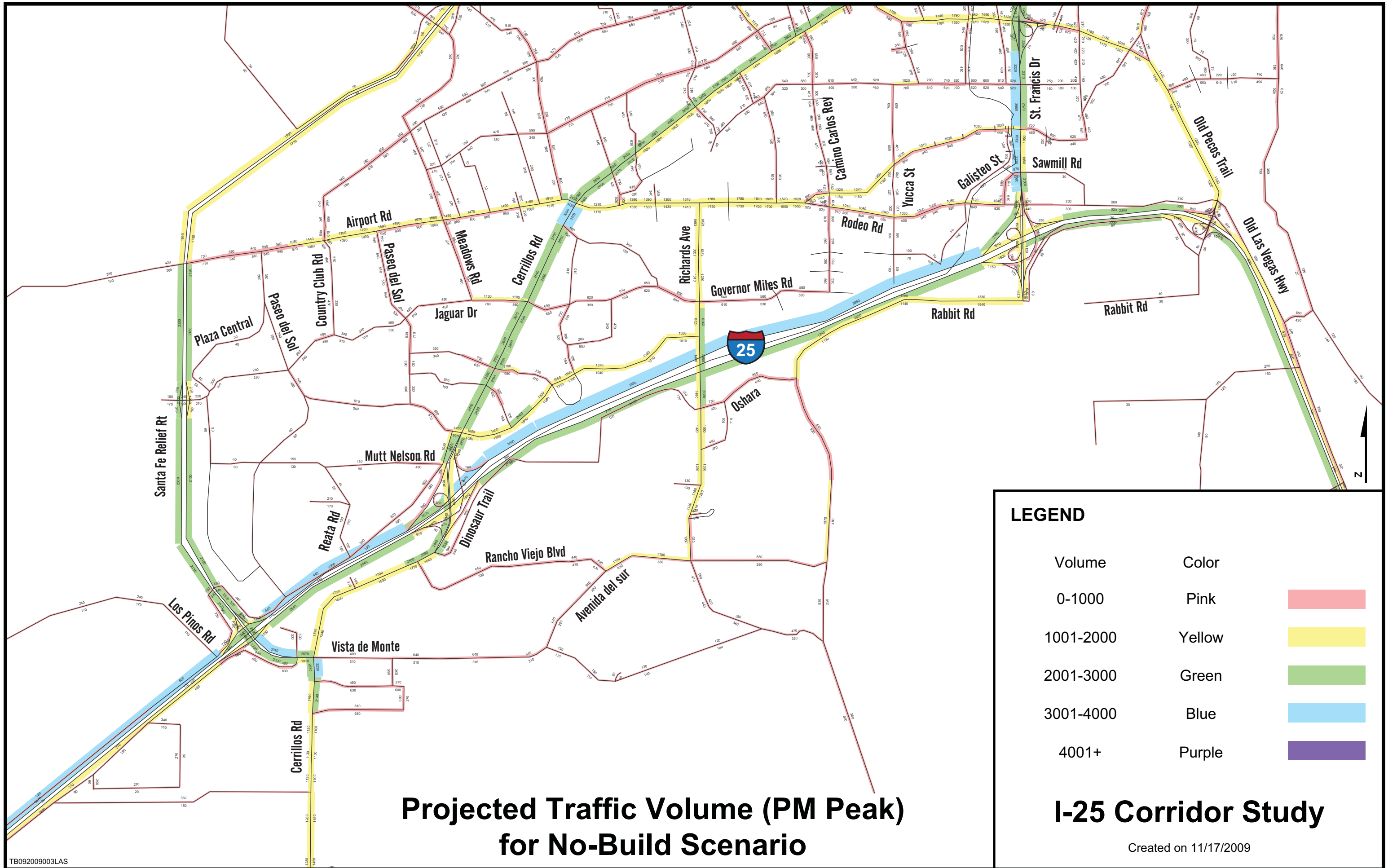
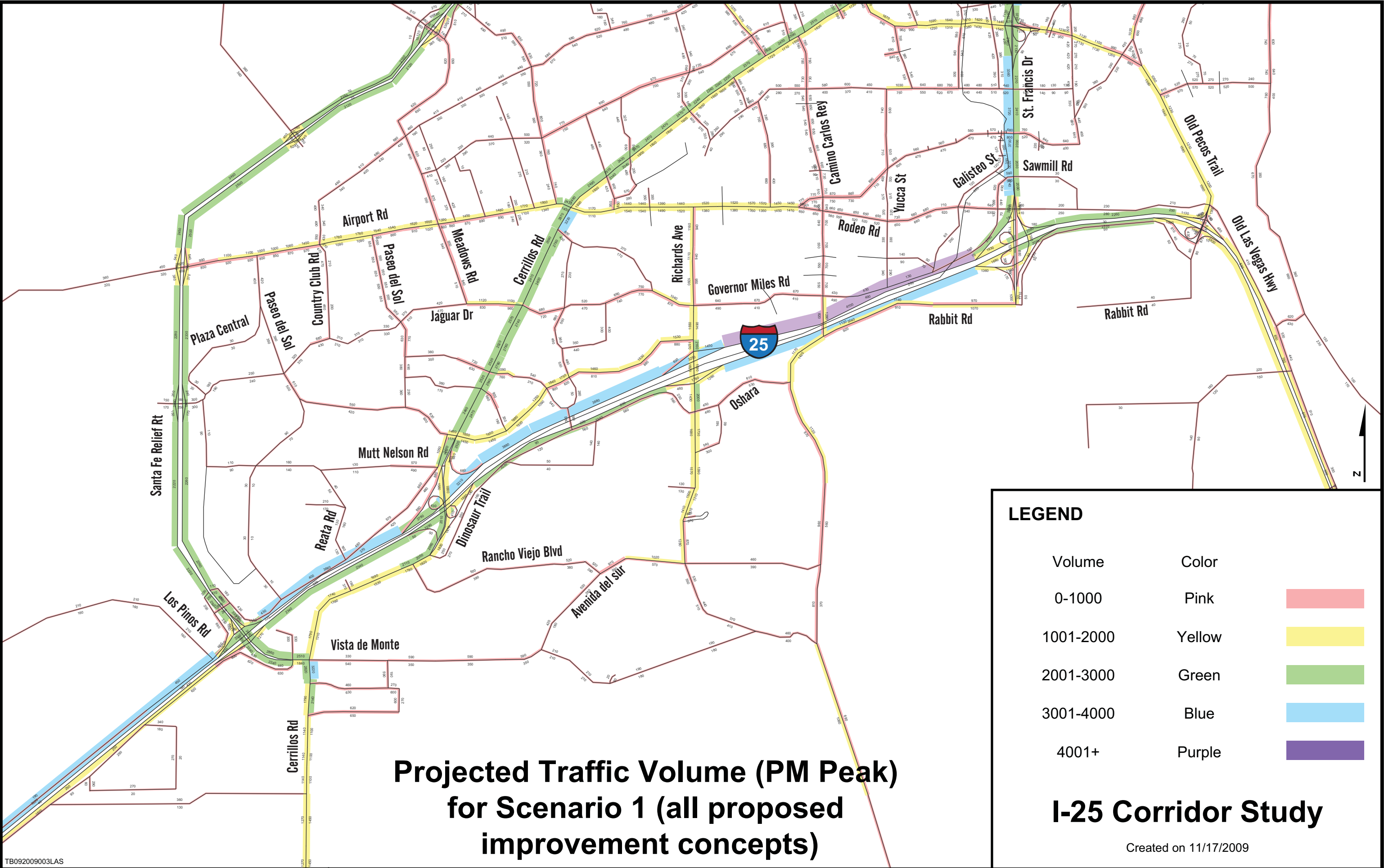


Appendix C
Regional Travel Demand Model Output
Graphics





Projected Traffic Volume (PM Peak) for Scenario 1 (all proposed improvement concepts)

