



North Link

THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT – STUDYING FUTURE TRANSPORTATION IMPROVEMENTS ALONG THE I-25 CORRIDOR FROM THE FORT COLLINS/WELLINGTON AREA TO DENVER.

Household Survey Results

Anyone who has traveled I-25 through Northern Colorado has already experienced increasing congestion and a growing concern for safety. That's why the Federal Highway Administration, the Federal Transit Administration and the Colorado Department of Transportation are studying options to improve mobility for local commuters as well as those traveling between neighboring states and throughout the region. This study, called the North I-25 Environmental Impact Statement (EIS), will address the future transportation needs of the region.

One of the methods used to determine future transportation needs for the region is called travel demand modeling – see page 2 for additional information about modeling. Most of what we needed to know to effectively estimate future travel patterns was readily available

through census data, including information about the trips people make to and from work. However, we have heard from a significant number of people that they travel I-25 between Northern Colorado and Denver for many other reasons, such as entertainment, shopping, and to get to and from Denver International Airport. To gain a better understanding of these trips, the North I-25 EIS project team contracted with National Research Center, Inc. to conduct a household travel survey.

The following table reports the number of times, on an annual basis, people travel from Northern Colorado to Denver on a weekday or weekend to participate in the types of activities identified. For example, Jane Smith travels on a weekday from Northern Colorado to Denver to shop three times a year.

Purpose for traveling to Denver	Weekday trips per year	Weekend trips per year
Sporting Events	1.7	1.6
Cultural and Special Events or Attractions	1.8	2.1
Social or Recreation Trips	6.0	4.0
Shopping or Personal Business	3.0	2.0
Work or School Commute	10.0	N/A
Work-related Trips	6.0	N/A
Travel to DIA	2.7	5.6

What's Inside?

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Preliminary results of a household survey completed this spring **1**

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Survey Results *(continued from page 1)*

One other interesting point:

approximately 46 percent of travelers said they regularly avoid traveling on I-25. The top reasons given include too much congestion, a sense of not feeling safe, and that it takes longer than other routes.

Additional findings along with information about the methodology used to conduct the survey will be available at the public meetings in June. Please see page 4 for public meeting dates and locations.

Studying Future Travel



A key basis for evaluation of the transportation alternatives is future travel estimates. A computerized model has been developed that simulates multimodal (roadway and transit) travel on the transportation system. Future alternative transportation system scenarios are coded into the model, along with estimates of future population and employment, obtained from the North Front Range Metropolitan Planning Organization (NFRMPO) and the Denver Regional Council of Governments (DRCOG). The North I-25 EIS travel forecast model turns the future population and employment into trips of different kinds – work trips, shopping trips, etc. The model results include estimates of traffic volumes on roads and transit patronage on bus and potential rail lines. The modeling process helps us understand the alternatives, in terms of their effectiveness to serve the future population and their impacts on the environment.

Report Card

Evaluation of alternatives involves collecting and analyzing detailed information related to the categories of purpose and need, practicability and environment. As a way to clearly and easily share the results of this effort, we are developing report cards for each of the alternatives. The report cards will reflect the grades including S, NI and U (Satisfactory, Needs Improvement or Unsatisfactory), and will include our preliminary recommendations for which alternatives should advance for additional evaluation. The completed report cards will be presented at the public meetings in June. Here is an example of what the report card will look like, as well as an explanation of the grading system used.

Alternatives will be given a grade of S, NI or U according to how well they address the subject areas as they are described above. Here is how the grades are assigned.

Satisfactory: An alternative will receive a “satisfactory” grade if it addresses the criteria identified for the subject. These would be considered stand-alone alternatives, meaning the

alternatives could be a primary component of an acceptable transportation solution. For example, a highway alternative will receive a “satisfactory” grade for Purpose and Need if it provides sufficient capacity to comfortably serve future traffic volumes in a safe manner. Under Environment a “satisfactory” grade will be given to alternatives that will not be likely to have a significant impact on the environment.

Needs Improvement: Alternatives that receive this grade may not fully meet the criteria but if modified, or combined with other improvements, may justify further consideration. These alternatives are considered complementary, meaning they are used to improve the functionality of a stand-alone alternative.

Unsatisfactory: If an alternative is identified as being too costly, doesn’t serve a significant number of travelers, or has the potential to significantly affect the environment it would be given an “unsatisfactory” grade. An unsatisfactory grade will result in an alternative not being recommended for further evaluation.



What is a Travel Demand Model?

