

The background of the page is a semi-transparent image of a tram station. A tram is visible in the center, moving away from the viewer. Above the tram, a sign reads "RTD" and "Northbound". To the left, there are several tall, slender light poles. In the foreground, a person is seen from behind, standing on the platform. At the bottom of the image, there is a dark silhouette of a city skyline with various building shapes.

# SECTION G

## RIDERSHIP INFORMATION

## Section G: Transit Ridership Projections

The Three Corridors study used 2030 transit ridership forecasts provided by the Denver Regional Council of Governments (DRCOG) based upon 2030 Regional Transportation Plan (RTP) with FasTracks. The travel forecasts were prepared using the newly adopted Compass model for the region. The Compass model is an update of the previous MINUTP-based travel model for the region originally developed in the late 1980s and early 1990s. The Compass model includes the following major changes:

- travel model components were updated based on travel survey data collected by DRCOG between 1997 and 2000;
- the traffic analysis zone (TAZ) structure was enhanced to include increased detail – the number of TAZs defining the region increased from about 1500 to over 2600;
- travel modeling procedures were updated modified to be consistent with current Federal Transit Administration (FTA) guidelines;
- the travel models were implemented using TransCAD travel modeling software.

The corridor forecasts summarized in this section compare results from the 2030 RTP with FasTracks model run performed by DRCOG in late 2004 with travel forecasts for 2020 and 2025 using previous generations of the regional travel model. The 2020 forecasts were prepared in 2000-2001 and the 2025 forecasts were prepared in early 2004. In addition to the major updates to the regional travel modeling procedures described above, the 2030 RTP with FasTracks model run were based on the most current population and employment forecasts for the region for 2030.

As shown in Table 1, the 2030 RTP with FasTracks travel forecasts for the Gold Line and North Metro corridors are reasonably consistent with previous forecasts. I-225 corridor boardings resulting from the 2030 RTP with FasTracks are notably lower than forecasts from the 2025 model run using the previous generation of the regional travel model. Subsequent to the receipt of the travel forecasts that were used for this study, DRCOG and RTD analyses of the model results uncovered several errors in the 2020 model run that directly or indirectly affected travel forecasts in the I-225 corridor. The error that most directly impacted the 2030 forecast was the failure to code stops at the Aurora City Center and City Center/Exposition stations for the I-225 LRT line that terminated in the Denver CBD. The LRT line that terminated at Lincoln Avenue included stops at those two stations. Thus, travelers could get to the Denver CBD from TAZs surrounding the two stations but only by transferring at a station on the Southeast LRT line.

Updated travel forecasts will be made for the 2030 RTP including FasTracks by DRCOG as DRCOG and RTD continue to refine the transportation networks. In addition, updated forecasts will be developed for future Final Environmental Impact Statement / Preliminary Engineering (FEIS/PE) studies for any of the three corridors. It is likely that the updated forecasts will produce results more comparable to the 2025 forecasts produced using the previous generation of the regional travel model.

**Table 1**  
**Average Weekday Corridor Ridership**

<b>Corridor</b>	<b>MIS MINUTP 2020</b>	<b>FasTracks MINUTP 2025</b>	<b>FasTracks TransCAD 2030</b>
Gold	13,600	16,300 - 19,100	18,300
North Metro	11,400	10,200 - 11,900	12,200
I-225	7,800	15,200 - 17,800	11,000

Sources:

MIS MINUTP = Gold Line Final Report Appendix p. B-12, North Metro KJ20 Model Files, I-225 IE20 Model Files

FasTracks MINUTP = FK25d Model Files

FasTracks TransCAD = Adopted Regional Transportation Plan, Model v85, November 2004.