LEGEND

Volume

0-1000

1001-2000

2001-3000

3001-4000

4001+

Color

Pink

Yellow

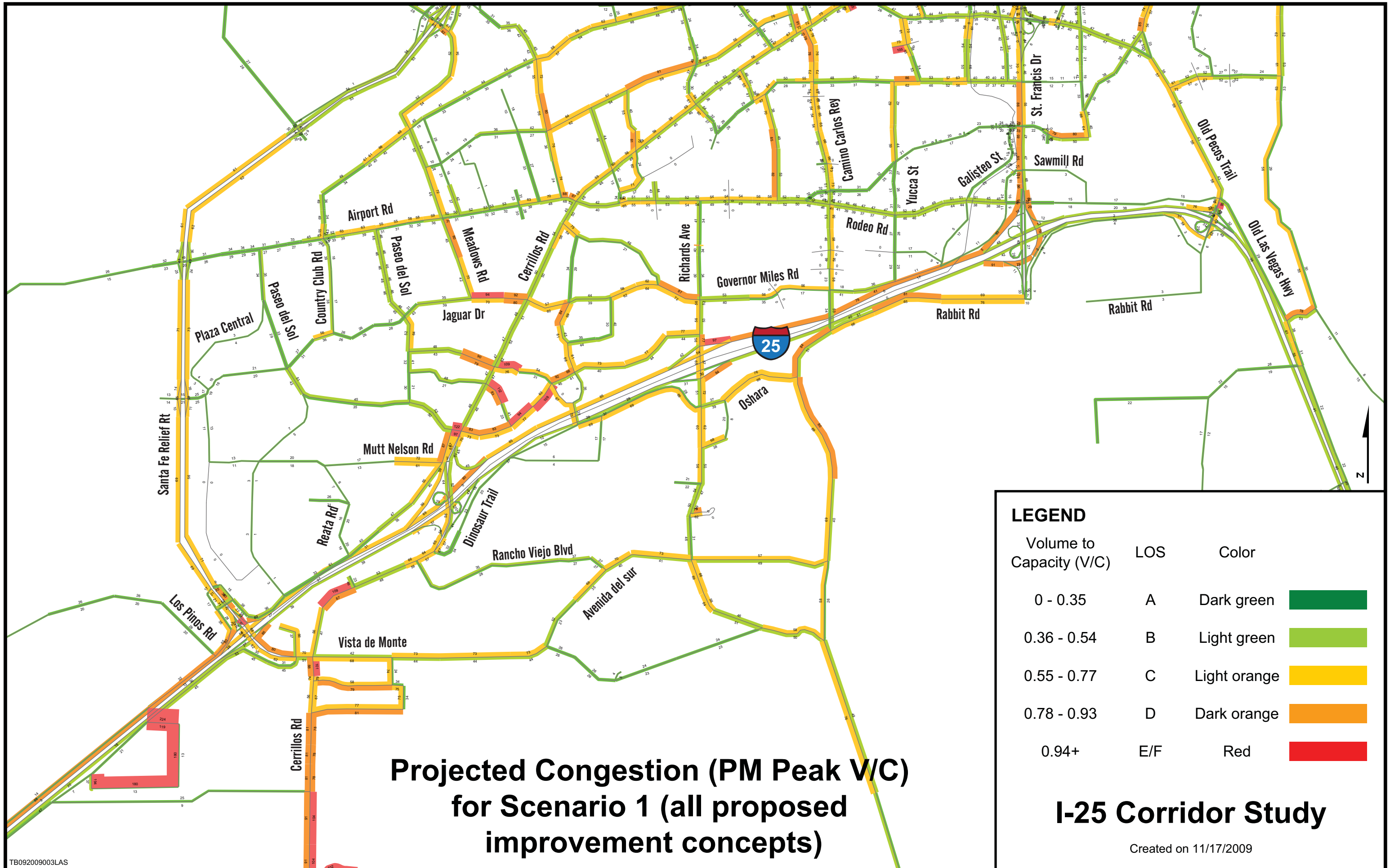
Green

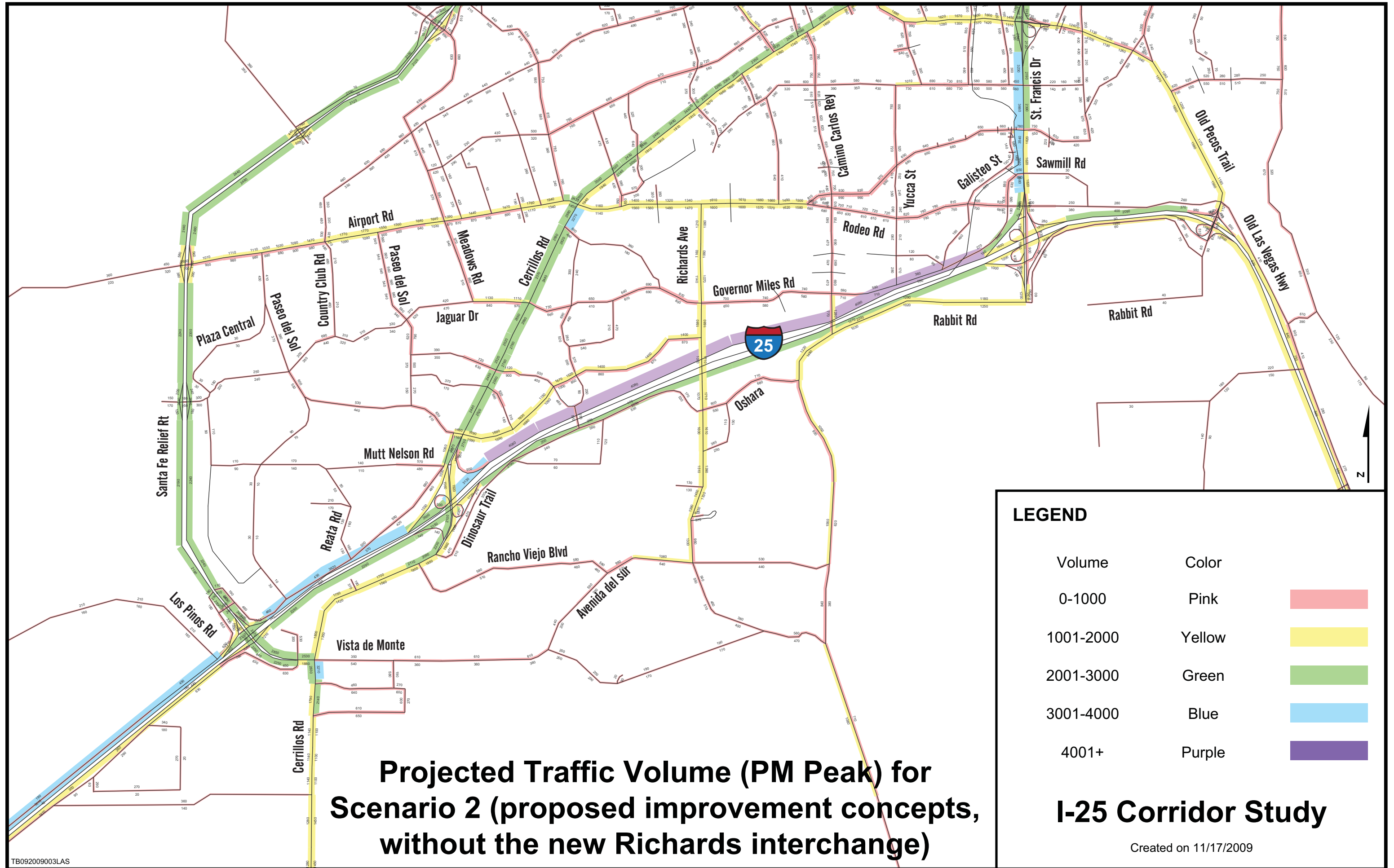
Blue

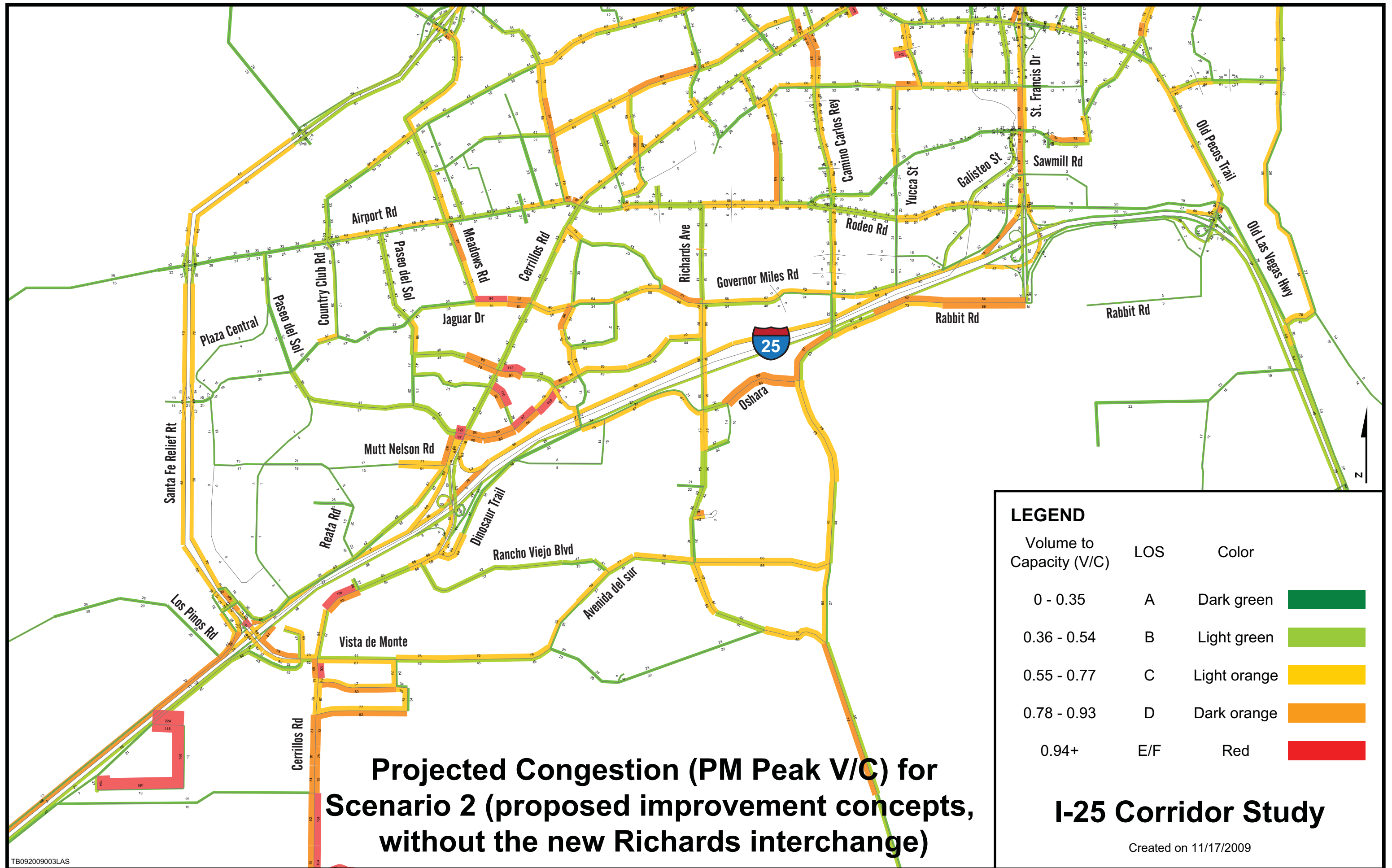
