7 to SH 52	2,171	
SH 52 to SH 119	2,171	
SH 119 to SH 56 / SH 60	1,649	
SH 56 / SH 60 to US 34	1,649	
US 34 to Crossroads	916	
Crossroads to SH 392	916	
SH 392 to Harmony & I-25	916	Drive Access Only
Harmony & I-25 to Harmony & Timberline	709	282
Harmony & Timberline to Fort Collins South TC	581	275
Fort Collins South TC to CSU	235	71
CSU to Fort Collins North TC	127	63

Package 2		
DUS to Wagon Road	1,505	
Wagon Road to SH 7	1,631	
SH 7 to SH 52	1,631	
SH 52 to SH 119	1,631	
SH 119 to SH 56 / SH 60	1,291	
SH 56 / SH 60 to US 34	1,291	
US 34 to Crossroads	872	
Crossroads to SH 392	872	
SH 392 to Harmony & I-25	872	Drive Access Only
Harmony & I-25 to Harmony & Timberline	673	272
Harmony & Timberline to Fort Collins South TC	552	266
Fort Collins South TC to CSU	273	100
CSU to Fort Collins North TC	151	79

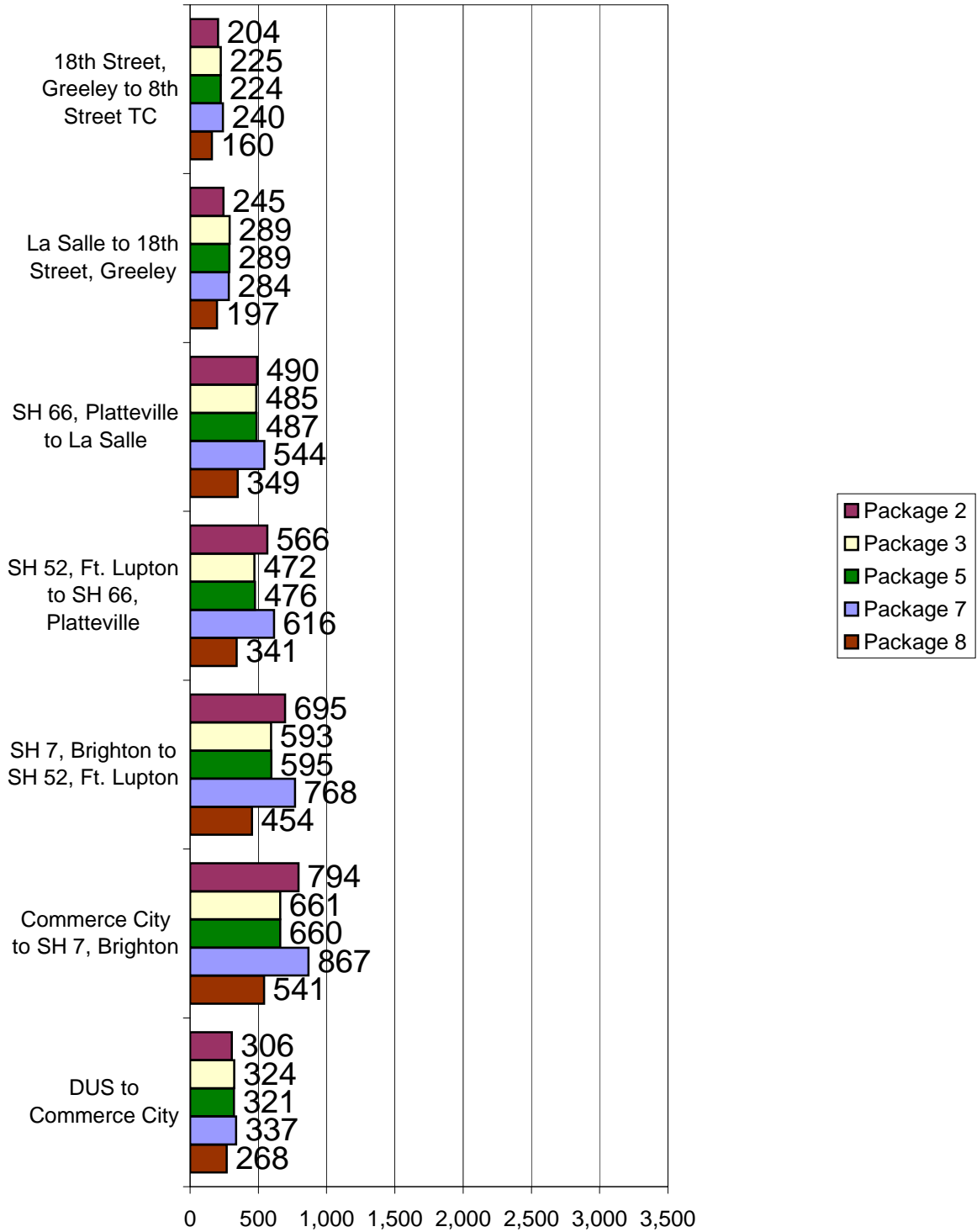
Package 3		
DUS to Wagon Road	1,975	
Wagon Road to SH 7	2,129	
SH 7 to SH 52	2,031	
SH 52 to SH 119	1,833	
SH 119 to SH 56 / SH 60	1,309	
SH 56 / SH 60 to US 34	1,267	
US 34 to Crossroads	925	
Crossroads to SH 392	906	
SH 392 to Harmony & I-25	807	Drive Access Only
Harmony & I-25 to Harmony & Timberline	621	243
Harmony & Timberline to Fort Collins South TC	506	237
Fort Collins South TC to CSU	253	96
CSU to Fort Collins North TC	139	71

Package 4		
DUS to Wagon Road	1,838	
Wagon Road to SH 7	1,972	
SH 7 to SH 52	1,972	
SH 52 to SH 119	1,972	
SH 119 to SH 56 / SH 60	1,440	
SH 56 / SH 60 to US 34	1,440	
US 34 to Crossroads	789	
Crossroads to SH 392	789	
SH 392 to Harmony & I-25	789	Drive Access Only
Harmony & I-25 to Harmony & Timberline	622	260
Harmony & Timberline to Fort Collins South TC	528	253
Fort Collins South TC to CSU	280	113
CSU to Fort Collins North TC	118	57

Package 5		
DUS to Wagon Road	2,089	
Wagon Road to SH 7	2,160	
SH 7 to SH 52	1,984	
SH 52 to SH 119	1,841	
SH 119 to SH 56 / SH 60	1,308	
SH 56 / SH 60 to US 34	1,264	
US 34 to Crossroads	953	
Crossroads to SH 392	911	
SH 392 to Harmony & I-25	820	Drive Access Only
Harmony & I-25 to Harmony & Timberline	635	248
Harmony & Timberline to Fort Collins South TC	517	242
Fort Collins South TC to CSU	257	96
CSU to Fort Collins North TC	140	72

