

DEIS Modeling Transit Results
Preliminary - Total Route Boardings Only

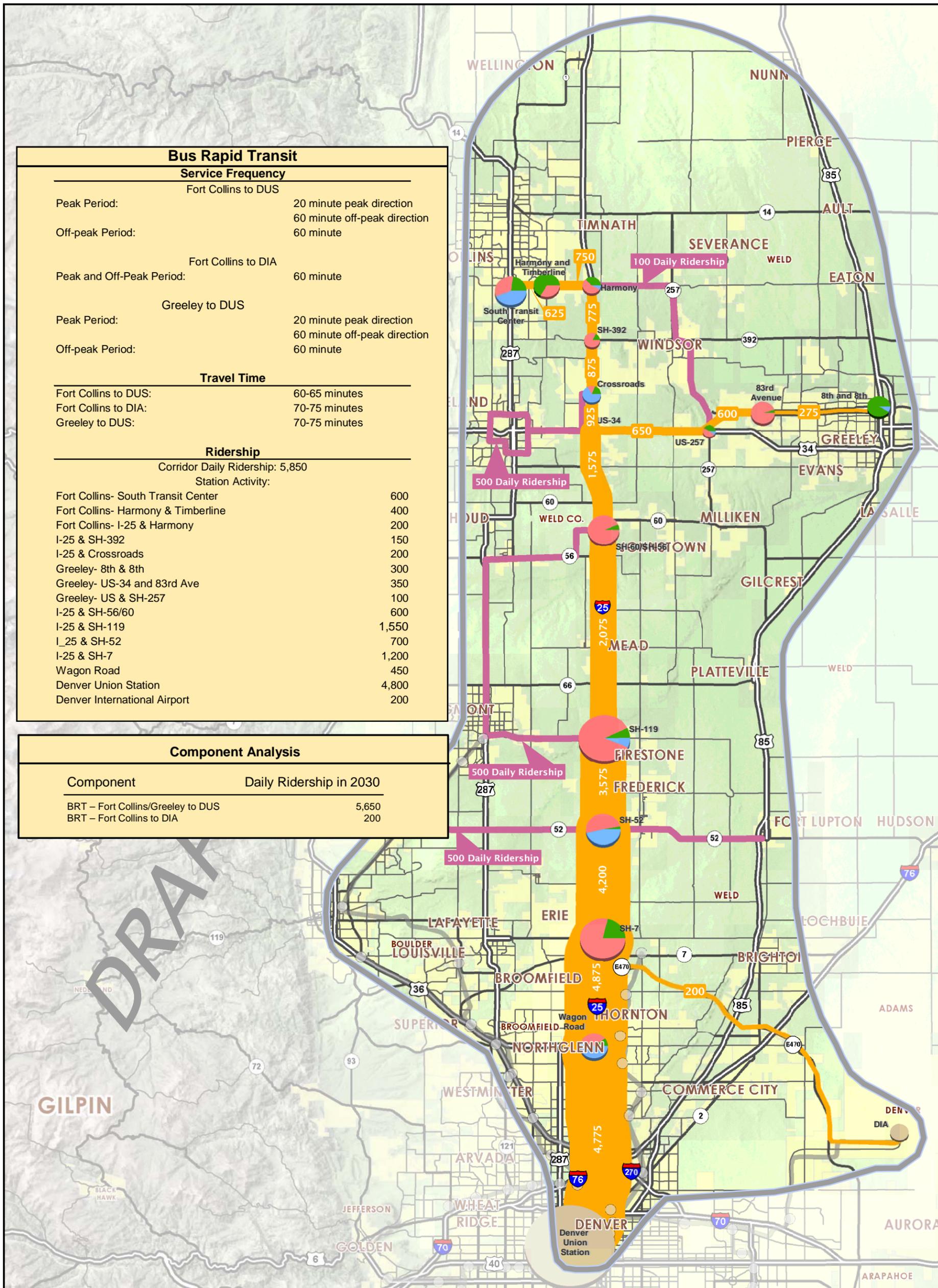
Type	Technology	Route	Description	12 Component Runs																		
				2001 Base	No-Action	A	B	C4	C5	C6	C7	C8	C8_B	C9	C10	C11	C12	C13	C14	C15		
				<i>F-41</i>	<i>E</i>	<i>F</i>	<i>H</i>	A		B	B	B	A	A	B	B	A	B	B	A	A	
<i>Model Run Version</i>				<i>F-41</i>	<i>E</i>	<i>F</i>	<i>H</i>															
<i>Model Run Name</i>						<i>Alignm V - Erie Stn</i>	<i>Mgd Lanes - Toll</i>															
Major Routes	Rail	FC_DUS	Ft. Collins to DUS			4,320		4,196					2,921	3,336			3,753			205	693	
	Comm Bus	Greeley_DUS	Greeley to DUS			1,120		1,097					863				1,121			795	795	
	Comm Bus	GLY_DIA	Greeley to DIA			419		419					381				397			316	316	
	BRT	FC_DUS	Ft. Collins to DUS				2,872			2,224	2,158	2,872			903	1,783			2,725	2,862		
	BRT	Greeley_DUS	Greeley to DUS				2,623			2,010	1,983	2,623			677	1,561			2,487	2,622		
	BRT	FC_DIA	Ft. Collins to DIA				347			285	326	347			587	555			303	344		
Total Major Route Boardings				0	0	5,859	5,843	5,712	4,519	4,467	5,842	4,165	2,167	3,899	5,271	5,515	5,828	1,316	1,804			
Feeder Routes		FLNWOT	Ft. Lupton to Niwot										323									
		PVLGMT	Platteville to Longmont										63									
		GRLYFC	Greeley to Ft. Collins			1,870		1,868					1,864									
		GRLYLVD	Greeley to Loveland			2,522		2,517					2,521									
		52FDR	Firestone, Fred., Dacono, Erie			476		467														
		MJBFRD	Milliken-Johnstown-Berthoud			161		160														
		FTLupton	Ft. Lupton Feeder				489		461	458	489				411	443					489	
		JnsTwnFdr	Johnstown Feeder				496		472	472	496				461	479						496
		LovelandFdr	Loveland Feeder				504		489	488	504				481	352						504
		Windsor Feeder	Windsor Feeder				74		70	70	74				68	70						
Total Feeder Route Boardings				0	0	5,030	1,564	5,012	1,493	1,488	1,563	4,771	1,421	1,344	0	0	1,563	0	0			
NFR Local Routes		11FC	Fort Collins Local	157	274	305	273	304	274	274	273	303		273	274	301	274	273	281	284		
		14FC	Fort Collins Local	148	301	304	290	304	290	290	290	303		287	290	297	290	290	283	283		
		15FC	Fort Collins Local		528	669	533	668	533	533	533	667		533	533	714	533	533	550	549		
		1FC	Fort Collins Local	1,152	1,381	1,100	1,978	1,099	1,924	1,923	1,978	1,095		1,896	1,910	1,196	1,971	1,979	1,236	1,248		
		1GR	Greeley Local	413	378	145	411	145	403	403	411	146		399	402	406	412	411	405	405		
		2FC	Fort Collins Local	168	361	369	366	369	364	364	366	368		361	363	376	366	366	366	369		
		2GR	Greeley Local	228	338	357	344	356	343	343	344	357		341	341	350	344	344	350	350		
		3FC	Fort Collins Local	411	284	286	281	286	281	281	281	287		281	281	290	281	281	292	295		
		3GR	Greeley Local	153	170	53	195	53	187	187	195	50		184	185	188	194	195	187	188		
		4FC	Fort Collins Local	376	39	44	39	44	39	39	44			39	39	43	40	39	44	44		
		4GR	Greeley Local	471	460	493	497	492	487	487	497	494		483	487	519	499	497	518	518		
		5FC	Fort Collins Local	337	442	722	456	720	454	454	456	717		454	454	696	456	456	638	641		
		5GR	Greeley Local	816	885	1,033	991	1,032	962	960	991	1,037		946	950	1,037	983	991	1,039	1,039		
		64FC	Fort Collins Local		274	411	292	407	290	290	292	406		283	283	368	293	292	264	263		
		6FC	Fort Collins Local	253	218	324	232	322	230	229	232	322		226	226	319	233	232	302	306		
		6GR	Greeley Local	59	117	131	134	131	129	128	134	131		127	127	128	132	134	129	129		
		7FC	Fort Collins Local	1,192	689	1,212	713	1,210	711	711	713	1,204		708	709	1,202	713	713	1,173	1,194		
		8FC	Fort Collins Local	197	331	367	337	367	336	336	337	367		335	335	344	337	337	313	314		
		9FC	Fort Collins Local	133	133	170	138	169	137	137	138	168		135	135	166	138	138	132	134		
		Boom	Loveland Local	115	270	318	280	318	278	278	280	318		277	277	331	279	280	331	331		
	Fox Trot	Ft. Collins - Loveland	474	644	633	678	632	667	667	678	635		667	643	640	697	678	693	698			
	Jitter	Loveland Local	386	600	248	560	248	545	544	560	248		543	872	644	811	560	545	545			
	Tango	Loveland Local	313	381	339	391	339	389	388	391	340		384	361	463	388	391	438	448			
Total NFR Local Route Boardings				7,951	9,498	10,035	10,408	10,015	10,250	10,245	10,408	10,007	10,163	10,477	11,015	10,664	10,409	10,509	10,575			
RTD Routes		120L	Limited, DUS to Wagon Road			160	163	212	163	204	202	212	163		189	225	162	209	212	161	161	
		120X	Express, DUS to Wagon Road	4,312	2,287	2,257	2,138	2,221	2,138	2,134	2,138	2,257		2,269	4,801	2,257	2,140	2,138	2,258	2,257		
		AA	SkyRide	376	4	4	4	4	4	4	4	4		4	4	4	4	4	4	4	4	
		AB	SkyRide	966	861	979	801	979	754	758	801	990		976	801	893	734	801	1,080	1,075		
		LX	Longmont Express			303	293	344	293	358	359	344	314		1,787	396	300	330	344	320	317	
		DUS124, DUSH7	North Metro Total			13,662	13,410	13,211	13,185	13,193	13,322	13,211	14,713		13,894	13,693	13,435	13,213	13,211	14,906	14,925	
		DUS30, DUSLM	US 36 Total			11,069	9,989	9,741	9,984	9,842	9,860	9,741	10,053		9,877	9,844	9,953	9,720	9,741	10,173	9,833	
Total RTD Route Boardings				5,654	28,347	27,093	26,450	26,829	26,493	26,638	26,450	28,494	28,003	28,996	29,764	27,003	26,350	26,450	28,902	28,572		
Total All Route Boardings				13,605	37,844	48,017	44,264	47,568	42,755	42,838	44,263	47,437	42,747	45,484	43,288	42,529	44,250	40,727	40,951			