Purple

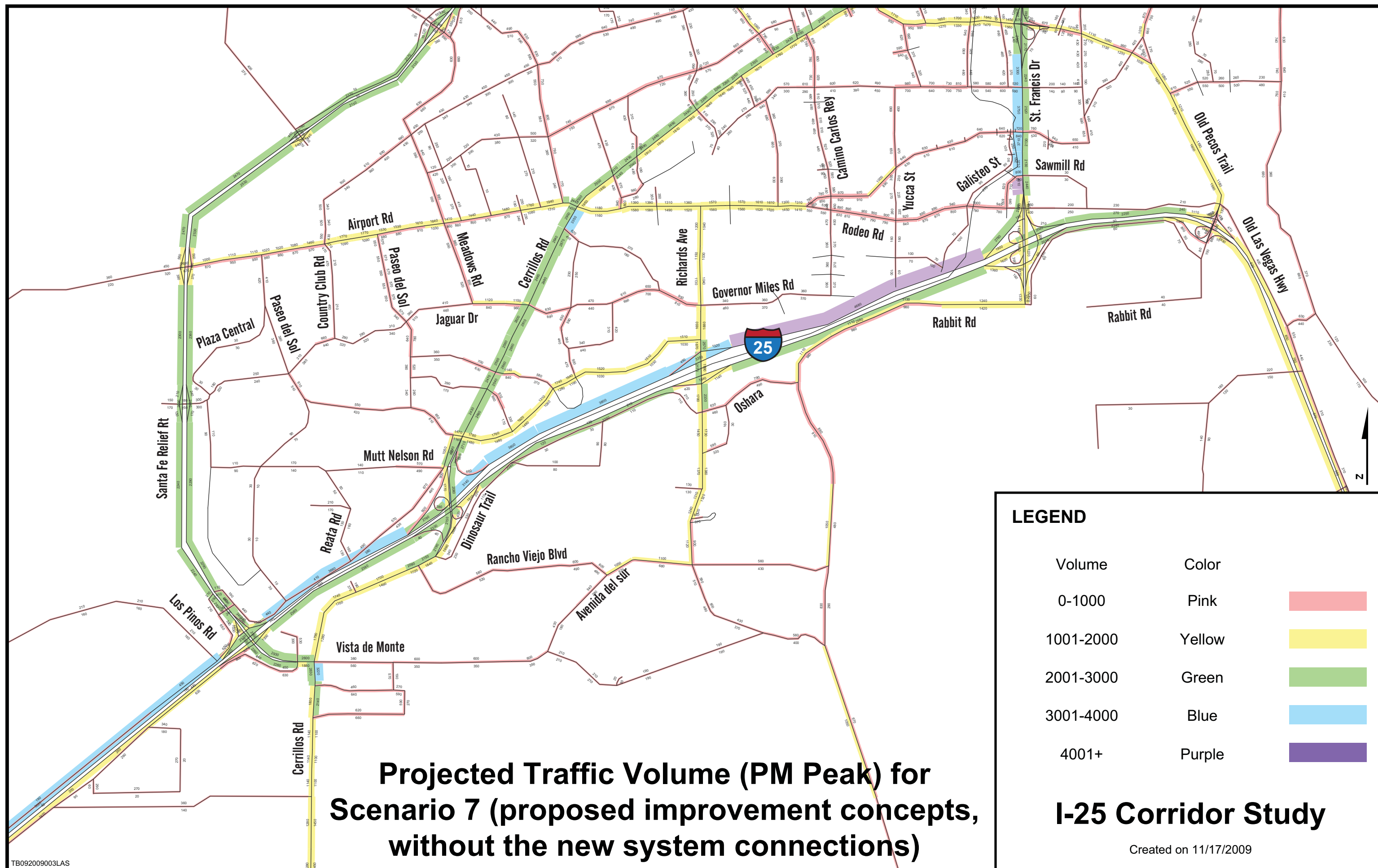
I-25 Corridor Study

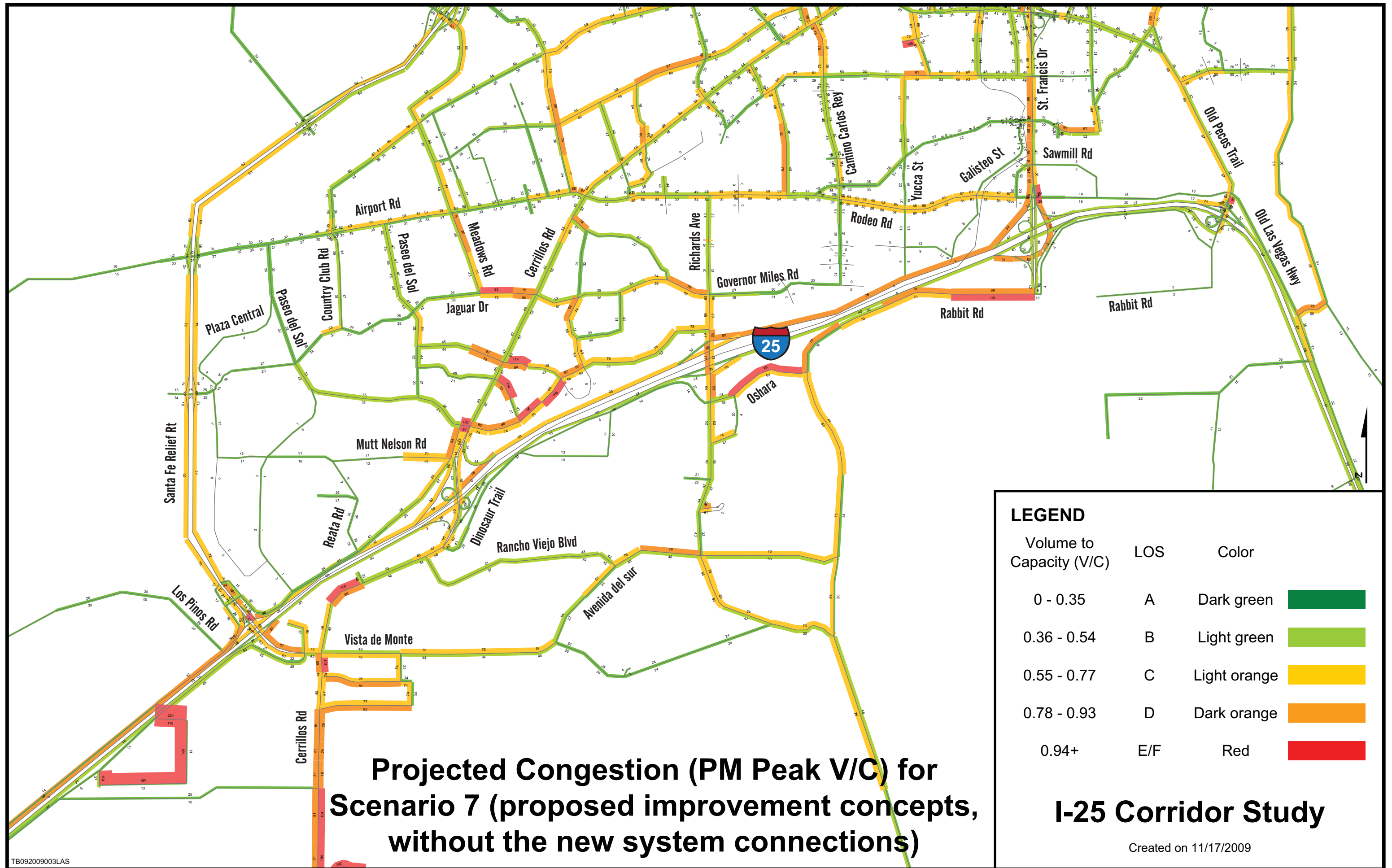
Created on 11/17/2009

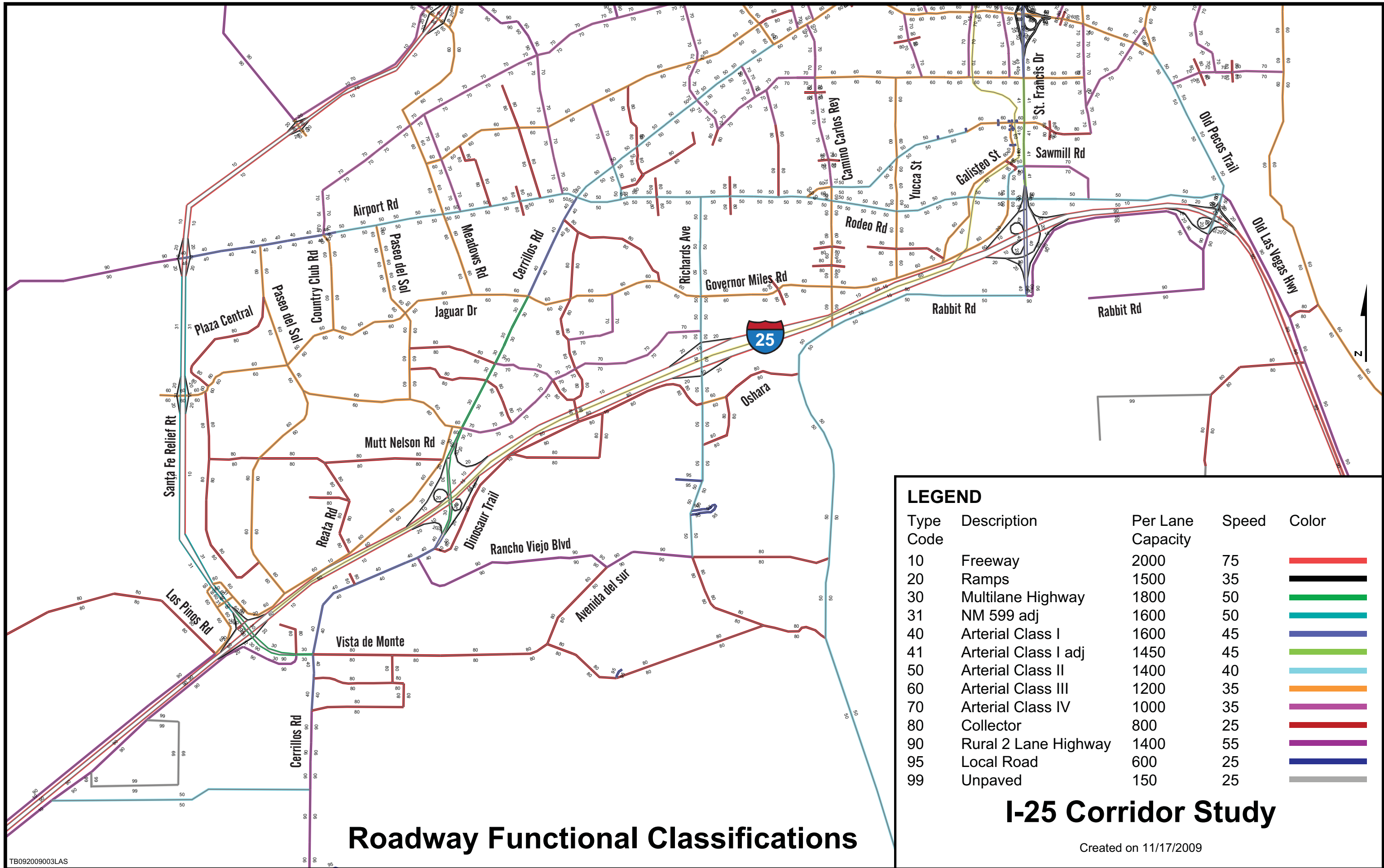


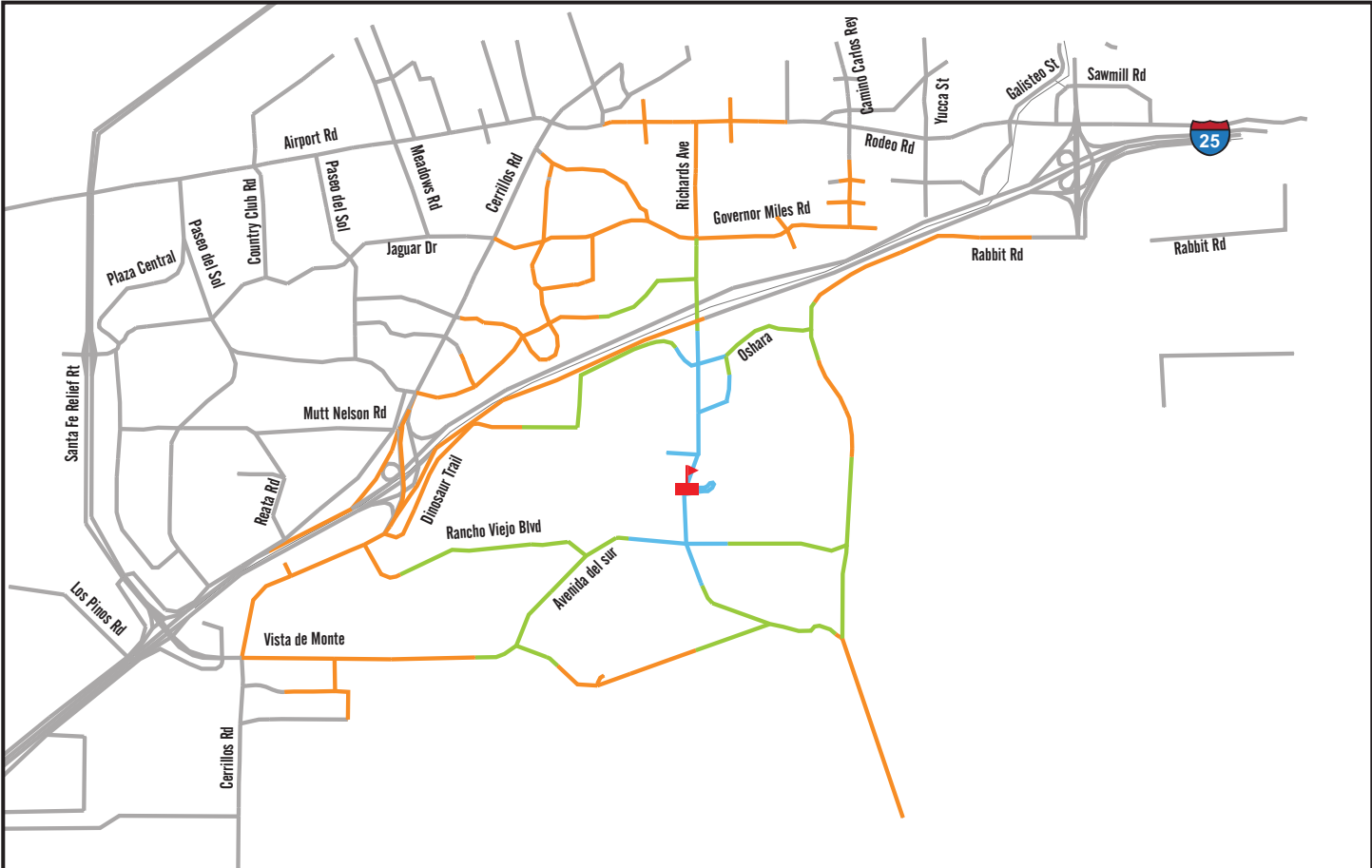