Package 8		
DUS to Wagon Road	1,826	
Wagon Road to SH 7	1,952	
SH 7 to SH 52	1,801	
SH 52 to SH 119	1,731	
SH 119 to SH 56 / SH 60	1,235	
SH 56 / SH 60 to US 34	1,217	
US 34 to Crossroads	911	
Crossroads to SH 392	898	
SH 392 to Harmony & I-25	782	Drive Access Only
Harmony & I-25 to Harmony & Timberline	672	208
Harmony & Timberline to Fort Collins South TC	589	211
Fort Collins South TC to CSU	192	47
CSU to Fort Collins North TC	80	40

DUS to Greeley Transit Center Daily Ridership by Segment



Package 2	
DUS to Commerce City	306
Commerce City to SH 7, Brighton	794
SH 7, Brighton to SH 52, Ft. Lupton	695
SH 52, Ft. Lupton to SH 66, Platteville	566
SH 66, Platteville to La Salle	490
La Salle to 18th Street, Greeley	245
18th Street, Greeley to 8th Street TC	204

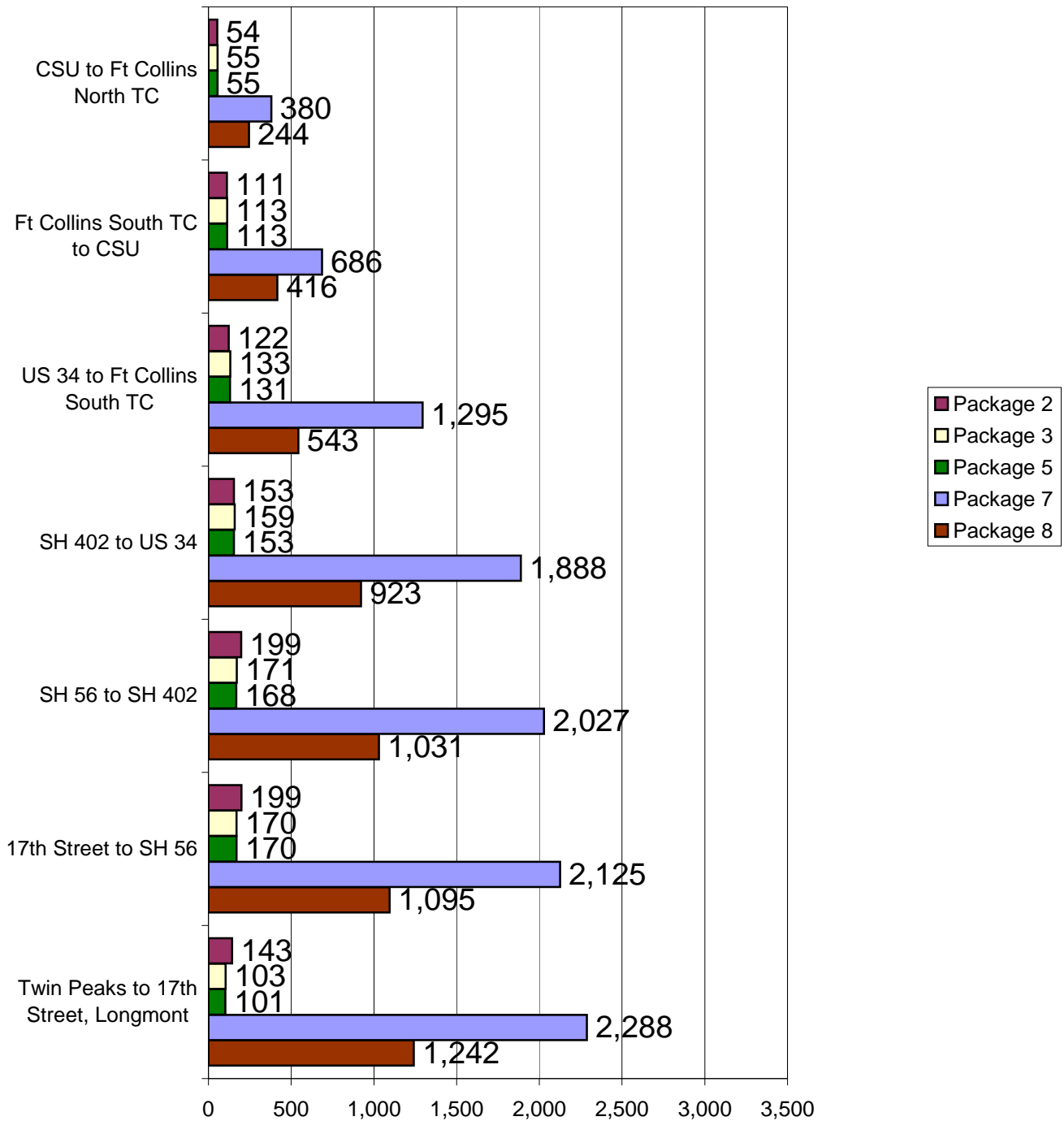
Package 3	
DUS to Commerce City	324
Commerce City to SH 7, Brighton	661
SH 7, Brighton to SH 52, Ft. Lupton	593
SH 52, Ft. Lupton to SH 66, Platteville	472
SH 66, Platteville to La Salle	485
La Salle to 18th Street, Greeley	289
18th Street, Greeley to 8th Street TC	225

Package 5	
DUS to Commerce City	321
Commerce City to SH 7, Brighton	660
SH 7, Brighton to SH 52, Ft. Lupton	595
SH 52, Ft. Lupton to SH 66, Platteville	476
SH 66, Platteville to La Salle	487
La Salle to 18th Street, Greeley	289
18th Street, Greeley to 8th Street TC	224

Package 7	
DUS to Commerce City	337
Commerce City to SH 7, Brighton	867
SH 7, Brighton to SH 52, Ft. Lupton	768
SH 52, Ft. Lupton to SH 66, Platteville	616
SH 66, Platteville to La Salle	544
La Salle to 18th Street, Greeley	284
18th Street, Greeley to 8th Street TC	240