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9/21/2007

95% 93%
90% 88%
98% 97%

DEIS Results: Package B 2030 Daily Ridership



Bus Rapid Transit	
Service Frequency	
Fort Collins to DUS	
Peak Period:	20 minute peak direction 60 minute off-peak direction
Off-peak Period:	60 minute
Fort Collins to DIA	
Peak and Off-Peak Period:	60 minute
Greeley to DUS	
Peak Period:	20 minute peak direction 60 minute off-peak direction
Off-peak Period:	60 minute
Travel Time	
Fort Collins to DUS:	60-65 minutes
Fort Collins to DIA:	70-75 minutes
Greeley to DUS:	70-75 minutes
Ridership	
Corridor Daily Ridership: 5,850	
Station Activity:	
Fort Collins- South Transit Center	600
Fort Collins- Harmony & Timberline	400
Fort Collins- I-25 & Harmony	200
I-25 & SH-392	150
I-25 & Crossroads	200
Greeley- 8th & 8th	300
Greeley- US-34 and 83rd Ave	350
Greeley- US & SH-257	100
I-25 & SH-56/60	600
I-25 & SH-119	1,550
I-25 & SH-52	700
I-25 & SH-7	1,200
Wagon Road	450
Denver Union Station	4,800
Denver International Airport	200

Component Analysis	
Component	Daily Ridership in 2030
BRT – Fort Collins/Greeley to DUS	5,650
BRT – Fort Collins to DIA	200

Station Activity by Access/Egress Type

Size indicates relative amount of station activity

- Walk
- Drive
- Bus
- Rail
- Various

Legend

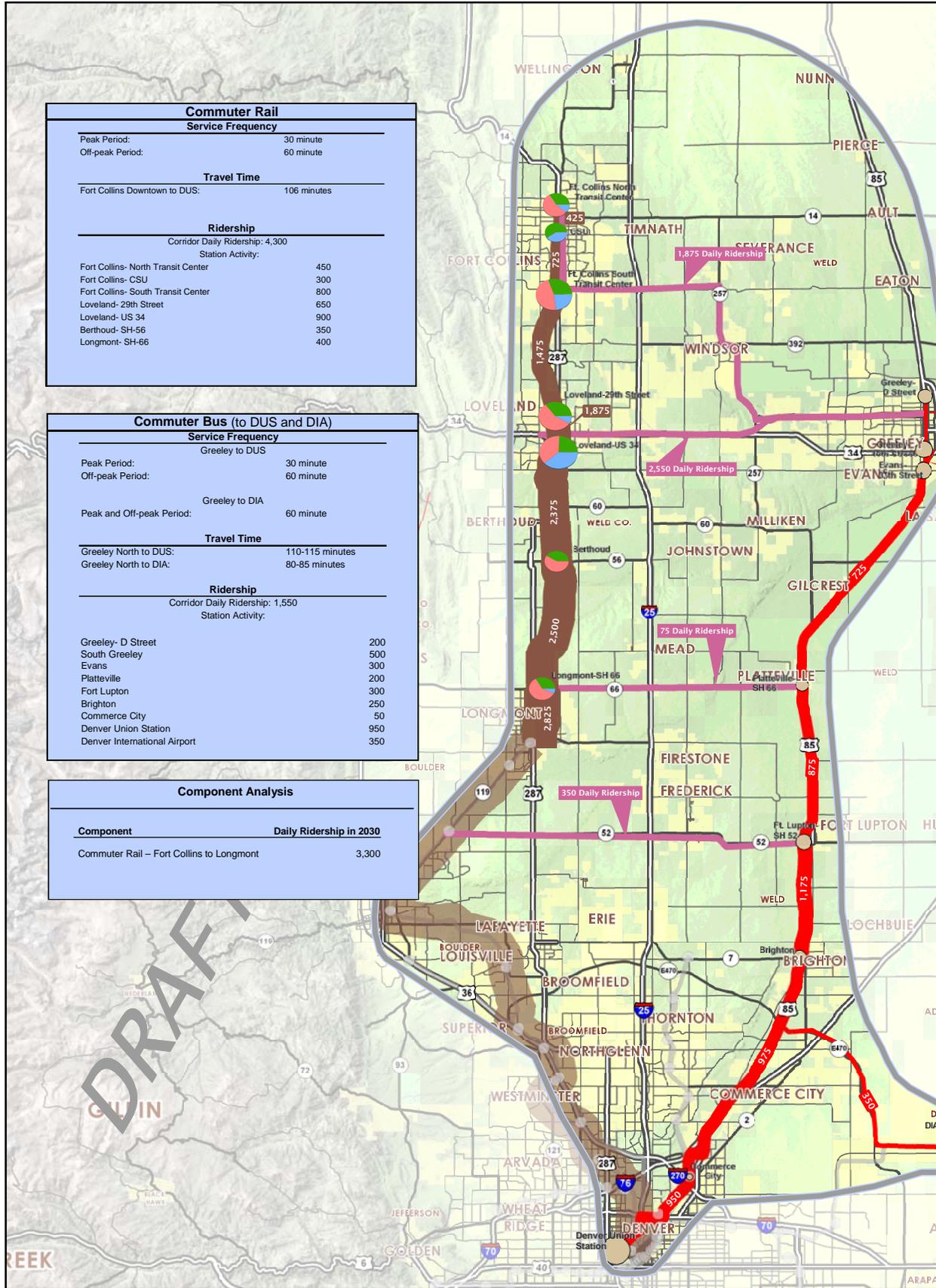
Transit Alignments

- Bus Rapid Transit Alignment
- RTD FasTracks Stations
- RTD FasTracks Corridors
- North I-25 Feeder Bus Routes

Thickness indicates relative amount of activity on transit line

Source: North I-25 Travel Demand Forecast Model Run Package B, September 2006

DEIS Results: Package A Component Fort Collins to Longmont 2030 Daily Ridership



Commuter Rail Service Frequency	
Peak Period:	30 minute
Off-peak Period:	60 minute
Travel Time	
Fort Collins Downtown to DUS:	106 minutes
Ridership	
Corridor Daily Ridership:	4,300
Station Activity:	
Fort Collins- North Transit Center	450
Fort Collins- CSU	300
Fort Collins- South Transit Center	800
Loveland- 29th Street	650
Loveland- US 34	900
Berthoud- SH-56	350
Longmont- SH-66	400

Commuter Bus (to DUS and DIA) Service Frequency	
Greeley to DUS	
Peak Period:	30 minute
Off-peak Period:	60 minute
Greeley to DIA	
Peak and Off-peak Period:	60 minute
Travel Time	
Greeley North to DUS:	110-115 minutes
Greeley North to DIA:	80-85 minutes
Ridership	
Corridor Daily Ridership:	1,550
Station Activity:	
Greeley- D Street	200
South Greeley	500
Evans	300
Platteville	200
Fort Lupton	300
Brighton	250
Commerce City	50
Denver Union Station	950
Denver International Airport	350

Component Analysis	
Component	Daily Ridership in 2030
Commuter Rail – Fort Collins to Longmont	3,300