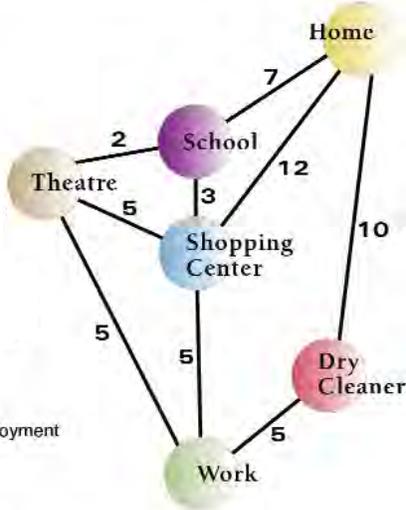
A travel simulation program that uses a road network connecting population and employment locations.

Here is what the model does:

- Simulates people traveling between home, work, shopping, entertainment, etc.
- Finds the quickest route for each trip

This example model has 6 zones and 9 roadway links. Can you find the quickest route from home to work?

Now envision a model that connects the Northern Colorado cities with metropolitan Denver and has 3,500 zones and 21,000 roadway links, and you have the North I-25 EIS Travel Demand Model.



LEGEND

- Areas of population and employment called Zones
- Roadway Link
- X Travel Time in Minutes

Answer:
14 minutes

Contact Us

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REPORT CARD FOR LEVEL 2 EVALUATION



	S U B J E C T			
	PURPOSE and NEED	PRACTICABILITY	ENVIRONMENT	FINAL GRADE
HIGHWAY ALTERNATIVES <ul style="list-style-type: none"> ○ Widen I-25 ○ New Toll Lanes on I-25 ○ High Occupancy Vehicle Lanes ○ Improve Parallel Roads (US 85, US 287) ○ Build New Parallel Arterial ○ Build New Highway ○ Congestion Management 	The grade in this subject area will reflect how well each alternative addresses safety concerns and future travel demand on I-25.	Considerations in this subject area include how much each alternative costs as compared to the other alternatives.	The grade in this subject area will reflect how much impact each alternative will have as compared to the others, as well as how much impact it will have to the natural environment as compared to the others.	Alternatives will receive a cumulative grade of S, NI or U.
TRANSIT ALTERNATIVES <ul style="list-style-type: none"> ○ Bus Rapid Transit ○ High Speed Rail ○ Light Rail ○ Commuter Rail 	Each transit alternative will be graded on how well it serves population and employment centers, how well it serves prominent travel patterns, and how much ridership it generates.	In this subject area, each transit alternative will be graded on cost as compared to other alternatives, how well suited each is to longer-distance trips, and how much coordination with transit agencies or other agencies is required.	The grade in this subject area will reflect how much impact each alternative will have as compared to the others, as well as how much impact it will have to the natural environment as compared to the others.	Alternatives will receive a cumulative grade of S, NI or U.

GRADING KEY:

S: Satisfactory

NI: Needs Improvement

U: Unsatisfactory

Which alternatives make the grade?

You're invited to our public meetings to look over our report card on alternatives for the North I-25 EIS.

The North I-25 Environmental Impact Statement (EIS) is studying future transportation improvements along the I-25 corridor from the Fort Collins/Wellington area to Denver.

During the initial evaluation of transportation improvements, alternatives were evaluated for fatal flaws. Each alternative was judged on its suitability to the corridor, its typical costs and its potential effect on the environment. The project is now finishing the second level of evaluation with more detailed measures and travel analysis.

We invite you to review the results of our Level 2 evaluation. Just like in school, each alternative will receive a report card explaining how it compared in the evaluation process. Alternatives will be graded on travel times, congestion relief, preliminary cost estimates, environmental impacts and other measures. Recommendations on which alternatives will be carried forward into more detailed evaluation will be presented. We invite you to give us your thoughts and comments about the evaluation results and the alternatives that are being recommended for further development and screening.

Please plan on joining us at one of our next public meetings to help plan the future of travel along I-25.

For more information on the study or the public meetings, visit www.cdof.info/northi25eis/ or call (970) 352-5455 or (303) 779-3384.

Public Meetings

Tuesday, June 14, 4-7 p.m.

Project Presentation 6 p.m.
Greeley Recreation Center
Multipurpose Rooms 101 A, B, and C
651 10th Ave., Greeley

Thursday, June 16, 4-7 p.m.

Project Presentation 6 p.m.
Fort Collins Lincoln Center
Canyon West/Columbine Rooms
417 W. Magnolia, Ft. Collins

Tuesday, June 21, 4-7 p.m.

Project Presentation 6 p.m.
Loveland Police & Courts Building
Conference Rooms North/South
810 E. 10th St., Loveland

Thursday, June 23, 4-7 p.m.

Project Presentation 6 p.m.
Longmont Radisson Hotel &
Conference Center
Silverthorne Ballroom
1850 Industry Circle, Longmont

For more information on the study or public meetings, or to arrange for special accommodations or translation services, visit www.cdof.info/northi25eis/, or call (970) 352-5455 or (303) 779-3384.

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