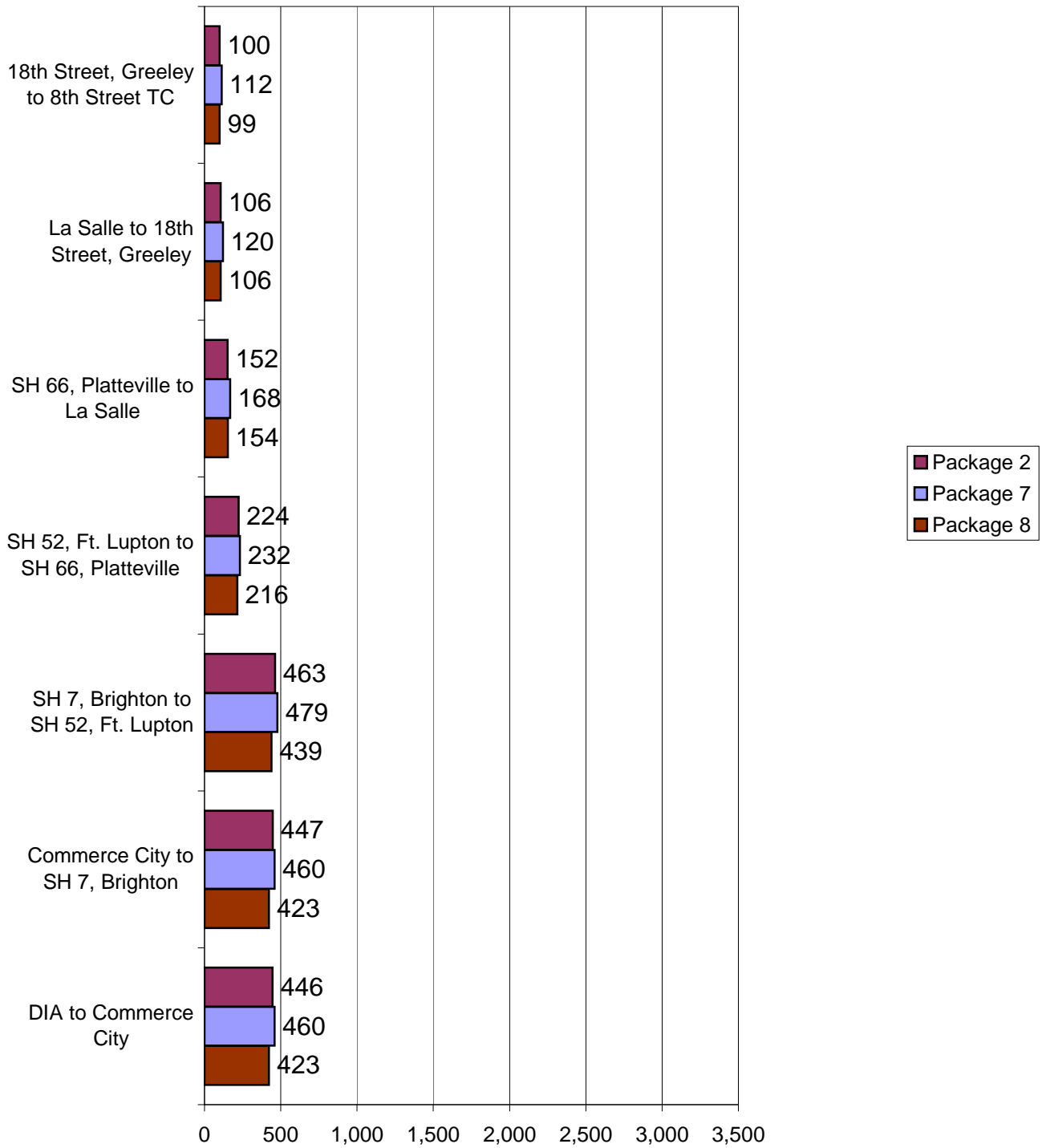
Package 8	
DUS to Commerce City	268
Commerce City to SH 7, Brighton	541
SH 7, Brighton to SH 52, Ft. Lupton	454
SH 52, Ft. Lupton to SH 66, Platteville	341
SH 66, Platteville to La Salle	349
La Salle to 18th Street, Greeley	197
18th Street, Greeley to 8th Street TC	160

Longmont to Fort Collins Transit Center Daily Ridership by Segment

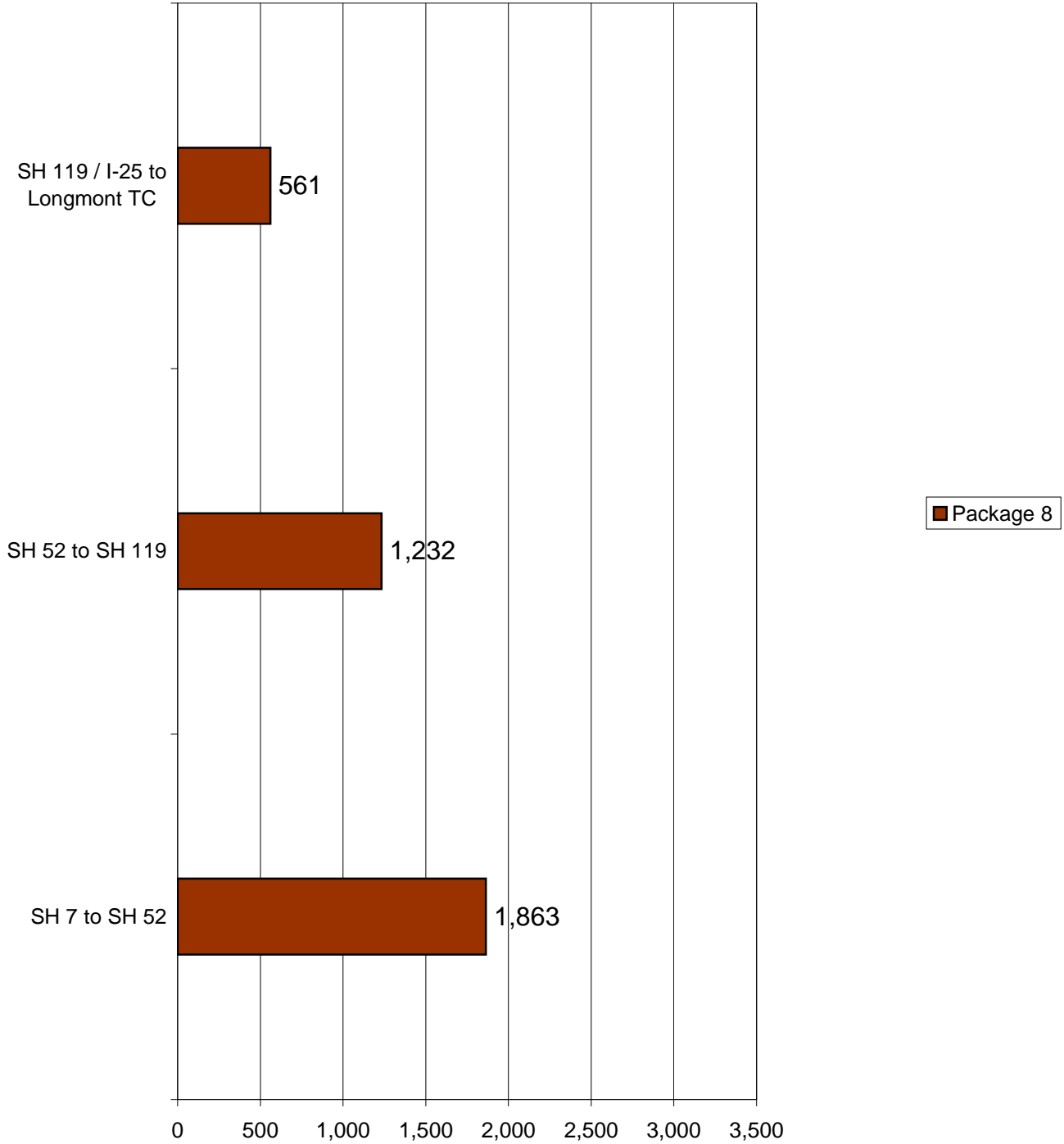


Package 6	
DUS to Wa	0
Wagon Ro	2,990
SH 7 to SH	2,659
SH 52 to S	2,571
SH 119 to	1,992
SH 56 / SH	1,954
US 34 to C	1,111
Crossroads	1,066
SH 392 to	757