Station Activity by Access/Egress Type

Size indicates relative amount

- Walk
- Drive
- Bus
- Rail
- Various

Legend

Transit Alignments

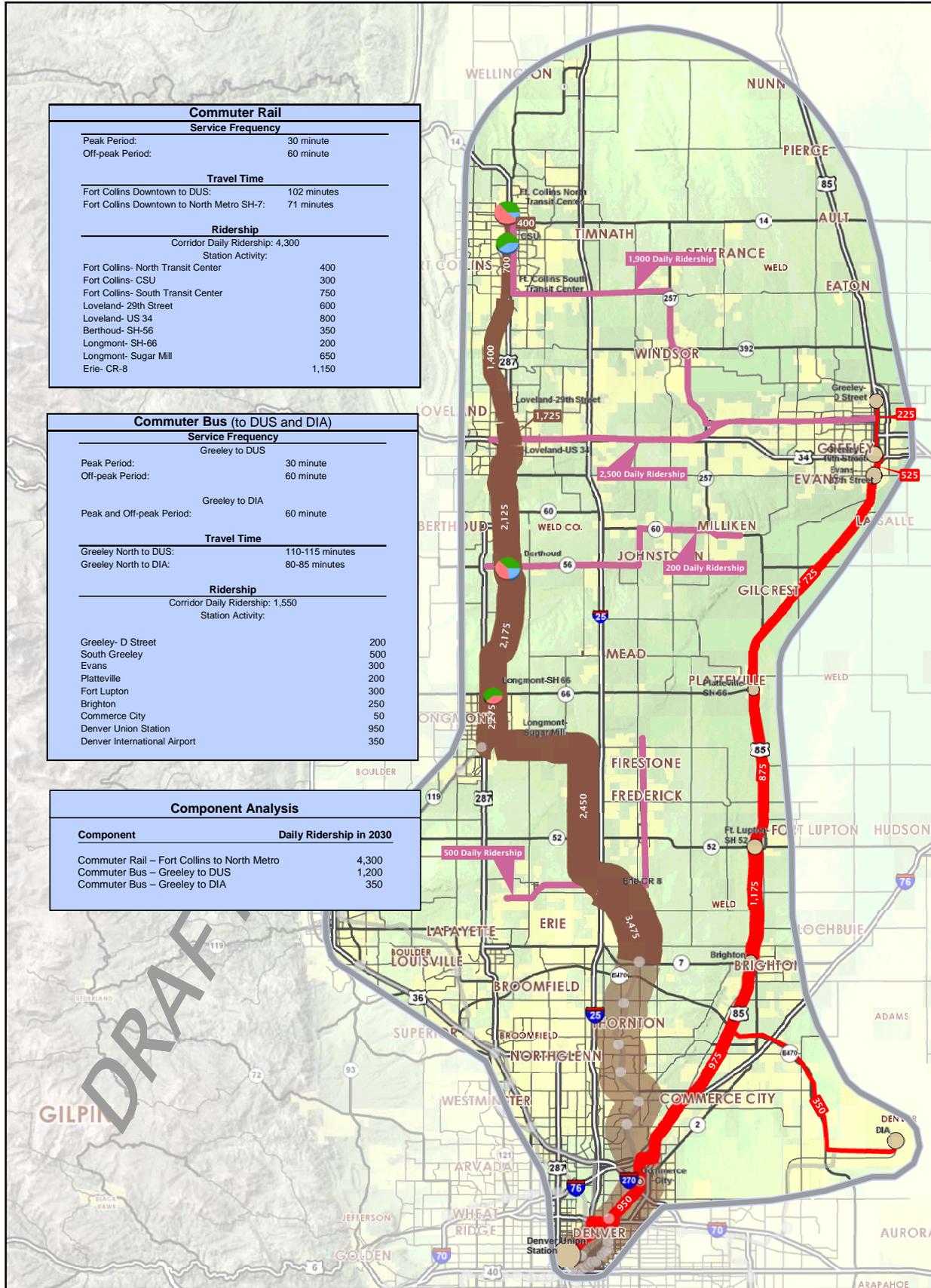
- Commuter Rail Alignment
- Commuter Bus Alignment
- RTD FasTracks Stations
- RTD FasTracks Corridors
- North I-25 Feeder Bus Routes

Thickness indicates relative amount of activity on transit line

DEIS Section 5 Page 3

Model Run Package A (C8, B), Dec 2006

DEIS Results: Package A 2030 Daily Ridership



Commuter Rail	
Service Frequency	
Peak Period:	30 minute
Off-peak Period:	60 minute
Travel Time	
Fort Collins Downtown to DUS:	102 minutes
Fort Collins Downtown to North Metro SH-7:	71 minutes
Ridership	
Corridor Daily Ridership:	4,300
Station Activity:	
Fort Collins- North Transit Center	400
Fort Collins- CSU	300
Fort Collins- South Transit Center	750
Loveland- 29th Street	600
Loveland- US 34	800
Berthoud- SH-56	350
Longmont- SH-66	200
Longmont- Sugar Mill	650
Erie- CR-8	1,150

Commuter Bus (to DUS and DIA)	
Service Frequency	
Greeley to DUS	
Peak Period:	30 minute
Off-peak Period:	60 minute
Greeley to DIA	
Peak and Off-peak Period:	60 minute
Travel Time	
Greeley North to DUS:	110-115 minutes
Greeley North to DIA:	80-85 minutes
Ridership	
Corridor Daily Ridership:	1,550
Station Activity:	
Greeley- D Street	200
South Greeley	500
Evans	300
Platteville	200
Fort Lupton	300
Brighton	250
Commerce City	50
Denver Union Station	950
Denver International Airport	350

Component Analysis	
Component	Daily Ridership in 2030
Commuter Rail – Fort Collins to North Metro	4,300
Commuter Bus – Greeley to DUS	1,200
Commuter Bus – Greeley to DIA	350

Station Activity by Access/Egress Type

Size indicates relative amount

- Walk
- Drive
- Bus
- Rail
- Various

Legend

- Transit Alignments
- Commuter Rail Alignment
- Commuter Bus Alignment
- RTD FasTracks Stations
- RTD FasTracks Corridors
- North I-25 Feeder Bus Routes

Thickness indicates relative amount of activity on transit line

DEIS Section 5, Page 4

Model Run Package A, September 2006



Commuter Rail Ridership

Package A

Alignment:	BNSF, Fort Collins to Longmont; New ROW, Longmont to Dent line; Dent line to North Metro to DUS
Stations:	Fort Collins North Transit Center CSU Ft Collins South Transit Center Loveland 29 th Street Loveland 4 th Street Berthoud Longmont SH-66 Longmont Sugar Mill Erie CR-8
Service:	30 minute peak period/60 minute off-peak period; extension of FasTracks North Metro
2030 Ridership:	4,300

Minimal Option 1¹

Alignment:	BNSF, Fort Collins to Longmont
Stations:	Fort Collins South Transit Center Loveland, 4 th Street Berthoud Longmont 1 st and Terry
Service:	60 minute peak period/no off peak service; transfer to FasTracks Northwest Rail
2030 Ridership:	250