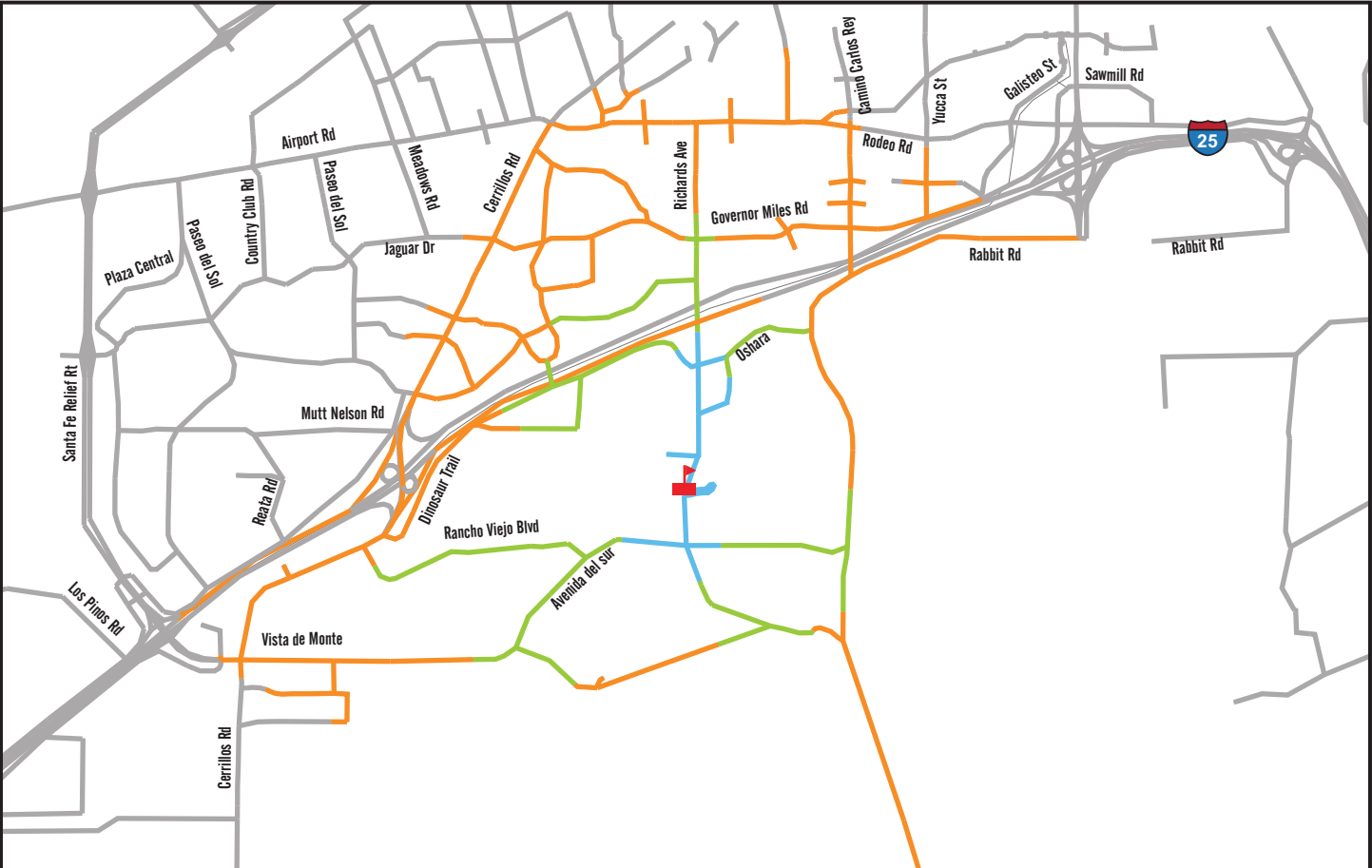




No-Build Scenario



Scenario 1 (all proposed improvement concepts)



Scenario 2 (proposed improvement concepts, without the new Richards interchange)