DIA to Greeley Transit Center Daily Ridership by Segment



North Metro Extension to Longmont Transit Center Daily Ridership by Segment



Package 2	
Twin Peaks to 17th Street, Longmont	143
17th Street to SH 56	199
SH 56 to SH 402	199
SH 402 to US 34	153
US 34 to Ft Collins South TC	122
Ft Collins South TC to CSU	111
CSU to Ft Collins North TC	54

Package 3	
Twin Peaks to 17th Street, Longmont	103
17th Street to SH 56	170
SH 56 to SH 402	171
SH 402 to US 34	159
US 34 to Ft Collins South TC	133
Ft Collins South TC to CSU	113
CSU to Ft Collins North TC	55

Package 5	
Twin Peaks to 17th Street, Longmont	101
17th Street to SH 56	170
SH 56 to SH 402	168
SH 402 to US 34	153
US 34 to Ft Collins South TC	131
Ft Collins South TC to CSU	113
CSU to Ft Collins North TC	55

Package 7	
Twin Peaks to 17th Street, Longmont	2,288
17th Street to SH 56	2,125
SH 56 to SH 402	2,027
SH 402 to US 34	1,888
US 34 to Ft Collins South TC	1,295
Ft Collins South TC to CSU	686
CSU to Ft Collins North TC	380

Package 8	
Twin Peaks to 17th Street, Longmont	1,242
17th Street to SH 56	1,095
SH 56 to SH 402	1,031
SH 402 to US 34	923
US 34 to Ft Collins South TC	543
Ft Collins South TC to CSU	416
CSU to Ft Collins North TC	244

Package 2	
DIA to Commerce City	446
Commerce City to SH 7, Brighton	447
SH 7, Brighton to SH 52, Ft. Lupton	463
SH 52, Ft. Lupton to SH 66, Platteville	224
SH 66, Platteville to La Salle	152
La Salle to 18th Street, Greeley	106
18th Street, Greeley to 8th Street TC	100

Package 7	
DIA to Commerce City	460
Commerce City to SH 7, Brighton	460
SH 7, Brighton to SH 52, Ft. Lupton	479
SH 52, Ft. Lupton to SH 66, Platteville	232
SH 66, Platteville to La Salle	168
La Salle to 18th Street, Greeley	120
18th Street, Greeley to 8th Street TC	112

Package 8	
DIA to Commerce City	423
Commerce City to SH 7, Brighton	423
SH 7, Brighton to SH 52, Ft. Lupton	439
SH 52, Ft. Lupton to SH 66, Platteville	216
SH 66, Platteville to La Salle	154
La Salle to 18th Street, Greeley	106
18th Street, Greeley to 8th Street TC	99

Package 8	TOTAL
DUS to 40th/40th	2,524
40th/40th to Commerce City	2,350
Commerce City to 84th	2,213
84th to 104th	1,797
104th to 120th	5,150
120th to 128th	4,515
128th to 144th	3,684
144th to SH 7	3,162
SH 7 to SH 52	1,863
SH 52 to SH 119	1,232
SH 119 / I-25 to Longmont TC	561

Transit Travel Time Comparison

This memorandum outlines a detailed comparison of transit travel times and speeds in the North Front Range area, and the assumptions used in the calculations.

For three alignments – along I-25 (Central), along US 287 and connecting to the US 36 FasTracks line in Longmont (Western), and along US 287 to Longmont then along SH 119 and I-25 to connect to the North Metro FasTracks line in Thornton (Combination), travel times were calculated with the following assumption:

- Trips on the Central alignment require an auto trip to the SH 68 PnR on the rail line. This trip is calculated to be 18.4 minutes long.¹ Additionally, an initial wait time of 5 minutes is added.

This time has been added to the travel time on the rail lines, and the results are displayed in **Table 1** below.

Furthermore, auto travel times were calculated for the same trip, using two different improvement scenarios – a managed lane alternative, in which the travel time is for autos using the Managed/HOV lanes, and a general purpose lane alternative.

Table 1

Origin	Destination				
	DUS				
	Rail Alignment			Auto	
	Central	Western	Combination	Managed Lane ²	General Purpose ³
Fort Collins South Transit Center	105.5 ⁴	97.2	91.5	79.3	117.5

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¹ Calculation based on AM2.bin file for Package 6.

² Calculation based on AM2.bin file for Package 5. Travel time in Managed/HOV lanes on I-25.

³ Calculation based on AM2.bin file for Package 6. Travel time in GP lanes on I-25.

⁴ Includes drive access time from South Transit Center

Transit Travel Time Comparison

Total Travel Time	Destination					
	DUS			Boulder - 30th / Pearl		
	Rail Alignment			Rail Alignment		
Origin	Central	Western	Auto	Central	Western	Auto
Fort Collins South Transit Center	105.5	97.2	117.5	98.4	54.7	99.8
Greeley Transit Center	111.3	144.5	126.8	104.2	102.1	109.0

Rail Travel Time	Central	Western
Fort Collins End Of Line	SH 68	FC North TC
NFR Travel Time	40.8	62.2
FasTracks Travel Time	41.2	42.5
Total - End-to-End	82.0	104.7

Origin	Destination - DUS			
	Travel Time (mins)			
	Technology			
	Commuter Bus	BRT	Commuter Rail	Auto
Fort Collins South Transit Center	90.0	83.1	105.5* / 97.2	117.5
Distance on Transit	60.4	58.9	57.8 / 67.8	58.2
Average Speed	40.2	42.5	42.3** / 41.9	29.7

Central / Western
*Includes Drive Time
**No Drive Time

Commuter Bus Average Speeds	Speed		
	Northbound	Southbound	Average
US 287	27.9	31.4	29.7
I-25	41.2	36.6	38.9
US 85	37.7	27.8	32.7

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Commuter Bus Travel Times

PM Peak Hour

	Fort Collins South Transit Center to DUS on I-25			
	Bus		Auto	
	SB	NB	SB	NB
Travel Time between South TC and I-25	25.9	24.4	25.9	24.4
Travel Time on I-25 between SH 68 and E-470	35.3	36.2	35.3	36.2
Time for Stops - Access, Egress, Dwell	12.9	18.3		
Travel Time between E-470 and DUS	26.7	36.0	28.9	47.2
Total	100.8	114.9	90.1	107.8