¹ DEIS Model Run C14, including Loveland station post-adjustment



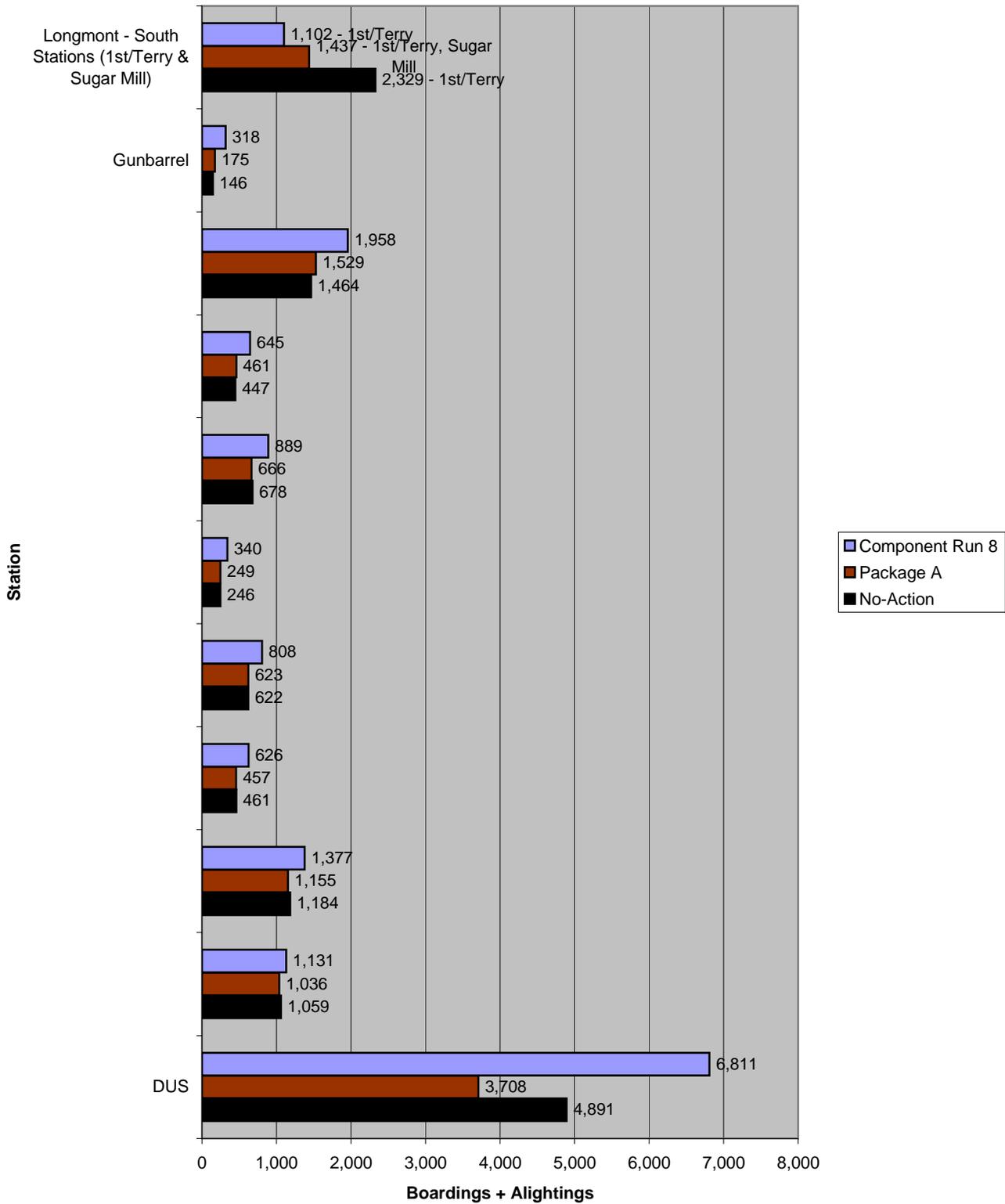
Minimal Option 2²

Alignment: BNSF, Fort Collins to Longmont
Stations: Fort Collins South Transit Center
Loveland, 4th Street
Berthoud
Longmont 1st and Terry
Service: 60 minute peak period/no off peak service; extension of
FasTracks Northwest Rail
Ridership: 1000

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² DEIS Model Run C15, including Loveland station post-adjustment

NW Rail Station Activity



DEIS Transit Results by Component

Package/Component	Endpoints	Daily Ridership in 2030
Package A		5,850
Commuter Rail	Fort Collins to North Metro	4,300
Commuter Rail	Fort Collins to Longmont	3,300
Commuter Bus	Greeley to DUS	1,100
Commuter Bus	Greeley to DIA	350
Package B		5,850
BRT	Fort Collins/Greeley to DUS	5,650
BRT	Fort Collins to DIA	200

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Western Rail Ridership Comparisons

Screening Level	2B	2B	3	3	3	3	3	DEIS	DEIS	DEIS
Label	Transit-1	Transit-2	Package 7	Package 8	Package 6	Pkg 6 Test P14	Pkg 8-D Test P22	Pkg A	Pkg A Test C8-A	Pkg A Test C8-B
Note				includes BRT on I-25						
Service Plan	Stand-Alone	Stand-Alone	FasTracks Extension	Two FasTracks Extensions	Two FasTracks Extensions	FasTracks Extension				
Headways	20/60	20/60	30/60	30/60	30/60	30/60	30/60	30/60	30/60	30/60
Route-1	FC to DUS	FC to DUS	FC to Longmont; continues to DUS	FC to Longmont; continues to DUS	FC to SH-7; continues to DUS	FC to SH-7; continues to DUS	FC to SH-7; continues to DUS	FC to SH-7; continues to DUS	FC to Longmont; continues to DUS	FC to Longmont; continues to DUS
Alignment-1	BNSF/NW Rail	BNSF/I-25	BNSF/NW Rail	BNSF/NW Rail	Central I-25/North Metro	Central I-25/North Metro	BNSF/I-25	BNSF/I-25	BNSF/NW Rail	BNSF/NW Rail
Route-2				Longmont to SH-7; continues to DUS	Longmont to SH-119					
Alignment-2				SH-119/I-25/North Metro	SH-119					
Stations	SH-1	SH-1	FC NTC	FC NTC	Harmony	Harmony	FC NTC	FC NTC	FC NTC	FC NTC
	SH-14	SH-14	CSU	CSU	SH-392	SH-392	CSU	CSU	CSU	CSU
	US-34	US-34	FC STC	FC STC	Crossroads	Crossroads	FC STC	FC STC	FC STC	FC STC
	SH-56	SH-56	US-34	US-34	US-34	US-34	US-34	29th St	29th St	29th St
	SH-119	SH-119	SH-402	SH-402	SH-56	SH-56	SH-402	4th St	4th St	4th St
	30th/Pearl	SH-52	SH-56	SH-56	SH-119	SH-119	SH-56	SH-56	SH-56	SH-56
	DUS	SH-7	17th St	17th St	SH52	SH52	17th St	SH-66	SH-66	SH-66
		DUS	NW Rail stations	1st/Terry	North Metro stations	North Metro stations	Sugar Mill	Sugar Mill	NW Rail stations	NW Rail stations
				Sugar Mill	1st/Terry		SH-119	CR-8		
				SH-119	SH-119		SH-52	North Metro stations		
Feeder Bus	5 new routes + local modifications	3 new routes + local modifications	3 new routes + local modifications	3 new routes + local modifications						
Travel Time-North TC to DUS (approx)	FC to Lngm: 49							FC to Lngm: 49	FC to Lngm: 50	FC to Lngm: 50
	Lngm to DUS: 61							Lngm to NM: 22	Lngm to DUS: 72	Lngm to DUS: 56
	110		105					NM to DUS: 31	Total: 122	Total: 106
Land Use Data Set	NFR 2030 & DRCOG 2030 C12	NFR 2030 & DRCOG 2030 C14	NFR 2030 & DRCOG 2030 C14	NFR 2030 & DRCOG 2030 C14						
DRCOG Model Version	V90	V94	V94	V94						
Ridership-1	4,200	4,200	3,000	2,100	3,300	3,300	3,100	4,300	2,900	3,300
Ridership-2				400	500					
Total Ridership	4,200	4,200	3,000	2,500	3,800	3,300	3,100	4,300	2,900	3,300

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Boardings + Alightings					
STATION	Pkg A	C8	C11	C14	C15
Ft. Collins Downtown	410	384	415		
CSU	290	267	272		
Ft. Collins South	766	705	726	162	360
Loveland - 29th St	576	599	602		
Loveland - US-34	778	780	574		
Loveland - SH-402				41	301
Berthoud	348	315	252	27	57
Longmont - SH-66	218	371	202		
Longmont - 1st & Terry				180	547
Longmont - Sugar Mill	654		591		
Erie - CR-8	1,138		819		

Link Loads

STATION		C8	C11
From	to		
NTC	CS	385	414
CS	STC	645	677
STC	29th	1295	1303
29th	34th	1649	1657
34th	Berthoud	2043	1912
Berthoud	SH-119	2133	1974
SH-119	1st&Terry	2422	2076
1st&Terry	Sugar Mill		2260
Sugar Mill	CR-8		3046

STATION
From
STC
SH-402
SH-56

STATION	Pkg A	Boardings + Alightings			
		C8	C11	C14	C15
Ft. Collins Downtown	410	380	420	0	0
CSU	290	270	270	0	0
Ft. Collins South	770	710	730	160	360
Loveland - 29th St	580	600	600	0	0
Loveland - US-34	780	780	570	0	0
Loveland - SH-402	-	-	-	40	300
Berthoud	350	320	250	30	60
Longmont - SH-66	220	370	200	0	0
Longmont - 1st & Terry	-	-	-	180	550
Longmont - Sugar Mill	650	0	590	0	0
Erie - CR-8	1,140	0	820	0	0

TION		
to	C14	C15
SH-402	162	360
SH-56	187	644
1st&Terry	180	667

Boardings + Alightings

	STATION	PKG B	C9	C10
1	Ft. Collins South	622	493	544
2	Harmony & Timberline	383	368	395
3	Harmony & I-25	182	170	188
4	SH-392	135	100	140
5	Crossroads	192	170	207
6	Greeley - 8th & 8th	283	178	198
7	83rd & US-34	369	234	278
8	US-257 & US-34	106	80	92
9	SH-60	624	269	181
10	SH-119	1529	260	547
11	SH-52	679	937	255
12	SH-7	1195	725	339
13	Wagon Road	429		2881
14	DIA	181	353	387
15	DUS	4777		

Link Loads

STATION			C9	C10
From	to			
STC	Harmony&Timberline		466	545
Harmony&Timberline	Harmony&I-25		598	676
Harmony&I-25	SH-392		629	726
SH-392	Crossroads		688	807
Crossroads/257	SH-60		1113	1334
SH-60	SH-119		1271	1542
SH-119	SH-52		1486	2566
SH-52	SH-7		880	2987
SH-7	Wagon Rd			1494
SH-7	DIA		353	387
Wagon Rd	DUS			
Greeley	83rd		178	199
83rd	US257&34		373	436