LEGEND

Travel Time

- Under 2 Minutes
- 2-5 Minutes
- 5-10 Minutes
- Over 10 Minutes

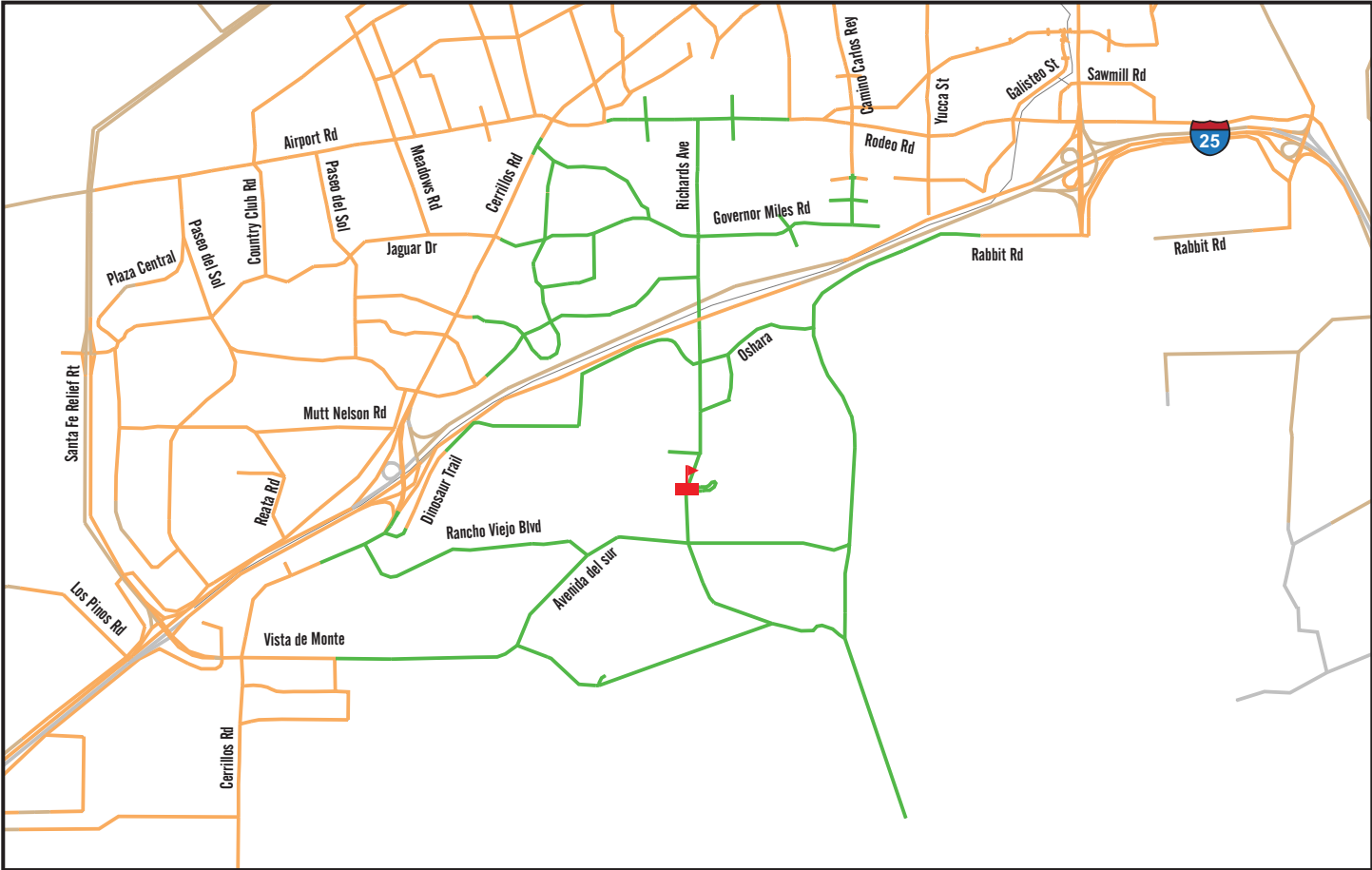
Santa Fe Community College

Travel Time from Santa Fe Community College

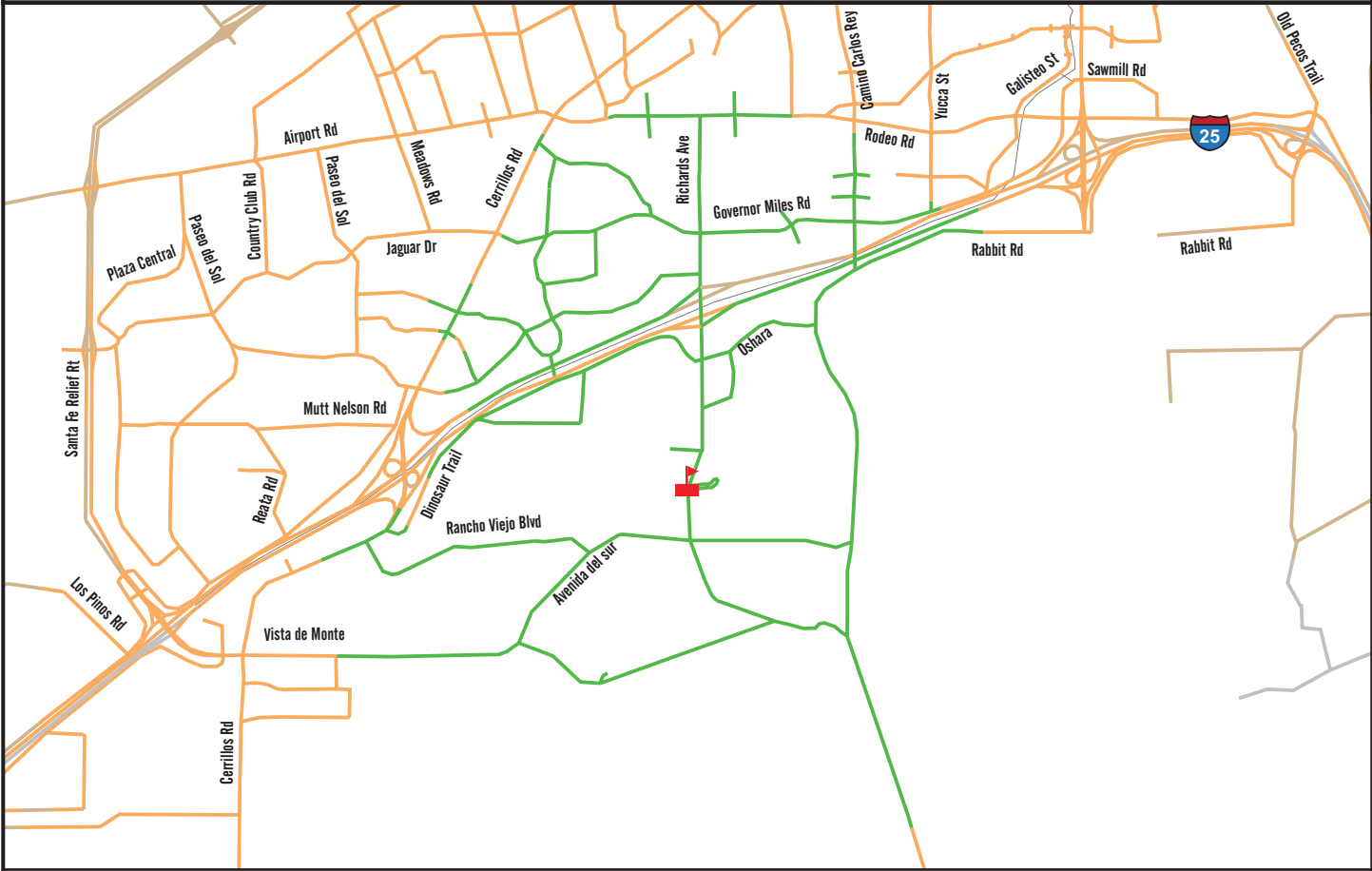
I-25 Corridor Study

Created on 11/18/2009

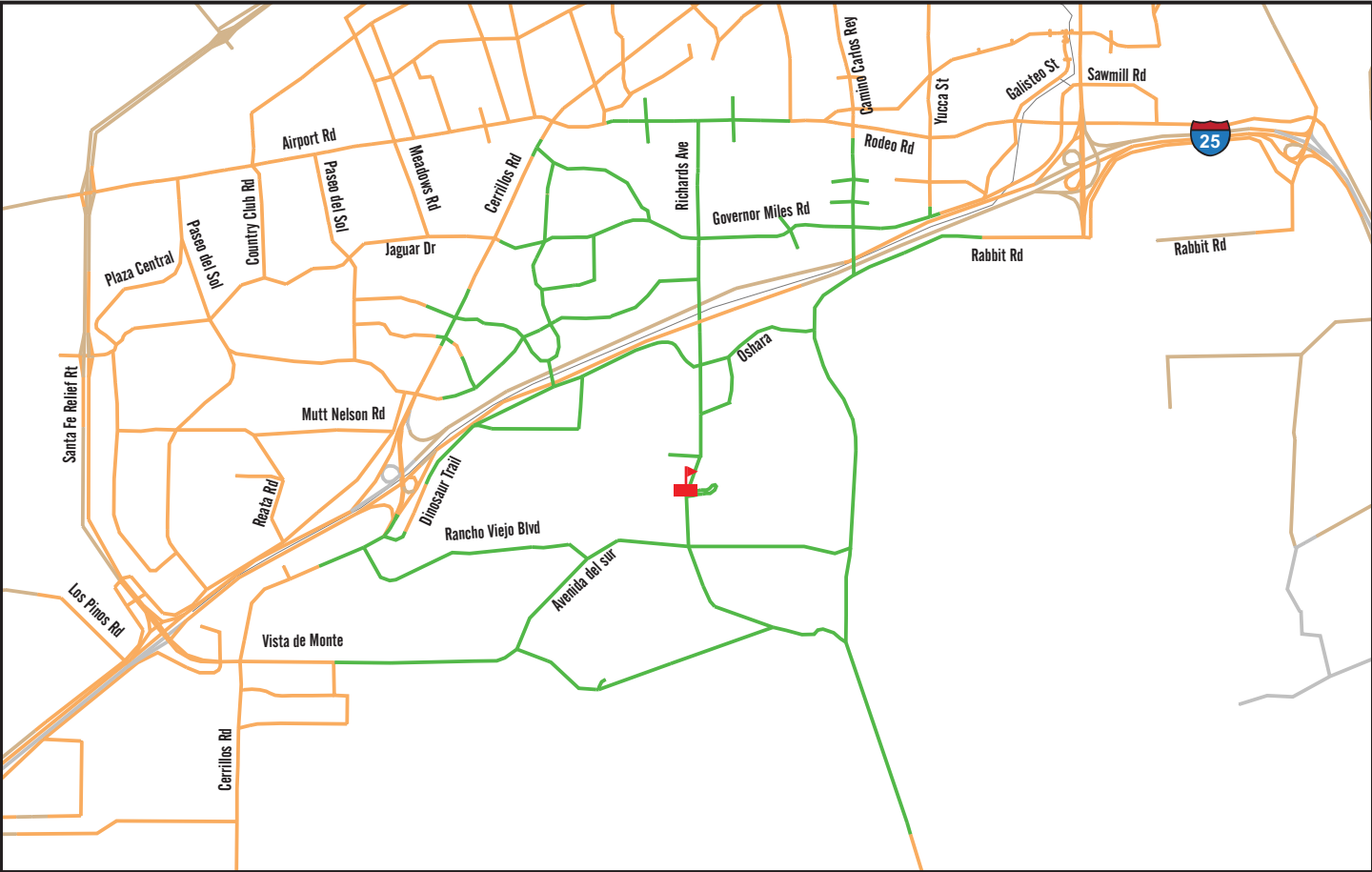
Scenario 7 (proposed improvement concepts, without the new system connections)