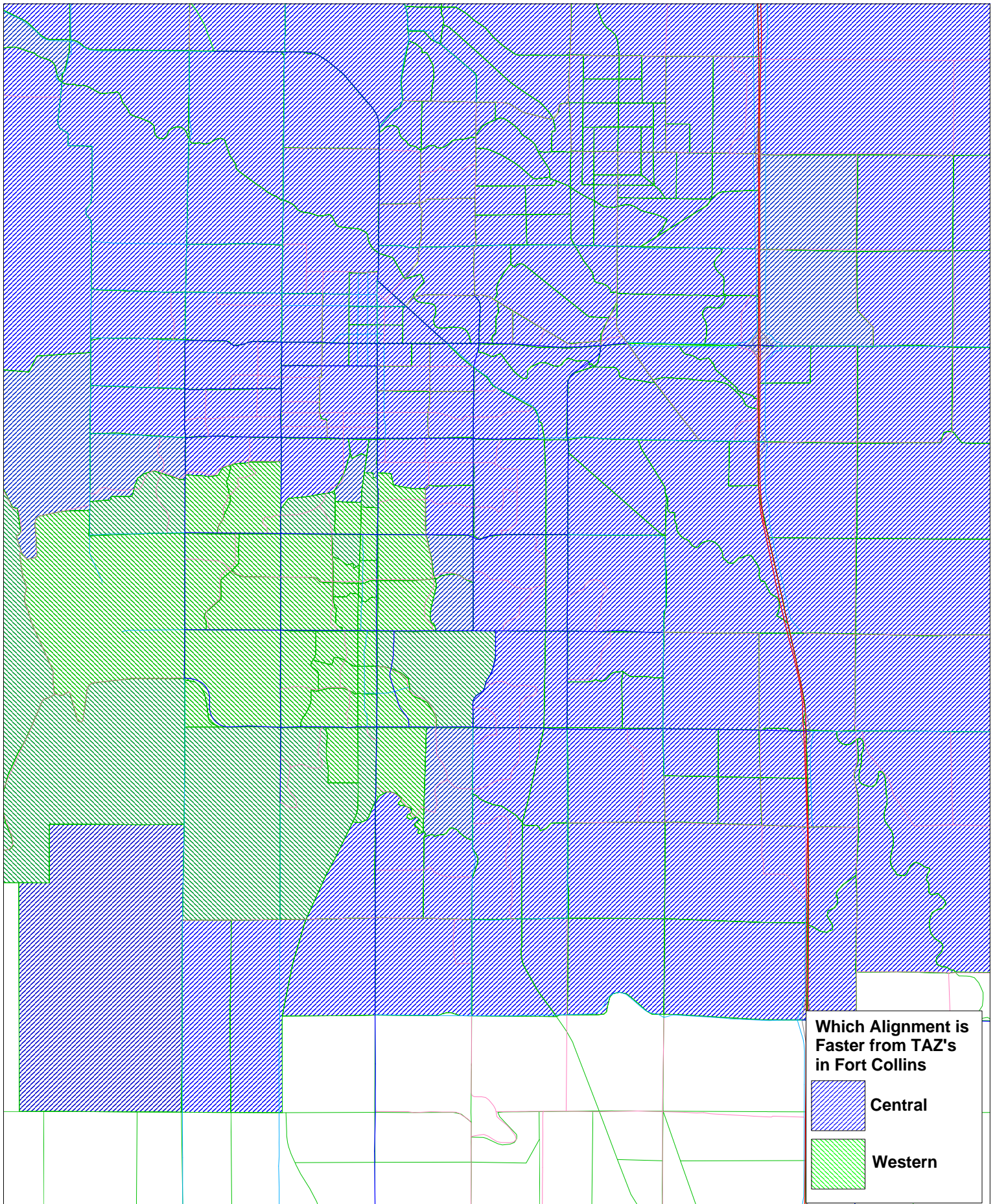
	Fort Collins South Transit Center to DUS on US 287			
	Bus		Auto	
	SB	NB	SB	NB
Travel Time between South TC and Twin Peaks	86.3	69.1	86.3	69.1
Transfer from Bus to US 36 Rail	15.0	15.0		
Time for Stops - Access, Egress, Dwell	2.7	2.7		
Travel Time between Twin Peaks and DUS	55.8	55.8	57.9	47.2
Total	159.9	142.7	144.2	116.2

	Greeley to DUS on US 85			
	Bus		Auto	
	SB	NB	SB	NB
Travel Time between 8th/8th and DUS	102.8	117.0	102.8	117.0
Time for Stops - Access, Egress, Dwell	7.4	7.4		
Total	110.2	124.3	102.8	117.0

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Transit Alignment Travel Time - Which is faster from Fort Collins?



Miscellaneous Sensitivity Runs

Test Case	Model Run Pkg #	Base Ridership	Test Results	
			Ridership	Notes
Test Greeley Rail. End of line along US-34 to Greeley downtown, with a pnR at West Greeley. Scooter service between US-34 and Harmony. Based on Pkg 6	P11	3,300 (Pkg 6)	3,300	Ridership includes about 200 boardings on FC Scooter
Extend Central end of line to Fort Collins. Based on Pkg 6	P12	3,300 (Pkg 6)	3,600	
Remove Greeley Commuter Bus from Pkg 7	P13	3,000 (Pkg 7)	3,000	NFR to Denver CBD market share 44%, a drop from 48% in Pkg 7
Remove Longmont Connection from Pkg 6	P14	3,300 (Pkg 6)	3,300	
Move Greeley Commuter Bus from US-85 to I-25 in Pkg 7	P16	1,040 (Pkg 7)	1,350	

December 30, 2005

Special Event Ridership Documentation December 27, 2005

- Used the North I-25 EIS Household Travel Survey (June 2005) developed and administered by the National Research Center Inc. (NRC).
- The survey provided data on the annual average number of round-trips made to special events on weekdays. The same questions were asked for weekends.
- The focus of this effort was to identify those special events that generally occur during non-peak periods such as weekday evenings and weekends.
- While the survey asked detailed questions about trips made for work, school, shopping, and socializing, these trip purposes were not included in this analysis. These trip purposes are implicitly handled within the existing trip purposes of the combined travel model.
- To convert from the annual trips estimated by the survey, annualization factors of 255 and 110 were assumed for weekdays and weekends respectively.
- To convert to 2030, the reported trips from the survey were increased by their projected growth in households in their north front range area between 2001 and 2030. (1.91¹). An exception was for the major sporting events, many of which currently experience capacity attendance. A modest growth of 10 percent was assumed for this category of special event trip.
- Not every special event was included in the analysis. Particular attention was placed on events that either attract a large number of people or occur on a regular basis.
- Egress or connectivity from proposed transit stops to the location of the special event was considered. Long walk distances between a transit stop to a venue does not encourage transit use.
- The transit mode shares that were assumed are based on RTD's experience running special transit service to events like the Denver Broncos and the Colorado Rockies. RTD is able to provide relatively high service levels to these events. Transit mode shares to special events in the Denver CBD range from 5 percent to 25 percent.

¹ Based on travel model TAZ data.