Boardings + Alightings

C12
614
376
168
144
159
275
369
99
600
1516
383
1184
404
151
4577

	STATION	PKG B	C9	C10	C12
1	Ft. Collins South	620	490	540	610
2	Harmony & Timberline	380	370	400	380
3	Harmony & I-25	180	170	190	170
4	SH-392	130	100	140	140
5	Crossroads	190	170	210	160
6	Greeley - 8th & 8th	280	180	200	280
7	83rd & US-34	370	230	280	370
8	US-257 & US-34	110	80	90	100
9	SH-60	620	270	180	600
10	SH-119	1530	260	550	1520
11	SH-52	680	940	260	380
12	SH-7	1200	730	340	1180
13	Wagon Road	430	0	2880	400
14	DIA	180	350	390	150
15	DUS	4780	0	0	4580
		6470	4340		

C12
616
726
769
857
1514
2025
3525
3903
4641
151
4577

275
603

NFR to CBD Transit Share

		PkgA					
		All zones		Between NFR & CBD zones			
			Transit %	NFR to CB	CBD to NFR	NFR - CBD	Transit %
HBW	DA	3,007,671		469	11	480	
	SR2	394,441		345	4	349	
	SR3+	129,002		135	2	137	
	Transit	216,816	6%	1,144	1	1,145	54%
Total		3,747,930		2,093	18	2,111	

		c8					
		All zones		Between NFR & CBD zones			
			Transit %	NFR to CB	CBD to NFR	NFR - CBD	Transit %
		3,007,733		519	11	530	
		394,522		391	4	395	
		129,043		154	2	156	
		216,632	6%	1,028	1	1,029	49%
Total		3,747,930		2,092	18	2,110	

HBNW	DA	3,498,360		214	178	392	
	SR2	1,276,434		77	36	113	
	SR3+	516,020		30	12	42	
	Transit	127,313	2%	180	4	184	25%
Total		5,418,127		501	230	731	

		3,498,353		221	178	399	
		1,276,430		79	36	115	
		516,018		32	12	44	
		127,334	2%	164	3	167	23%
Total		5,418,135		496	229	725	

NHB	DA	3,037,302		231	243	474	
	SR2	821,119		62	66	128	
	SR3+	330,961		25	26	51	
	Transit	100,858	2%	26	2	28	4%
Total		4,290,240		344	337	681	

		3,037,316		233	243	476	
		821,123		63	66	129	
		330,963		25	27	52	
		100,712	2%	21	1	22	3%
Total		4,290,114		342	337	679	

HBW + HBNW + NHB	Transit	444,987	3%	1,350	7	1,357	39%
	Total	13,456,297		2,938	585	3,523	

		444,678	3%	1,213	5	1,218	35%
Total		13,456,179		2,930	584	3,514	

R:_transportation\071609\DEIS\Results\Transit\NFR2CBD_transitShare.xls\Comparison 9/21/2007

North I-25 EIS

Commuter rail

FC to DUS	
SB	NB
231,610	18,063

Commuter Bus

Grly to DUS		Grly DIA	
SB	NB	SB	NB
40,835	3,332	11,131	771

BRT

FC - DUS		FC - DIA		Grly - DUS	
SB	NB	SB	NB	SB	NB
86,515	4,200	8,715	1,647	81,420	3,372

R:_transportation\071609\DEIS\Results\Transit\[passengerMiles.xls]Sheet1
9/21/2007 14:08

North I-25 EIS

PkgA

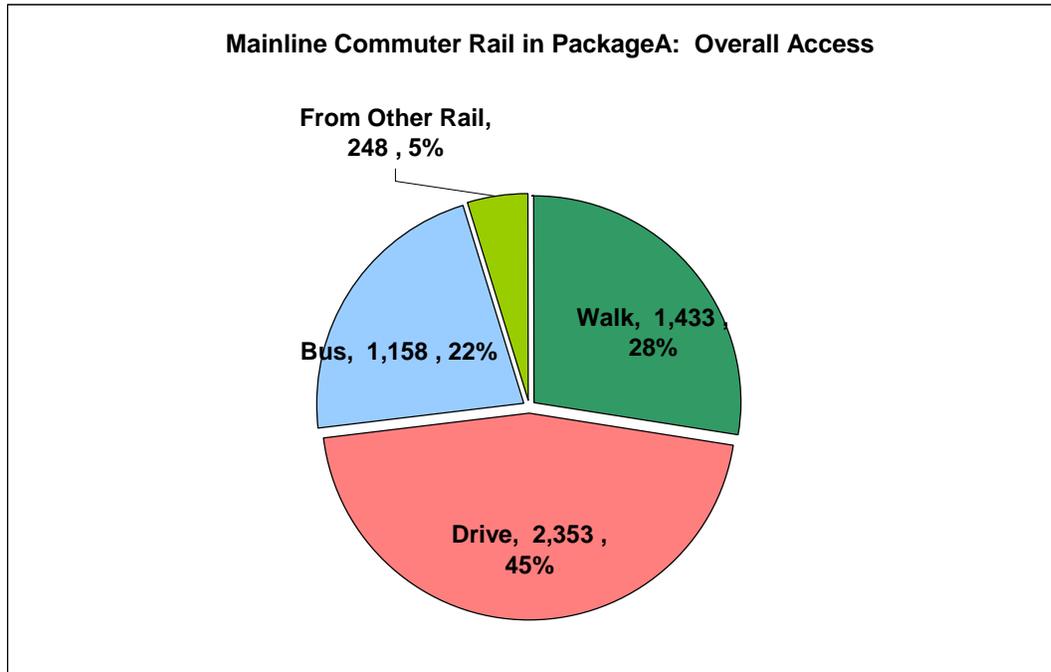
Commuter Bus Routes Boardings + Alightings

	DUS - Greeley	
	NB	SB
D St	20	47
8th/8th	79	78
19th	56	244
37th	27	235
Plattville	16	115
Ft Lupton	1	226
brighton	18	96
DIA		
N Metro	8	17
DUS	40	921

Greeley - DIA		
NB	SB	TOTAL
10	23	100
38	43	238
28	42	370
15	41	318
9	45	185
1	80	308
10	112	236
4	335	339
		25
		961

3080

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[pkg B BRT Boardings by Station.xls]BNA_RENAME1
9/21/2007



Walk	Drive	Bus	From Other Rail	Total
1,433	2,353	1,158	248	5192
28%	45%	22%	5%	100%

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[OverallPie.xls]PkgB
9/21/2007 13:58

Drive to pnR Analysis

PkgA	Percentage split of Drive traffic			
pnR Stations	West	South	East	North
NTC	46%	18%	19%	18%
STC	30%	16%	29%	25%
Loveland 29th	38%	2%	12%	48%
Loveland 34th	45%	16%	26%	13%
Berthoud Sh56	14%	14%	39%	33%
Longmont SH66	60%	22%	16%	2%
1st&Terry	17%	15%	14%	54%
Sugar Mill	13%	2%	53%	31%
CR-8	25%	4%	5%	66%
SH-7	22%	9%	39%	30%

PkgB	Percentage split of Drive traffic			
pnR Stations	West	South	East	North
STC	32%	20%	13%	35%
Harmony&Timberline	17%	4%	6%	73%
Harmony & I-25	55%	26%	6%	13%
Sh-392 & I-25	73%	0%	26%	1%
Crossroads & I-25	100%	0%	0%	0%
Sh56/60	43%	4%	20%	34%
Sh-119 & I-25	18%	10%	66%	7%
SH-52 & I-25	64%	18%	18%	0%
SH-7 & I-25	69%	3%	0%	28%
136th & I-25	73%	0%	5%	21%
Wagon Rd & I-25	52%	22%	4%	22%

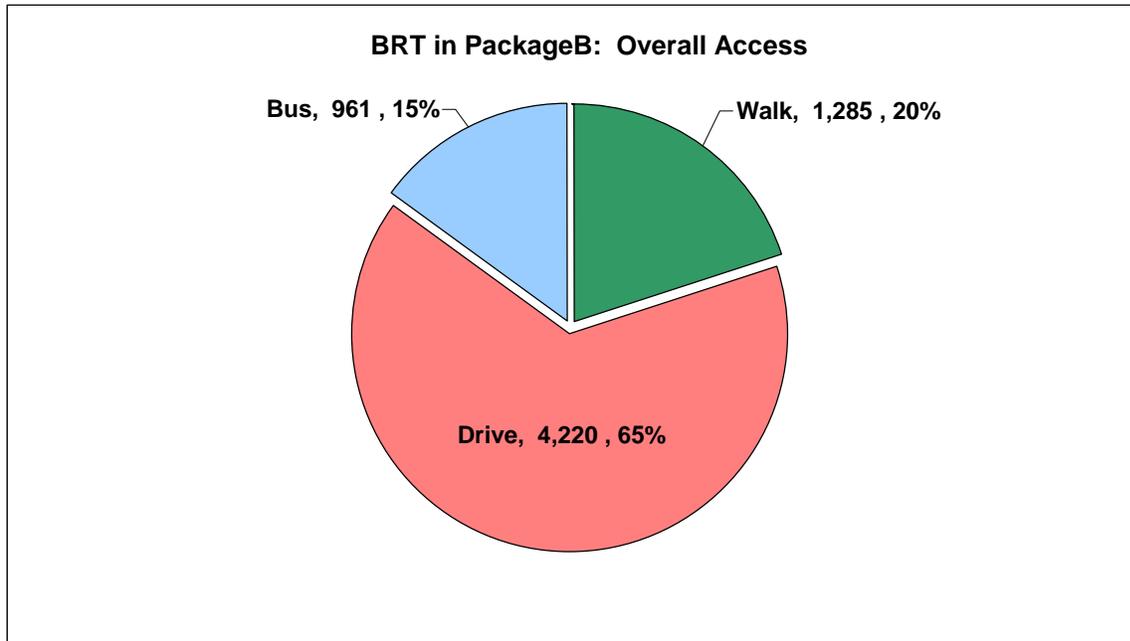
R:_transportation\071609\DEIS\Results\Transit[drv2pnr_analysis.xls]PkgB pnRs
9/21/2007

