



Summary of DRCOG Model Application

- **At the outset of the travel forecasting, coordinated with DRCOG on the allowable adjustments to the land use numbers in the study area. Upon DRCOG's input, we split a zone to separate out east and west of the CML rail line. We also made some initial adjustments to the roadway network in the project vicinity.**
- **Upon initial application of the model, it was discovered that daily traffic volumes on Broadway (between Mississippi and I-25) were lower in the 2030 model than the 2005 model.**
- **Investigated the 2005 and 2030 models in detail to determine the cause of the decrease in future volumes. Coordinated with DRCOG during this investigation. Discovered that the model sub-module for assigning area types resulted in a discrepancy in link capacity between 2005 and 2030 models. Also made some further needed corrections to the road network.**
- **Re-ran the 2005 and 2030 models with the improvements as identified above. Reported to DRCOG that the refinements made to the models fixed the traffic growth problem.**
- **Performed a subarea extraction procedure for input of travel model data to VISUM for detailed traffic operations analysis.**



Summary of DRCOG Travel Model Results

Traffic Volume on Broadway

	Daily Two-Way Traffic Volume Broadway north of Mississippi	
	2005	2030
<i>Initial Model Application</i>	58,000	50,000
Final Model Application	53,000	65,000
January 2006 Traffic Counts	39,000*	

*Note low traffic count due to construction impacts of Broadway viaduct and closure of the northbound ramp to I-25 from Broadway/Lincoln.

Traffic Growth in Study Area Vehicle-Miles-of-Travel (VMT)

Road Facility Type	2005	2030	Growth
Freeway & Expressway	422,000	560,000	32%
Principal and Minor Arterial	125,000	161,000	29%
Total	547,000	721,000	32%

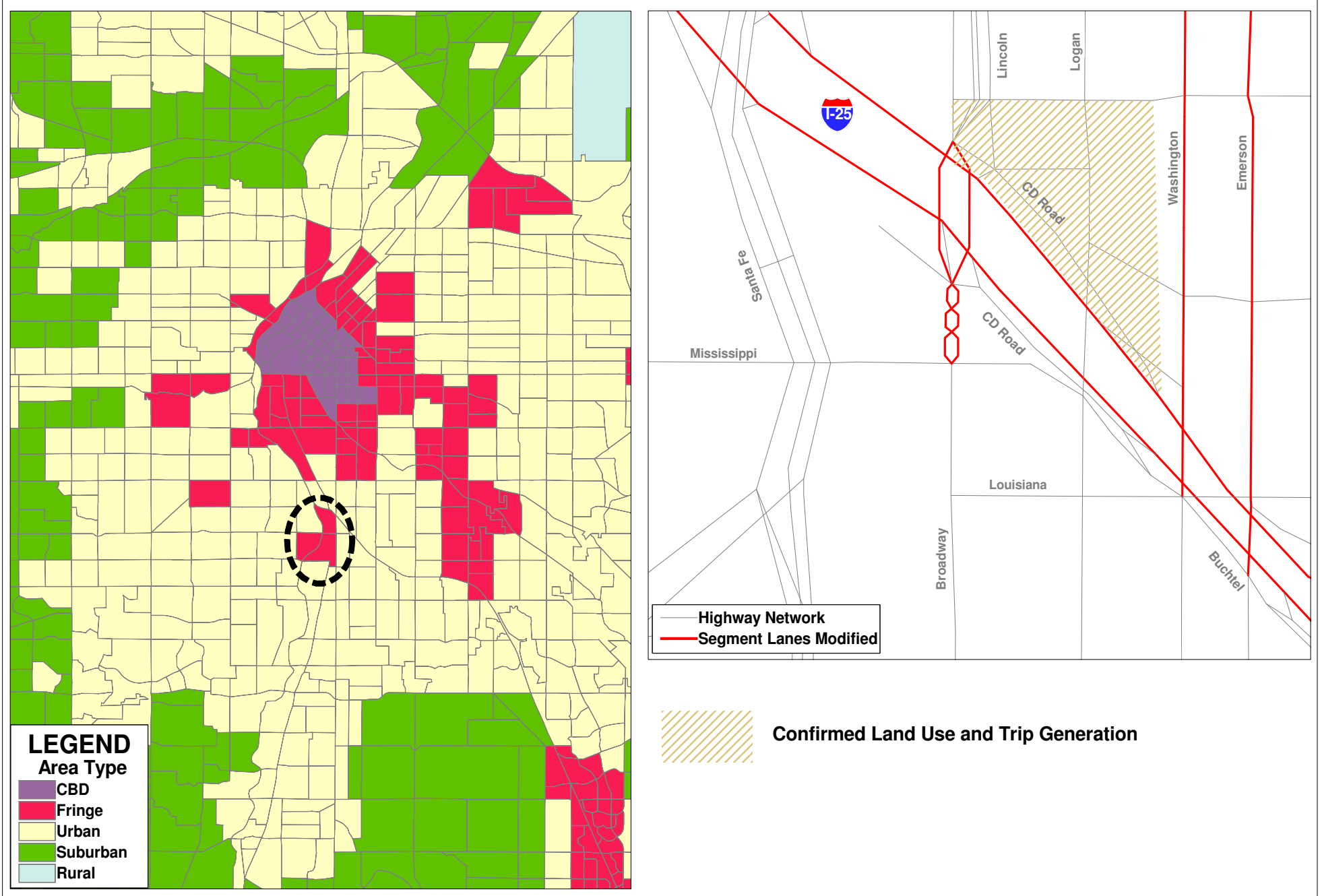
Transit Share of Daily Trips to/from Cherokee and Lionstone Areas

Trip Type	2030
Work Trips	12%
Other Trips	4%

Sources: South Broadway Model Runs 2005 and 2030 B10
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Refinements of DRCOG Model Area Type & Network Changes

South Broadway NEPA Process



Sub Area Boundary for Micro-Simulation