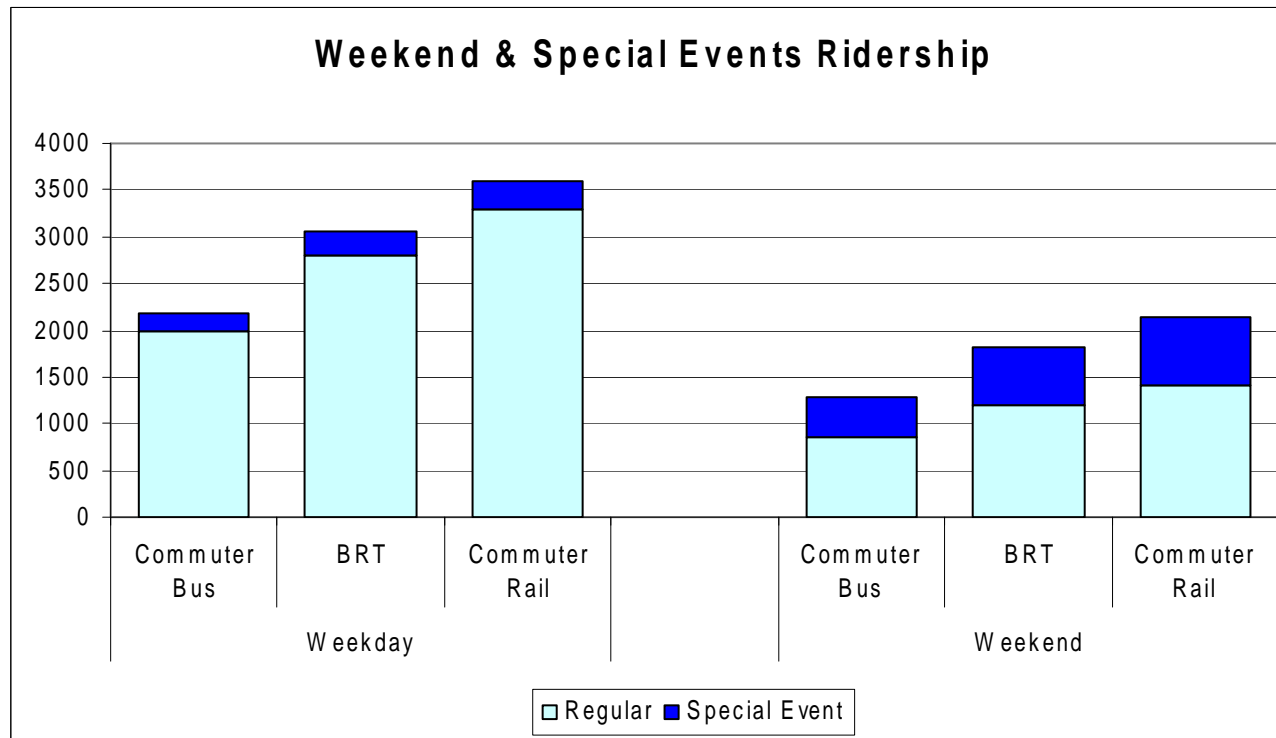
- These mode shares, however, may not be appropriate for longer distance travel. The consultant team contacted Sound Transit in Seattle, Washington. Sound Transit runs special Sunday service on Sounder commuter rail to the Seattle Seahawks football games and Seattle Mariners Baseball games. They have been experiencing a 5 to 6 percent transit mode share to these professional sporting events.
-
- In addition, some events may not have predictable end times due to weather delay or normal game events such as scoring ties. These potential delays may deter some travelers from using transit for special events.
- The assumed transit mode shares were based on a balance between RTD's and Sound Transit's experience, and were estimated "Low" and "High" to produce a range. The Low and High mode shares ranged from 1% to 10%, depending on the trip type.
- It was noted that the total special event trips originating from the NFR should be a relatively small percentage of the total special event trip attractions in Denver. As a reasonableness check, the project team estimated the total trip attractions (doubled to represent trips to the venue and trips leaving the venue) made for major sporting and cultural events in Central Denver. This estimate was then compared to the estimate derived from the survey data. The NFR share of the total trip attractions for sporting events was 5.5 percent on the weekdays and 4.1 percent on the weekends. For cultural events, the NFR share was 5 percent on weekdays and 9 percent on weekends.

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Weekend and Special Events Transit Ridership

Daily Transit Trips in 2030

I-25 Alignment	Weekday			Weekend		
	Regular	Special Event	Total	Regular	Special Event	Total
Commuter Bus	1,800 – 2,200	100 – 300	1,900 – 2,300	650 – 1,050	250 – 650	900 – 1,700
BRT	2,500 – 3,000	150 – 350	2,650 – 3,350	900 – 1,400	450 – 850	1,350 – 2,250
Commuter Rail	3,000 – 3,500	200 – 400	3,200 – 3,900	1,100 – 1,600	500 – 1,000	1,600 – 2,600



December 27, 2005

Level 3 results packages 1,3,6; special event & weekend estimation based on survey results & RTD LRT ridership respectively

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**Weekend Ridership Documentation
December 27, 2005**

- Weekend trips were assumed based on RTD's experience of Saturday and Sunday LRT relative to average weekday ridership. RTD reports that Saturday ridership is 50% of weekday, and Sunday ridership is 35% of weekday. These were averaged to produce a 42% average weekend day.

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Greeley to Denver CBD Market Shares

		Pkg-6						Pkg-7						P-13					
		Grlly-CBD		CBD-Grlly		Grlly-CBD + CBD-Grlly		Grlly-CBD		CBD-Grlly		Grlly-CBD + CBD-Grlly		Grlly-CBD		CBD-Grlly		Grlly-CBD + CBD-Grlly	
HBW	DA	185		11		196		194		11		205		232		12		244	
	SR2	114		4		118		118		4		122		151		4		155	
	SR3+	46		2		48		48		2		50		63		2		65	
	Transit	302	46.7%	1	5.6%	303	45.6%	288	44.4%	1	5.6%	289	43.4%	211	32.1%	0	0.0%	211	31.3%
	Total	647		18		665		648		18		666		657		18		675	
HBNW	DA	161		34		195		145		33		178		179		34		213	
	SR2	114		12		126		102		12		114		126		12		138	
	SR3+	77		7		84		70		7		77		87.5		7		94.5	
	Transit	48	12.0%	0	0.0%	48	10.6%	84	20.9%	0	0.0%	84	18.5%	16	3.9%	0	0.0%	16	3.5%
	Total	400		53		453		401		52		453		409		53		462	
NHB	DA	91		92		183		89		92		181		92		92		184	
	SR2	50		50		100		48		50		98		50		50		100	
	SR3+	35		35		70		35		35		70		35		35		70	
	Transit	2	1.1%	0	0.0%	2	0.6%	6	3.4%	0	0.0%	6	1.7%	1	0.6%	0	0.0%	1	0.3%
	Total	178		177		355		178		177		355		178		177		355	
HBW + HBNW + NHB Total	DA	437		137		574		428		136		564		503		138		641	
	SR2	278		66		344		268		66		334		327		66		393	
	SR3+	158		44		202		153		44		197		185.5		44		229.5	
	Transit	352	28.7%	1	0.4%	353	24.0%	378	30.8%	1	0.4%	379	25.7%	228	18.3%	0	0.0%	228	15.3%
	Total	1,225		248		1,473		1,227		247		1,474		1,244		248		1,492	