North I-25 EIS
DEIS Screening

Package A Station Activity Summary

	Walk	Drive	Bus	Rail	Total	Drive to Bus	Walk to Bus
FC North T C	149	216	45		410	154	126
CSU	173		117		290		254
FC STC	252	334	180		766	417	543
Lvind & 29th	230	301	45		576	46	82
Lvind & 34th	202	254	315		771	158	160
Berthud	133	135	80		348	8	0
Longmont & SH66	128	83			211		
Sugar Mill	72	333		248	653		
i25 & CR6	94	697	376		1167	16	0
SH7	132	982	113		1227	417	51

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[PkgA&PkgB exp node info.xls]Package B Summary
9/21/2007



Walk	Drive	Bus	Unknown at DUS and DIA	Total
1,285	4,220	961	5,000	11466
11%	37%	8%	44%	100%

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[OverallPie.xls]PkgB
9/21/2007 13:58

Package B Station Activity Summary

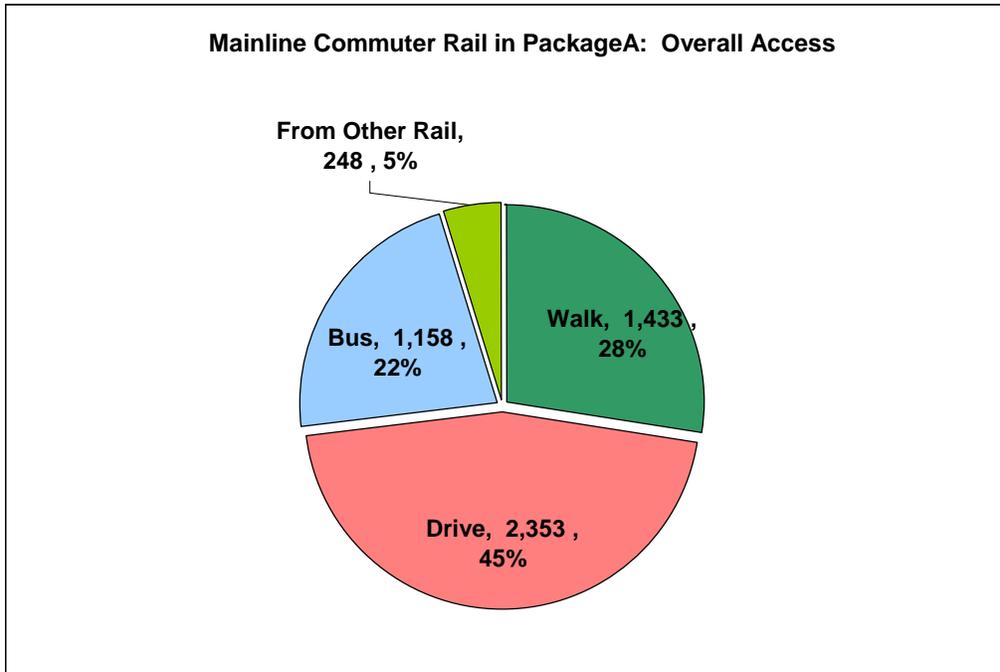
	Walk	Drive	Bus	Total	Drive to Bus	Walk to BUS				
FC STC	135	204	270	609	337	129				
Har/Tmbr line	253	129		382						
harmony	62	88	12	162	3	7				
SH 392	22	107		129						
Crossroads	37	26	128	191	2	55				
SH 56/60	34	569	0	603	0	0				
SH 119	97	1275	87	1459	7	3				
SH 52	17	321	295	633	12	0				
SH 7	254	941		1195			181	670		851
Wagon Rd	42	153	234	429	76	0	101	365	557	1023
83rd	13	355		368						
SH 257	44	52	10	106	7	21				
				6266						

R:\transportation\071609\DEIS\Results\Transit\Station Activity\[PkgA&PkgB exp node info.xls]Package B Summary
9/21/2007

	Walk B+A	Walk B+A	Drive B+A	B+A	rounded	Walk B	Drive B	Boardings
DUS	134	1,265	3,512	4,777	4,800	650	1,750	2,400
Wagon Road	290	268	161	429	450	150	100	200
SH-7	881	369	826	1,195	1,200	200	400	600
SH-52	643	370	309	679	700	200	150	350
SH-119	1,503	248	1,281	1,529	1,550	100	650	750
SH-56/60	607	52	573	624	600	50	300	300
Greeley - SH-257	70	37	69	106	100	0	50	50
Greeley - 83rd	363	12	357	369	350	0	200	200
Greeley - 8th/8th	226	250	33	283	300	150	0	150
Crossroads	137	148	43	192	200	50	0	100
SH-392	124	23	112	135	150	0	50	50
SH-68	118	67	115	182	200	50	50	100
Harmony/Timberline	256	205	178	383	400	100	100	200
South Transit Cent	481	394	227	622	600	200	100	300
DIA	9,201	136	45	181	200	50	0	100
Total	15,032	3,845	7,842	11,686	11,800	1,950	3,900	5,850

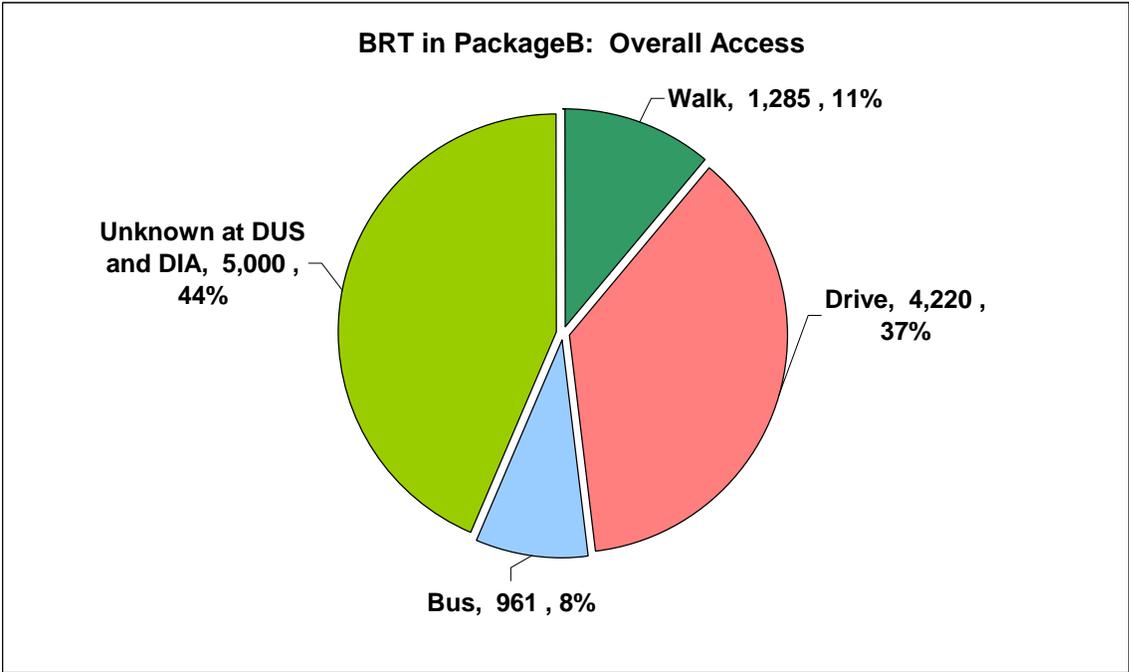
5,843

R:_transportation\071609\DEIS\Results\Transit\Station Activity\pkg B BRT Boardings by Station.xls]BNA_RENAMED