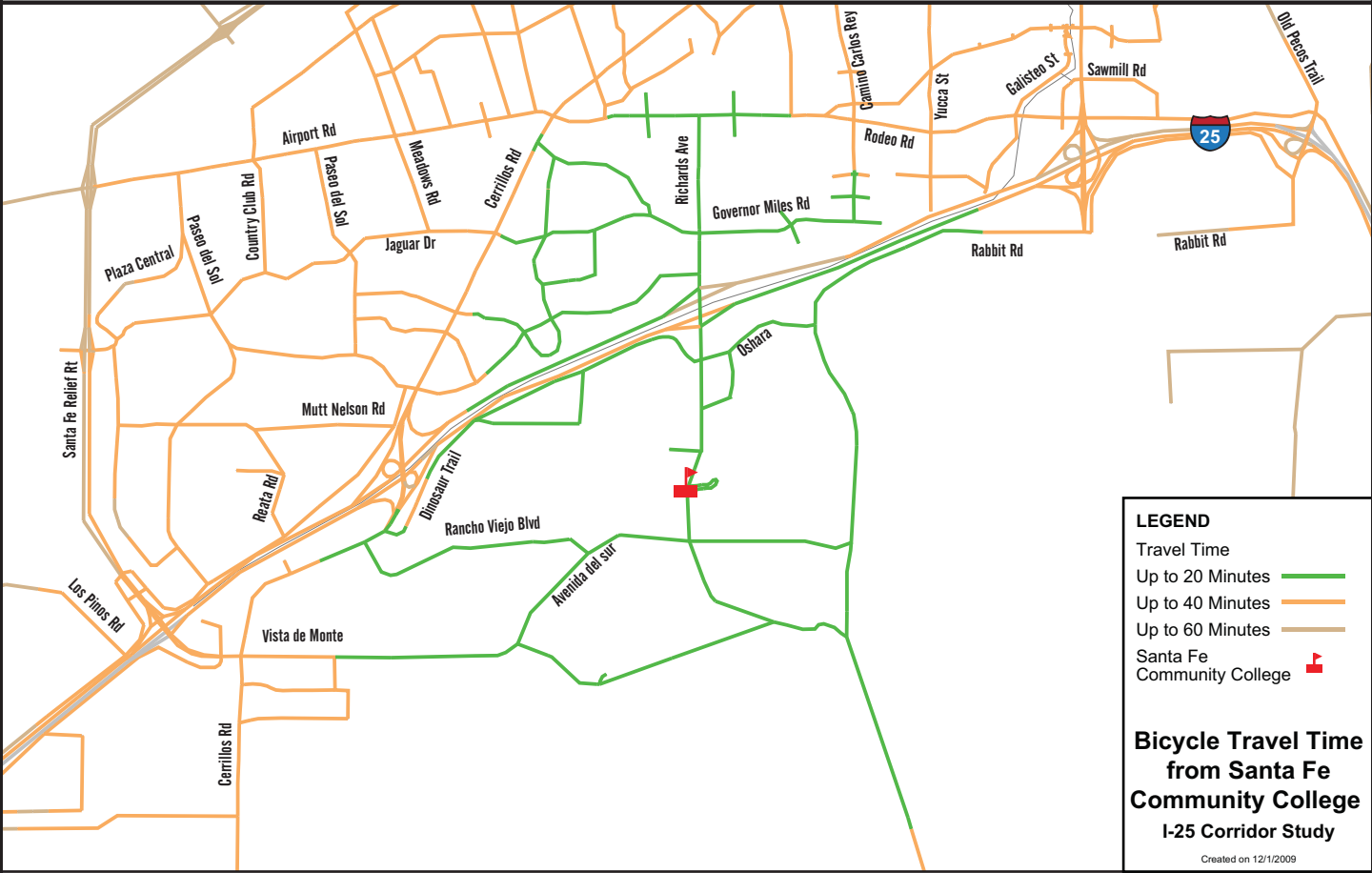
No-Build Scenario



Scenario 1 (all proposed improvement concepts)



Scenario 2 (proposed improvement concepts, without the new Richards interchange)



Scenario 7 (proposed improvement concepts, without the new system connections)

LEGEND

Travel Time

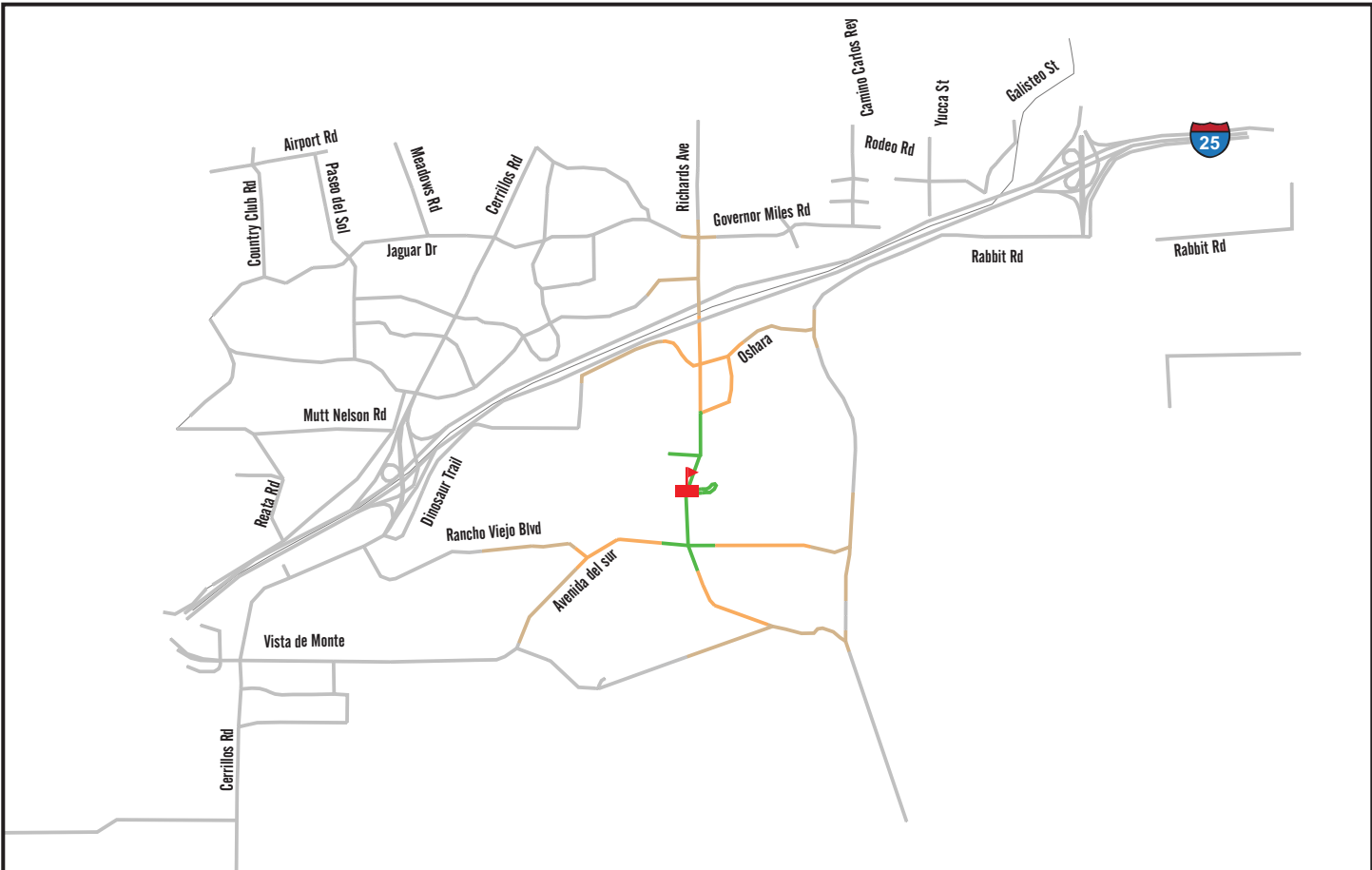
- Up to 20 Minutes
- Up to 40 Minutes
- Up to 60 Minutes