Fort Collins to Denver CBD Market Shares

		Pkg-6						Pkg-7					
		FC-CBD		CBD-FC		FC-CBD + CBD-FC		FC-CBD		CBD-FC		FC-CBD + CBD-FC	
HBW	DA	119		0		119		109		0		109	
	SR2	82		0		82		77		0		77	
	SR3+	33		0		33		30		0		30	
	Transit	291	55.4%	0	#DIV/0!	291	55.4%	308	58.8%	0	#DIV/0!	308	58.8%
	Total	525		0		525		524		0		524	
HBNW	DA	24		115		139		24		115		139	
	SR2	16		40		56		16		40		56	
	SR3+	10.5		21		31.5		10.5		21		31.5	
	Transit	24	32.2%	2	1.1%	26	10.3%	25	33.1%	2	1.1%	27	10.7%
	Total	75		178		253		76		178		254	
NHB	DA	118		124		242		116		124		240	
	SR2	64		66		130		62		66		128	
	SR3+	45.5		45.5		91		45.5		45.5		91	
	Transit	12	5.0%	1	0.4%	13	2.7%	16	6.7%	1	0.4%	17	3.6%
	Total	240		237		476		240		237		476	
HBW + HBNW + NHB Total	DA	261		239		500		249		239		488	
	SR2	162		106		268		155		106		261	
	SR3+	89		66.5		155.5		86		66.5		152.5	
	Transit	327	39.0%	3	0.7%	330	26.3%	349	41.6%	3	0.7%	352	28.1%
	Total	839		415		1,254		839		415		1,254	

NOTE: SR2 and SR3+ numbers are converted to person trips using 2 and 3.5 vehicle occupancy factors

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Fort Collins to Greeley Market Shares

		Pkg-6				
		FC to Grly		Grly to FC		FC-Grly+Grly-FC
HBW	DA	1919		4104		6023
	SR2	300		624		924
	SR3+	110		225		335
	Transit	20	0.9%	43	0.9%	63
Total		2,349		4,996		7,345
HBNW	DA	642		1963		2605
	SR2	456		1488		1944
	SR3+	318.5		1151.5		1470
	Transit	3	0.2%	14	0.3%	17
Total		1,420		4,617		6,036
NHB	DA	788		1943		2731
	SR2	426		1050		1476
	SR3+	301		742		1043
	Transit	1	0.1%	2	0.1%	3
Total		1,516		3,737		5,253
HBW + HBNW + NHB Total	DA	3349		8010		11359
	SR2	1182		3162		4344
	SR3+	729.5		2118.5		2848
	Transit	24	0.5%	59	0.4%	83
Total		5,285		13,350		18,634

		Pkg-11				
		FC to Grly		Grly to FC		FC-Grly+Grly-FC
	DA	1916		4106		6022
	SR2	300		624		924
	SR3+	109		225		334
	Transit	24	1.0%	40	0.8%	64
Total		2,349		4,995		7,344
	DA	641		1963		2604
	SR2	456		1488		1944
	SR3+	318.5		1151.5		1470
	Transit	4	0.3%	13	0.3%	17
Total		1,420		4,616		6,035
	DA	788		1942		2730
	SR2	426		1050		1476
	SR3+	301		742		1043
	Transit	1	0.1%	3	0.1%	4
Total		1,516		3,737		5,253
	DA	3345		8011		11356
	SR2	1182		3162		4344
	SR3+	728.5		2118.5		2847
	Transit	29	0.5%	56	0.4%	85
Total		5,285		13,348		18,632

NOTE: SR2 and SR3+ numbers are converted to person trips using 2 and 3.5 vehicle occupancy factors