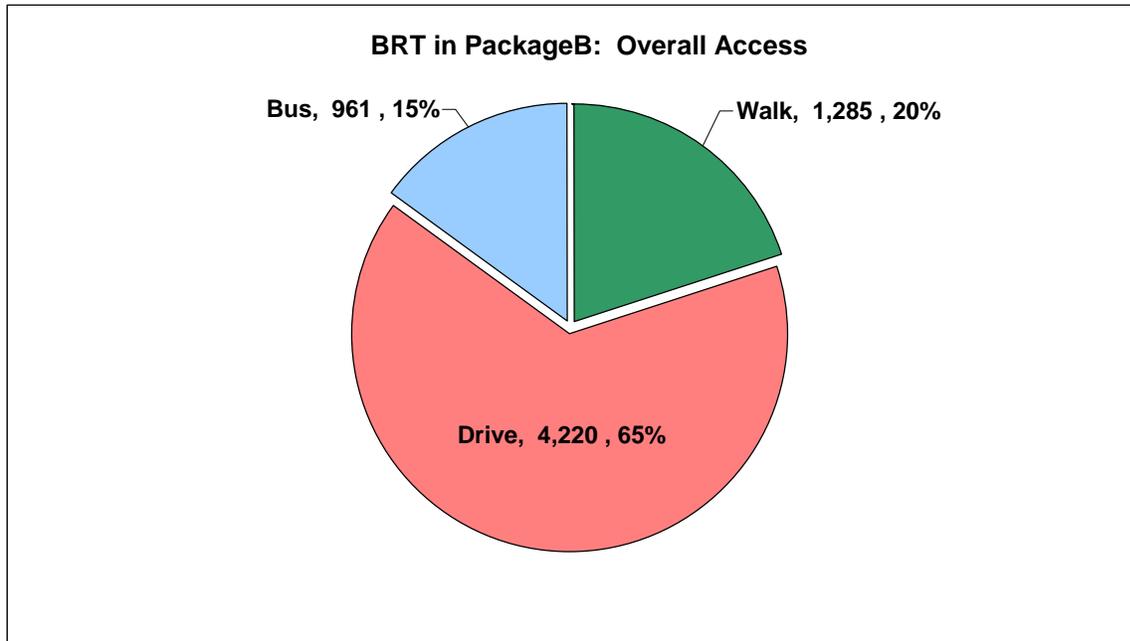
Walk	Drive	Bus	From Other Rail	Total
1,433	2,353	1,158	248	5192
28%	45%	22%	5%	100%

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[OverallPie.xls]Sheet1
3/8/2007 10:35



Walk	Drive	Bus	nown at DUS and	Total
1,285	4,220	961	5,000	11466
11%	37%	8%	44%	100%

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[OverallPie.xls]PkgB
3/21/2007 14:46



Walk	Drive	Bus	Unknown at DUS and DIA	Total
1,285	4,220	961	5,000	11466
11%	37%	8%	44%	100%

R:_transportation\071609\DEIS\Results\Transit\Station Activity\[OverallPie.xls]PkgB
3/21/2007 14:46

Rail Travel times from Fort Collins (NTC) to DUS

		Level 2B		Level 3		DEIS	
		trt-1	CR-B	P7	P22	PkgA	C8
North	FC downtown to Longmont	49	53	46	46	49	50
	Longmont to North Metro		26		22	22	
Fastracks	NorthWest (Longmont to DUS)	61		56			72
	NorthMetro (SH-7 to DUS)		31		31	31	
Total		110	110	105	99	102	122

R:_transportation\071609\DEIS\Results\Travel Time\[Rail_TT_comparison2.xls]Sheet2
9/21/2007

Comparison of Socio-Economic Data Near Proposed Transit Station Locations

Commuter Rail – Socio-Economic Data – within 1/2 Mile of Stations				
Station	Jobs in 2001	Households in 2001	Jobs in 2030	Households in 2030
Ft. Collins North Transit Center	8100	750	8750	1350
CSU	6300	750	6850	1100
Ft. Collins South Transit Center	2200	350	4900	600
Loveland-29th Street	2350	750	2900	1000
Loveland-US 34	2300	1300	2700	2100
Berthoud	1050	650	1050	1150
Longmont-SH 66	600	650	800	1050
Longmont-Sugar Mill	800	400	1100	500
Erie-CR 8	0	0	700	200
Subtotal	23700	5600	29750	9050
<i>Denver Union Station</i>	5550	1600	8200	2600
Total	29250	7200	37950	11650

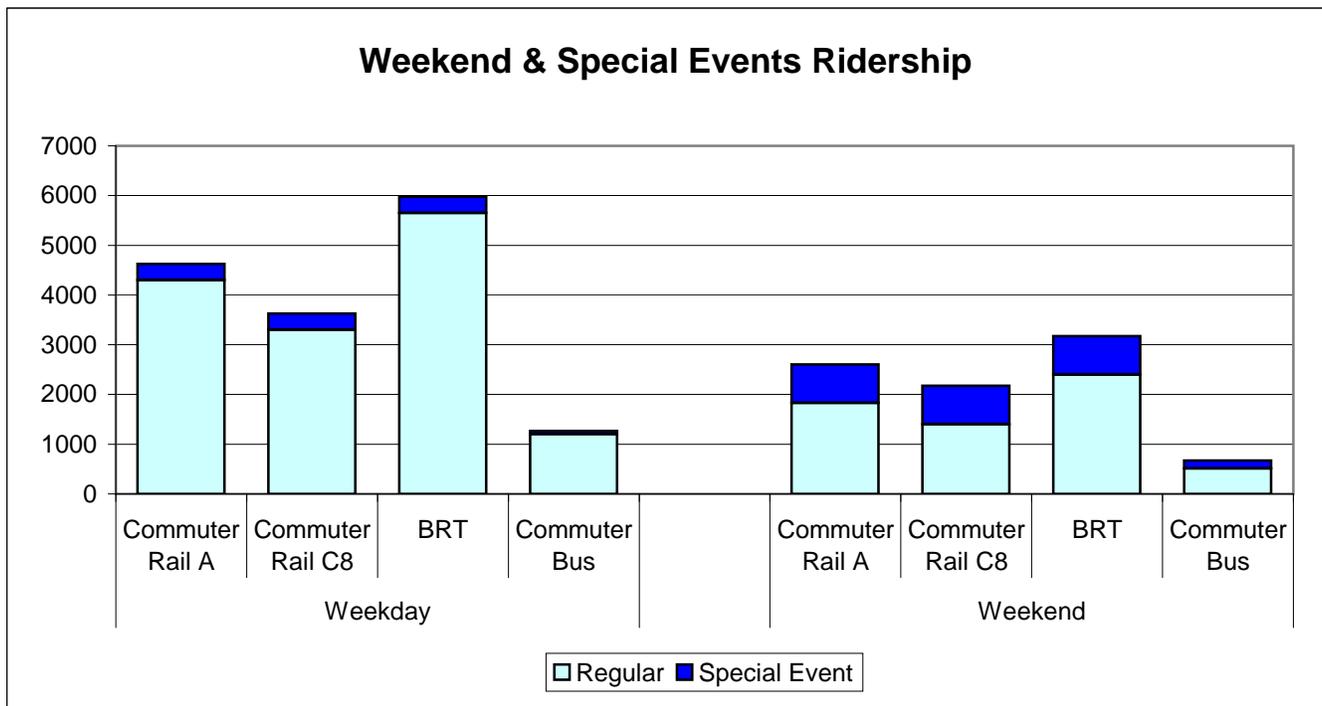
Commuter Bus – Socio-Economic Data – within 1/2 Mile of Stations				
Station	Jobs in 2001	Households in 2001	Jobs in 2030	Households in 2030
Greeley- D Street	3950	300	4950	300
Greeley-19th Street	2850	1400	3200	1950
Evans-37th Street	1350	900	1650	1150
Platteville-SH 66	100	150	150	250
Ft. Lupton-SH 52	50	0	100	50
Brighton	1150	750	1200	950
Commerce City	1600	300	1600	400
Subtotal	11050	3800	12850	5050
<i>DIA</i>	8750	0	13650	0
<i>Denver Union Station</i>	5550	1600	8200	2600
Total	25350	5400	34700	7650

Bus Rapid Transit – Socio-Economic Data – within 1/2 Mile of Stations				
Station	Jobs in 2001	Households in 2001	Jobs in 2030	Households in 2030
Fort Collins South Transit Center	2200	350	4900	600
Harmony and Timberline	800	1000	2300	1150
Harmony & I-25	200	50	750	50
SH-392	0	100	500	500
Crossroads	550	0	1700	0
SH-60/SH-56	0	0	250	50
SH-119	100	50	600	450
SH-52	0	0	500	450
SH-7	50	0	5350	500
Wagon Road	3250	1600	3850	2050
Greeley- 8th and 8th	6550	1400	6550	1400
US-34 & 83rd Avenue	0	0	550	400
US-34 & US-257	0	0	1200	50

Subtotal	13700	4550	29000	7650
<i>DIA</i>	<i>8750</i>	<i>0</i>	<i>13650</i>	<i>0</i>
<i>Denver Union Station</i>	<i>5550</i>	<i>1600</i>	<i>8200</i>	<i>2600</i>
Total	28000	6150	50850	10250

		Regular	Special Event	Range
Weekday	Commuter Rail A	4300	325	200-400
	Commuter Rail C8	3300	325	200-400
	BRT	5650	325	200-400
	Commuter Bus	1200	65	50-75
Weekend	Commuter Rail A	1827.5	775	500-1000
	Commuter Rail C8	1402.5	775	500-1000
	BRT	2401.25	775	500-1000
	Commuter Bus	510	160	150-175