Santa Fe Community College

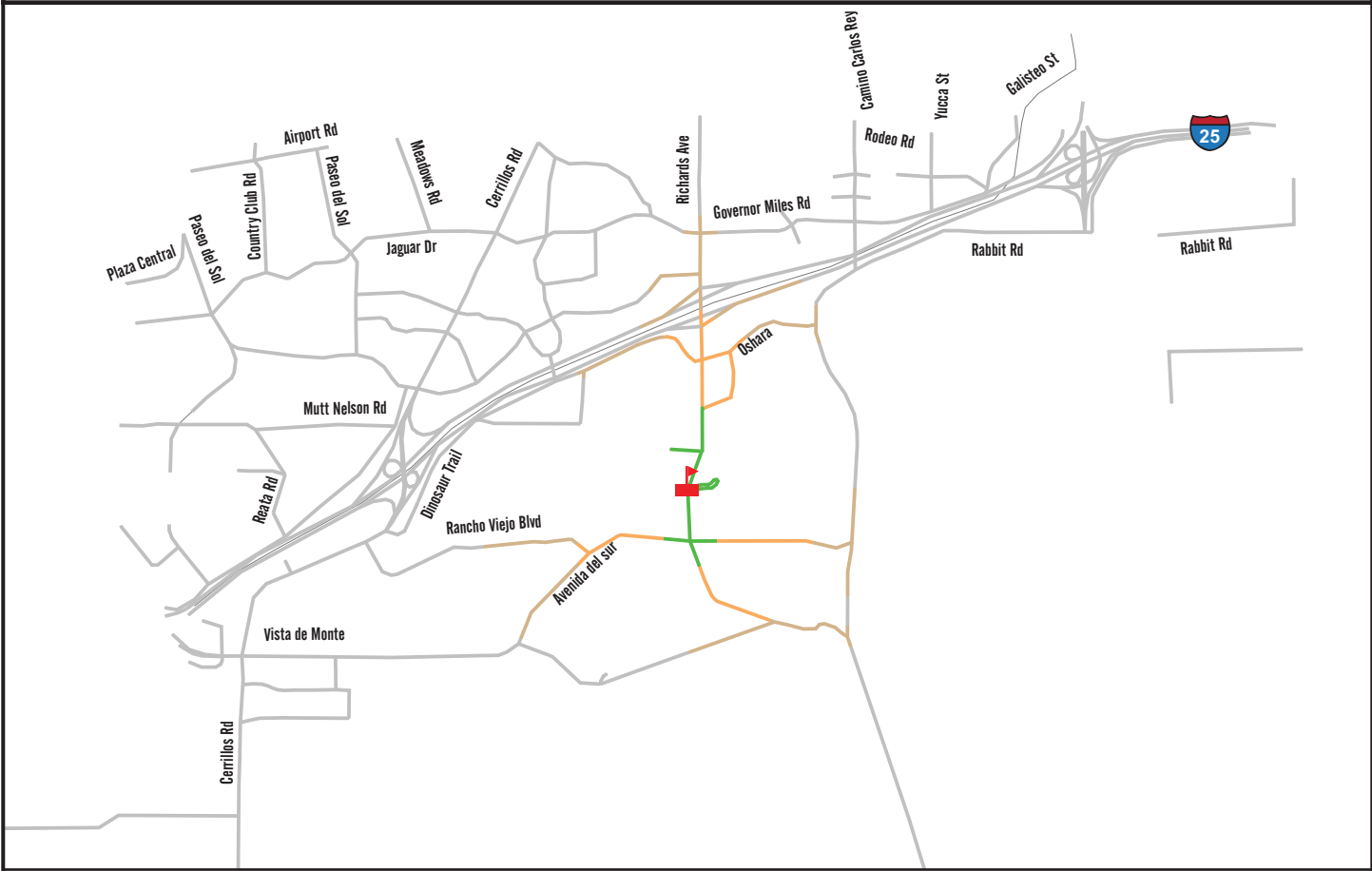
Bicycle Travel Time from Santa Fe Community College