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Market Shares

		Package-1				Package-2				Package-3				Package-4				Package-5				Package-6				Package-7				Package-8			
NFR <=> CBD	HBW	NFR to CBD	CBD to NFR			NFR to CBD	CBD to NFR			NFR to CBD	CBD to NFR			NFR to CBD	CBD to NFR			NFR to CBD	CBD to NFR			NFR to CBD	CBD to NFR			NFR to CBD	CBD to NFR						
		HBW Transit Total	878	1	879	41.2%	928	1	929	43.6%	815	1	816	38.3%	855	1	856	40.2%	823	1	824	38.7%	1009	1	1010	47.4%	1015	1	1016	47.7%	948	1	949
		Drive Alone	645	12	657	608	11	619	601	4	605	450	11	461	656	12	668	6473	11	464	453	11	578	566	12	578	567	11	578	426	11	437	
		SR2	424	4	428	415	4	419	431	4	435	601	4	605	594	4	598	984	315	1,299	387	4	391	387	4	386	382	4	386	525	4	529	
		SR3+	167	2	169	161	2	163	170	2	172	245	2	247	242	2	244	358	116	474	149	2	151	149	2	149	147	2	149	212	2	214	
		Total	2133			2130			2131			2130			2130			2130			2130			2129			2129			2129			
NFR <=> LGMT	HBW	NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR			NFR to LGMT	LGMT to NFR		
		HBW Transit Total	129	30	159	1.5%	175	23	198	1.9%	190	31	221	2.1%	129	30	159	1.5%	189	29	217	2.1%	6,475	2,031	8,506	2.3%	208	32	240	2.3%	6,463	2,026	8,489
		Drive Alone	6,525	2,030	8,555	6,486	2,030	8,516	6,474	2,024	8,498	6,525	2,029	8,554	6,473	2,027	8,500	6,475	2,031	8,506	6,475	2,031	8,506	6,475	2,031	8,506	6,460	2,030	8,490	6,463	2,026	8,489	
		SR2	990	313	1,303	986	314	1,300	983	317	1,300	990	314	1,304	984	315	1,299	984	315	1,299	984	315	1,299	984	315	1,299	981	312	1,293	982	315	1,297	
		SR3+	360	115	475	359	115	474	358	117	475	360	115	474	358	116	474	358	116	474	358	116	474	358	116	474	357	114	471	357	116	473	
		Total	10,492			10,494			10,494			10,492			10,492			10,492			10,493			10,493			10,494			10,494			
NFR <=> BLDR	HBW	NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR			NFR to BLDR	BLDR to NFR		
		HBW Transit Total	60	3	63	1.8%	87	4	91	2.6%	91	3	94	2.7%	60	3	63	1.8%	91	3	94	2.7%	92	4	96	2.7%	240	8	248	7.0%	239	8	247
		Drive Alone	2,389	242	2,631	2,369	242	2,611	2,367	242	2,609	2,369	242	2,607	2,366	241	2,607	2,366	241	2,607	2,364	242	2,606	2,364	242	2,606	2,261	239	2,500	2,264	239	2,503	
		SR2	529	54	583	524	55	579	523	55	578	529	55	584	524	55	579	524	55	584	524	55	579	524	55	578	493	53	546	492	53	545	
		SR3+	226	23	249	224	24	248	224	24	248	227	24	251	224	24	248	225	23	248	225	23	248	225	23	248	210	23	233	209	23	232	
		Total	3,526			3,528			3,529			3,529			3,528			3,528			3,528			3,528			3,527			3,527			
NFR <=> DIA	HBW	NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR		
		HBW Transit Total	74	0	74	26.2%	90	0	90	31.9%	89	0	89	31.7%	90	0	90	31.8%	90	0	90	31.9%	90	0	90	31.9%	103	0	103	36.5%	109	0	109
		Drive Alone	97	0	97	91	0	91	85	0	85	91	0	91	86	0	86	90	0	90	86	0	86	91	0	91	88	0	88	78	0	78	
		SR2	80	0	80	77	0	77	77	0	77	74	0	74	77	0	77	73	0	73	73	0	73	67	0	67	67	0	67	69	0	69	
		SR3+	31	0	31	28	0	28	30	0	30	28	0	28	30	0	30	28	0	28	28	0	28	26	0	26	26	0	26	26	0	26	
		Total	282			282			281			282			283			282			282			282			282			282			
NFR <=> DIA	HBNW	NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR		
		HBNW Transit Total	96	0	96	15.2%	143	0	143	22.8%	101	0	101	16.1%	152	0	152	24.2%	100	0	100	15.9%	103	0	103	16.4%	142	0	142	22.6%	158	0	158
		Drive Alone	242	2	244	221	0	221	240	0	240	216	2	218	240	2	242	239	2	241	239	2	241	221	2	223	221	2	223	214	2	216	
		SR2	170	2	172	154	0	154	170	0	170	152	2	154	168	2	170	168	2	170	168	2	170	154	2	156	154	2	156	150	2	152	
		SR3+	119	0	119	109	0	109	116	0	116	105	0	105	116	0	116	116	0	116	116	0	116	109	0	109	109	0	109	105	0	105	
		Total	631			627			627			629			628			630			630			630			630			631			
NFR <=> DIA	HNB	NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR		
		HNB Transit Total	23	1	24	2.0%	31	2	33	2.7%	22	1	23	1.9%	37	3	40	3.3%	22	1	23	1.9%	19	1	20	1.6%	31	2	33	2.7%	35	2	37
		Drive Alone	306	317	623	302	317	619	307	318	625	299	316	615	307	318	625	308	317	625	308	317	625	302	317	619	302	317	617	300	317	617	
		SR2	166	172	338	164	172	336	166	172	334	162	172	334	166	172	338	166	172	338	166	172	338	164	172	336	164	172	334	162	172	334	
		SR3+	116	123	238	116	123	238	116	123	238	116	123	238	116	123	238	119	123	242	119	123	242	116	123	238	116	123	238	116	123	238	
		Total	1,223			1,226			1,224			1,227			1,224			1,225			1,225			1,226			1,226			1,226			
NFR - DIA all purposes	HBW	NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR			NFR to DIA	DIA to NFR		
		NFR - DIA all purposes Transit Total	193	1	194	9.1%	264	2	266	12.5%	212	1	213	10.0%	278	3	281	13.1%	212	1	213	10.0%	638	319	957	13.0%	276	2	278	13.0%	302	2	304
		Drive Alone	645	319	964	614	317	931	632	318	950	606	318	924	633	320	953	606	318	924	633	320	953	609	319	928	609	319	928	592	319	911	
		SR2	416	174	590	391	172	563	413	172	585	388	174	562	411	174	585	388	174	562	411	174	585	385	174	559	385	174	559	381	174	555	
		SR3+	266	123	388	252	123	375	261	123	384	249	123	371	261	123	384	263	123	385	263	123	385	250	123	373	250	123	373	247	123	369	
		Total	2,136			2,135			2,132			2,138			2,135			2,136			2,136			2,138			2,138			2,138			

Market Shares

		Package-1	Package-2	Package-3	Package-4	Package-5	Package-6	Package-7	Package-8	P13	P22	
NFR <-> CBD		NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	NFR to CBD	
	HBW	878 41.5%	928 43.9%	815 38.6%	855 40.5%	823 39.0%	1009 47.8%	1015 48.1%	948 44.9%	925 43.8%	863 40.9%	
		HBW Transit Total	645	608	450	656	453	566	567	426	607	453
		Drive Alone	424	415	601	431	594	387	382	525	416	566
		SR2	167	161	245	170	242	149	147	232	163	230
		SR3+										
NFR <-> LGMT		NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	NFR to LGMT	
	HBW	129 1.6%	175 2.2%	190 2.4%	129 1.6%	189 2.4%	188 2.3%	208 2.6%	204 2.5%	208 2.6%	127 1.6%	
		HBW Transit Total	6,525	6,486	6,474	6,525	6,473	6,475	6,460	6,483	6,460	6,524
		Drive Alone	990	986	983	990	984	984	981	982	981	993
		SR2	359	358	360	358	358	357	357	357	361	361
		SR3+										
NFR <-> BLDR		NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	NFR to BLDR	
	HBW	60 1.9%	87 2.7%	91 2.8%	60 1.9%	91 2.8%	92 2.9%	240 7.5%	239 7.5%	239 7.5%	101 3.2%	
		HBW Transit Total	2,389	2,369	2,367	2,389	2,364	2,261	2,262	2,262	2,361	
		Drive Alone	529	524	523	529	524	493	494	494	521	
		SR2	224	224	224	224	225	210	209	210	222	
		SR3+										
NFR <-> DIA		NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA	NFR to DIA
	HBW	74 26.2%	90 31.9%	89 31.7%	89 31.6%	90 31.8%	90 31.9%	103 36.5%	109 38.7%	85 30.1%	102 36.3%	
		HBW Transit Total	97	91	85	91	86	91	86	78	94	81
		Drive Alone	80	73	77	74	77	73	67	69	75	71
			SR2	28	30	28	30	28	26	26	28	27
			SR3+									
	HBNW	96 15.3%	143 22.8%	101 16.1%	152 24.3%	100 16.0%	103 16.5%	142 22.7%	158 25.2%	84 13.4%	163 26.1%	
		HBW Transit Total	242	221	240	216	240	239	221	214	248	211
		Drive Alone	170	154	170	152	168	168	154	160	174	148
			SR2	109	116	105	116	116	109	105	119	102
			SR3+									
	NHB	23 3.8%	31 5.1%	22 3.6%	37 6.0%	22 3.6%	19 3.1%	31 5.1%	35 5.7%	18 2.9%	36 5.9%	
	NHB Transit Total	306	302	307	299	308	308	302	300	309	299	
	Drive Alone	166	164	166	162	166	166	164	166	166	162	
		SR2	116	116	116	116	119	116	116	119	116	
		SR3+										
NFR - DIA all trip purposes	193 12.7%	264 17.4%	212 14.0%	278 18.3%	212 14.0%	212 14.0%	276 18.2%	302 19.8%	187 12.3%	301 19.8%		
	HBW Transit Total	645	614	632	606	633	639	609	592	651	591	
	Drive Alone	416	391	413	388	411	407	385	381	415	381	
		SR2	266	252	261	249	261	263	247	266	244	
		SR3+										