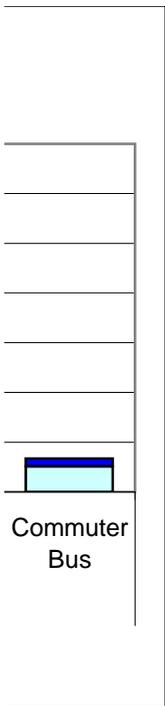
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		Wknd Share					
Saturday	Sunday	Average	special event				
0.5	0.35	0.425	Low	high	avg		
	rail/brt	weekday	bnsf 230	439	334.5		
			central 217	427	322	325	
	rail/brt	weekend	bnsf 620	1120	870		
	commuter bus		central 525	1023	774	775	
			Pkg A tot	Com bus	share		
	commuter bus: weekday		5800	1200	0.206897	66.62069	65
		weekend	2465	510	0.206897	160.1379	160

Assume 200 to 400 weekday for both BRT and Rail. Even though rail has premium
 Assume 500 to 1000 weekend - the more conservative - for both BRT and Rail. Ev
 Assume either rail component would attract similar number of trips - due to transfer
 Assume commuter bus would receive an amount in proportion to its share of overall



/3.xls]Sheet2

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 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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North I-25 EIS

Transit Trips - Residential Trips

PkgA		NFR to DRCOG	DRCOG to NFR	TOTAL
	Walk Pk	671	134	805
Drive Pk	1,209	59	1,268	
Walk Op	380	86	466	
Drive Op	470	35	505	
Total	2,730	314	3,044	
Peak Split	91%	9%	100%	
OP Split	88%	12%	100%	
Daily Split	90%	10%	100%	

All Modes - Residential Trips

	NFR to DRCOG	DRCOG to NFR	TOTAL
HBW	41,088	13,564	54,652
HNW	36,339	36,897	73,236
NHB	22,548	22,548	45,096
Total	99,975	73,009	172,984
Daily Split	58%	42%	100%

All Modes -All Trips

	NFR to DRCOG	DRCOG to NFR	TOTAL
COM	3,568	3,555	
HBW	41,088	13,564	
HNW	36,339	36,897	
NHB	22,548	22,548	
IE	33,776	33,776	
TOTAL	137,319	110,340	247,659
SPLIT	55%	45%	100%

op_od	998	998
am_od	250	250
pm_od	473	473
	1721	1721

op_od	998	998	
am_od	250	250	
pm_od	473	473	
	1721	1721	3442

PkgB_J		NFR to DRCOG	DRCOG to NFR	TOTAL
	Walk Pk	391	44	435
Drive Pk	1,126	21	1,147	
Walk Op	230	32	262	
Drive Op	439	13	452	
Total	2,186	110	2,296	
Peak Split	96%	4%	100%	
OP Split	94%	6%	100%	
Daily Split	95%	5%	100%	

	NFR to DRCOG	DRCOG to NFR	TOTAL
HBW	41,091	13,564	54,655
HNW	36,334	36,887	73,221
NHB	22,547	22,547	45,094
Total	99,972	72,998	172,970
Daily Split	58%	42%	100%

	NFR to DRCOG	DRCOG to NFR	TOTAL
COM	3,568	3,555	
HBW	41,091	13,564	
HNW	36,334	36,887	
NHB	22,547	22,547	
IE	33,776	33,776	
Total	137,316	110,329	247,645
Share	55%	45%	100%

op_od	998	998	
am_od	250	250	
pm_od	473	473	
	1721	1721	3442

NOTE:
Extracted numbers from Tr_PA.mtx using indexing based on MPO screenline

NOTE:
Extracted numbers from Distribution.mtx from Step3 - indexing on MPO screenline

NOTE:
Extracted numbers from Distribution.mtx from Step3 - indexing on MPO screenline

R:_transportation\071609\DEIS\Results\Transit\Transit NFR DRCOG share.xls]Sheet1
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Origins of Users of Commuter Rail at CR8 Station West and East sides of I-25

An analysis was conducted to estimate origins of users of CR-8 station (Package-A Commuter Rail Alternative). The analysis examined the respective portions of users originating from the east and west of I-25. The resulting percentages are estimated using results of the analysis of North I-25 Travel Model.

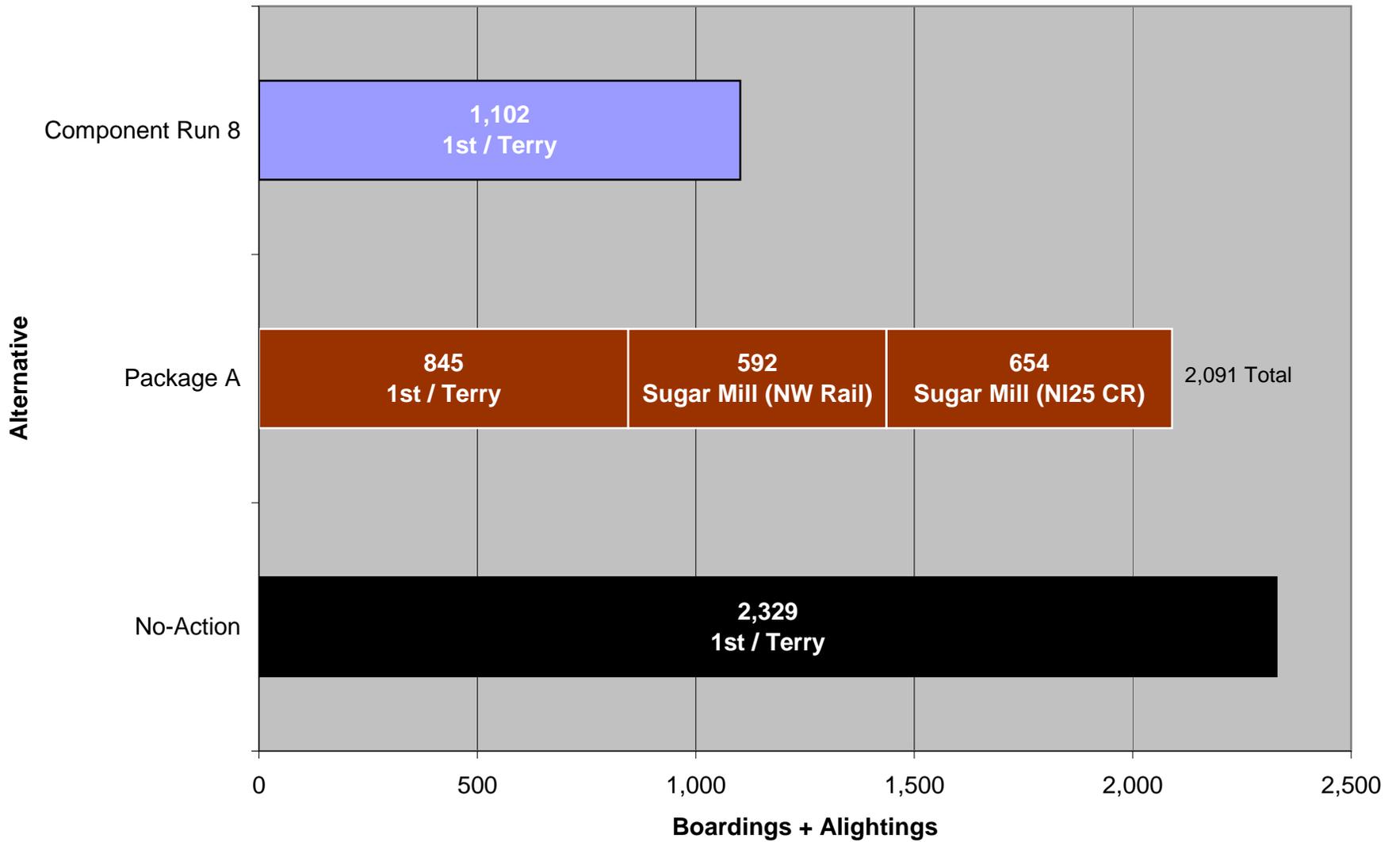
Origins of CR-8 Station Users

Access Mode	West of I-25	East of I-25	Total
Bus	46%	54%	100%
Drive	52%	48%	100%
Walk	100%	0%	100%
Overall	54%	46%	100%

Source: PkgA Model run_F (CR8 station west of I-25)

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Longmont South Station Activity



More transit trips to DIA in Package A than in Package B

Package-A with US-85 commuter bus has more people going to DIA than in Package-B BRT. First of all the two packages are serving two different market segments, with different service/route patterns. In Package-A people from Fort Collins and Loveland are driving to pnR's along US-85 and catching the commuter bus routes to DIA, as well as from people from Greeley, Platteville, Ft Lupton, Brighton who are also commuter bus patrons. But in Package-B mostly people from Fort Collins, Loveland, Mead, Frederick are using this service. And Package-A commuter bus is capturing more people from Brighton/Fort Lupton than in Package-B. In Package-B those people might be driving to DIA. They don't want to make out of direction travel to catch BRT service and transfer which increases travel time and generalized cost.

Below are the transit trips made from each market segments

Market Segments to DIA	Pkg-A	Pkg-B
Fort Collins area	96	124
Loveland/Berthoud/Mead area	60	54
Greeley area	94	24
Platteville/Ft Lupton/Brighton area	344	231
Total	594	433

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