I-25 Corridor Study

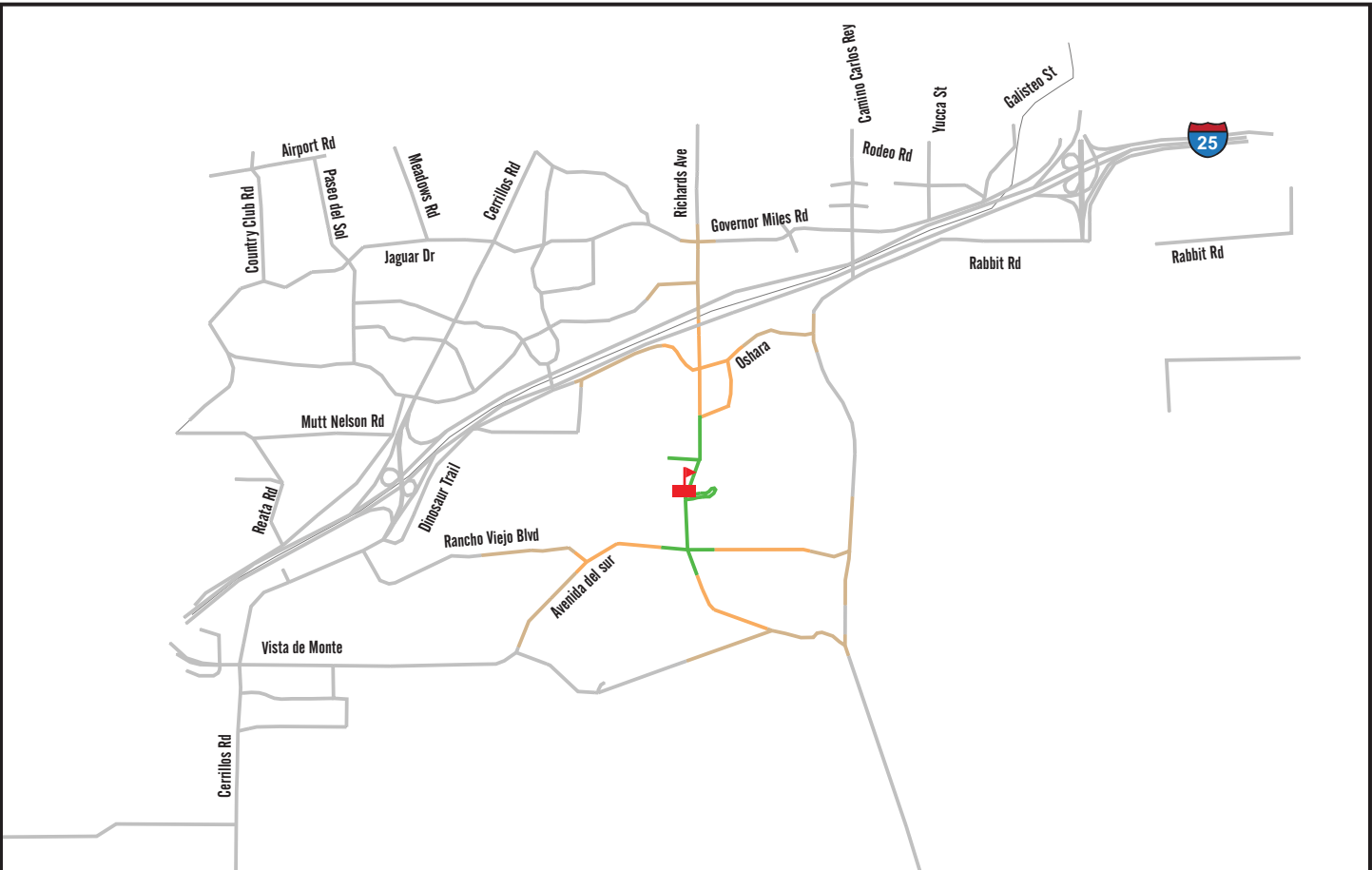
Created on 12/1/2009



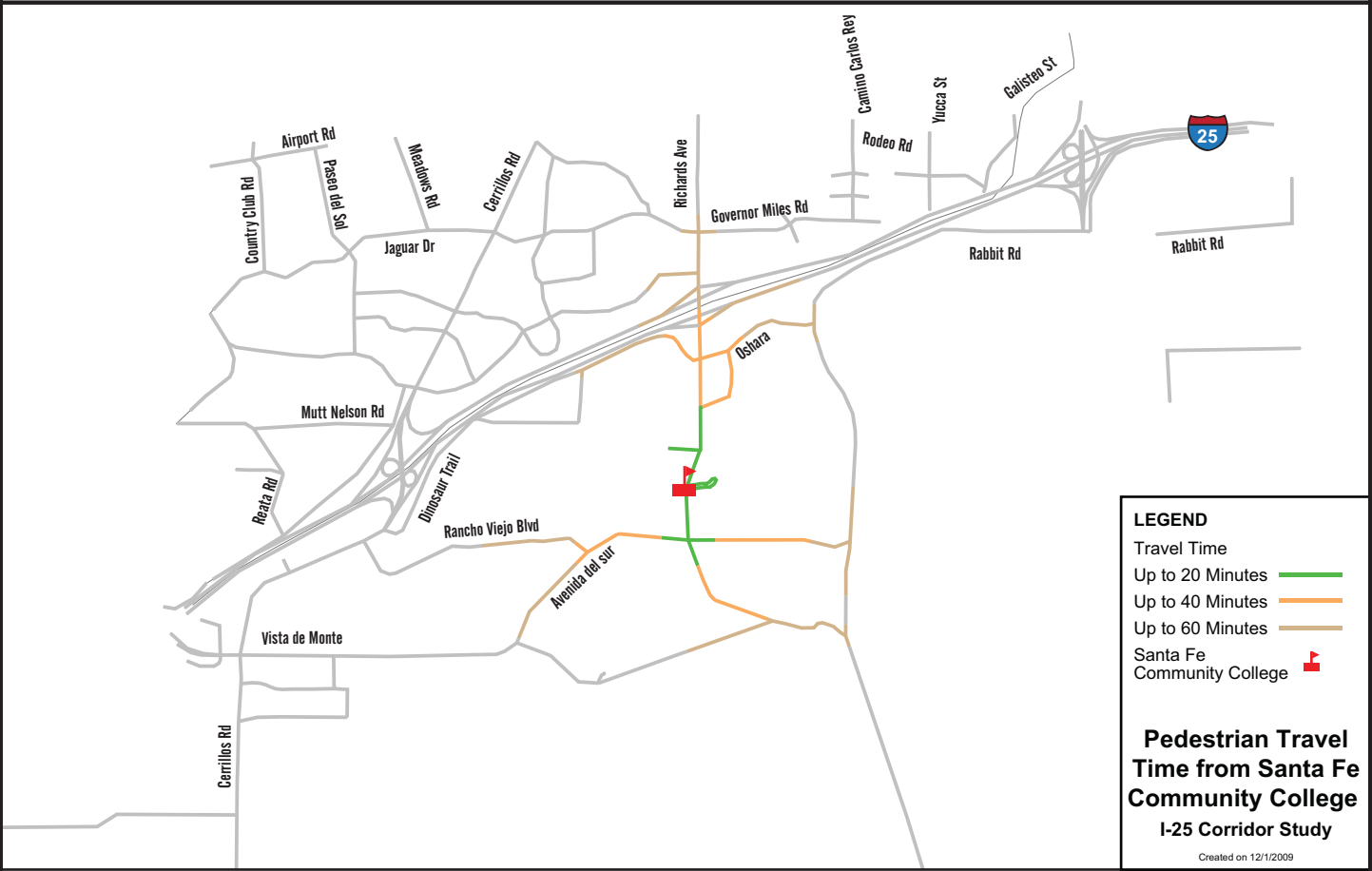
No-Build Scenario



Scenario 1 (all proposed improvement concepts)



Scenario 2 (proposed improvement concepts, without the new Richards interchange)



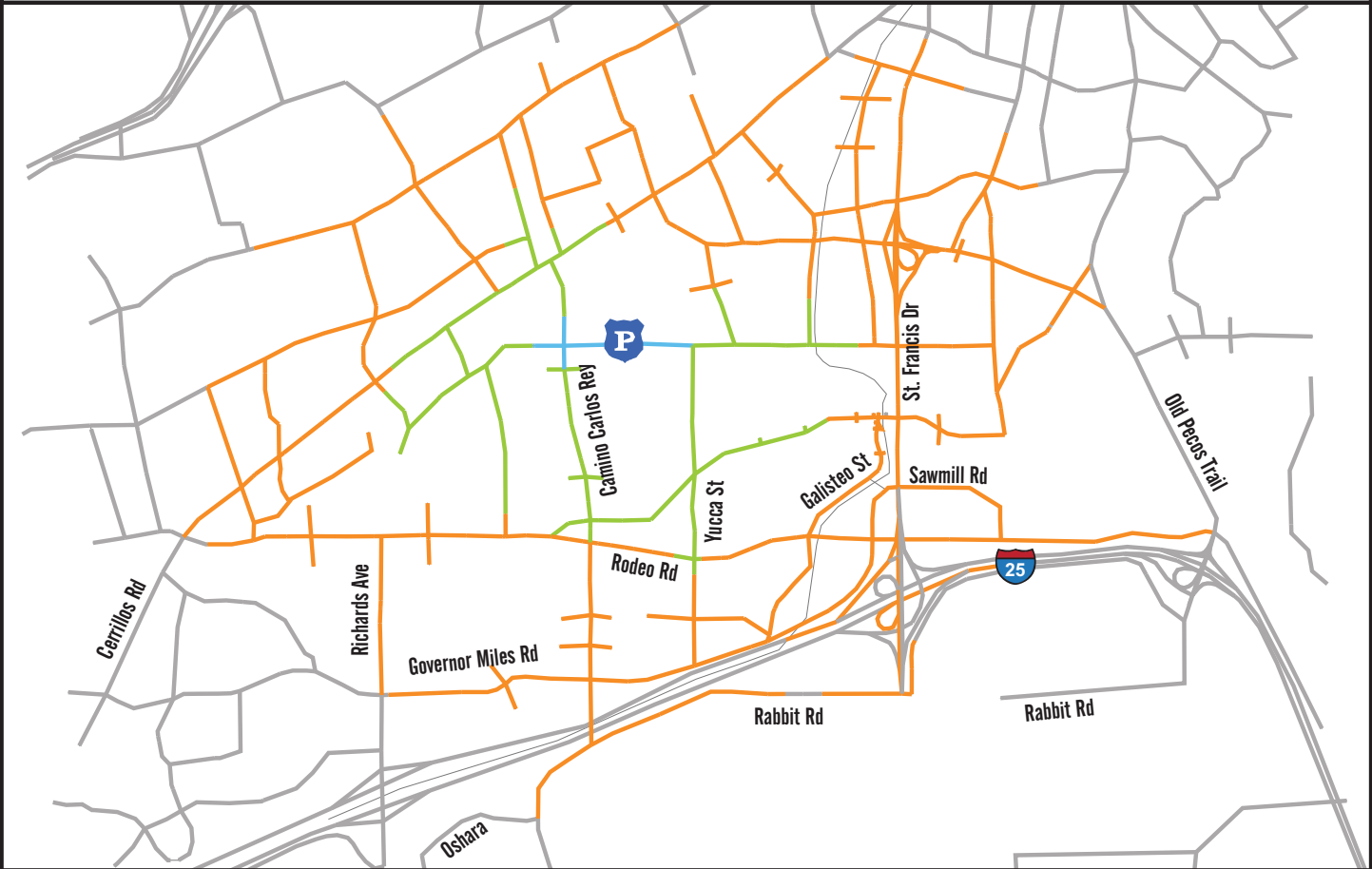
Scenario 7 (proposed improvement concepts, without the new system connections)

LEGEND
Travel Time
Up to 20 Minutes —
Up to 40 Minutes —
Up to 60 Minutes —
Santa Fe Community College ■

Pedestrian Travel Time from Santa Fe Community College
I-25 Corridor Study
Created on 12/1/2009



No-Build Scenario



Scenario 1 (all proposed improvement concepts)

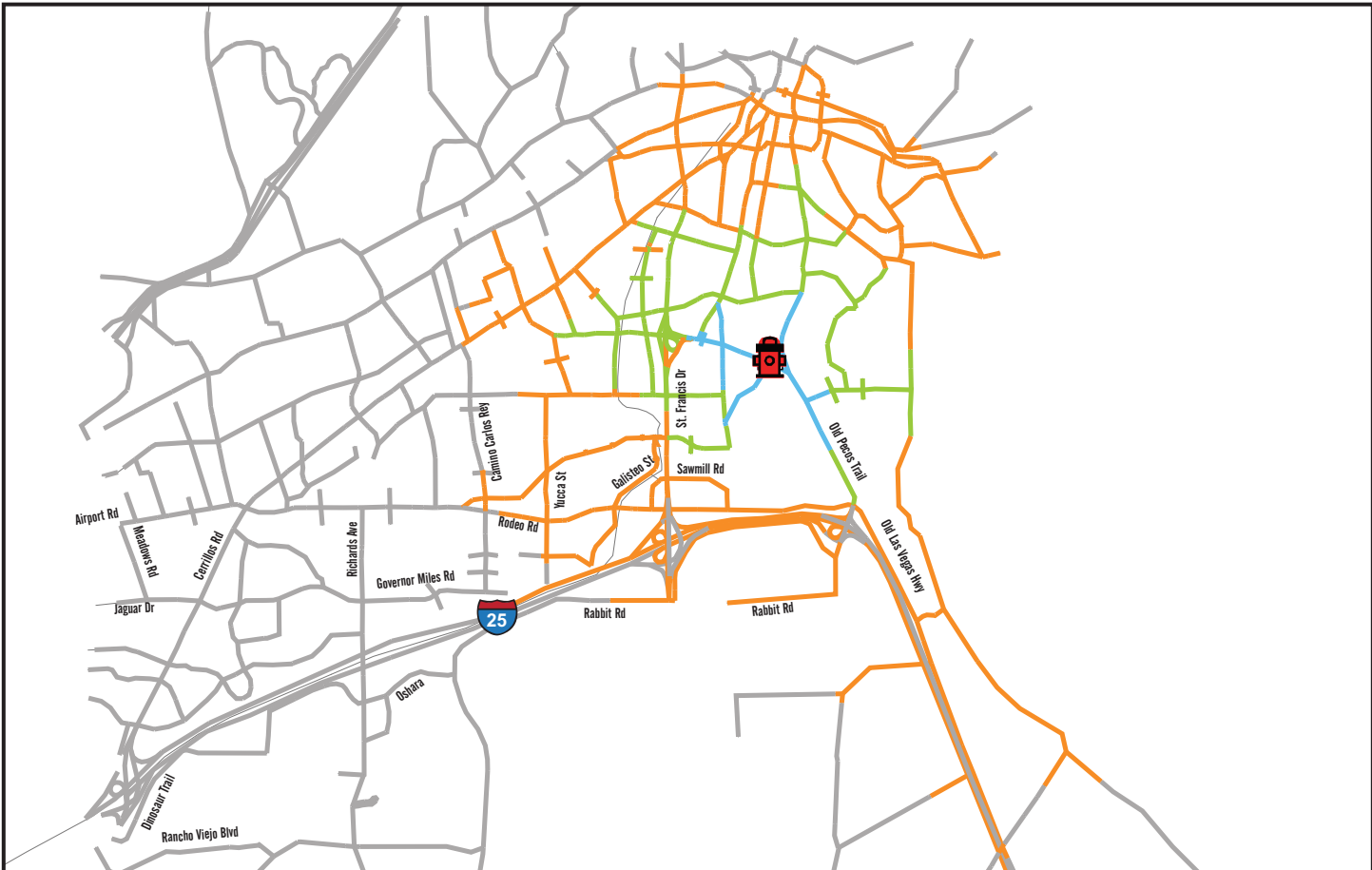
TB050209003LAS



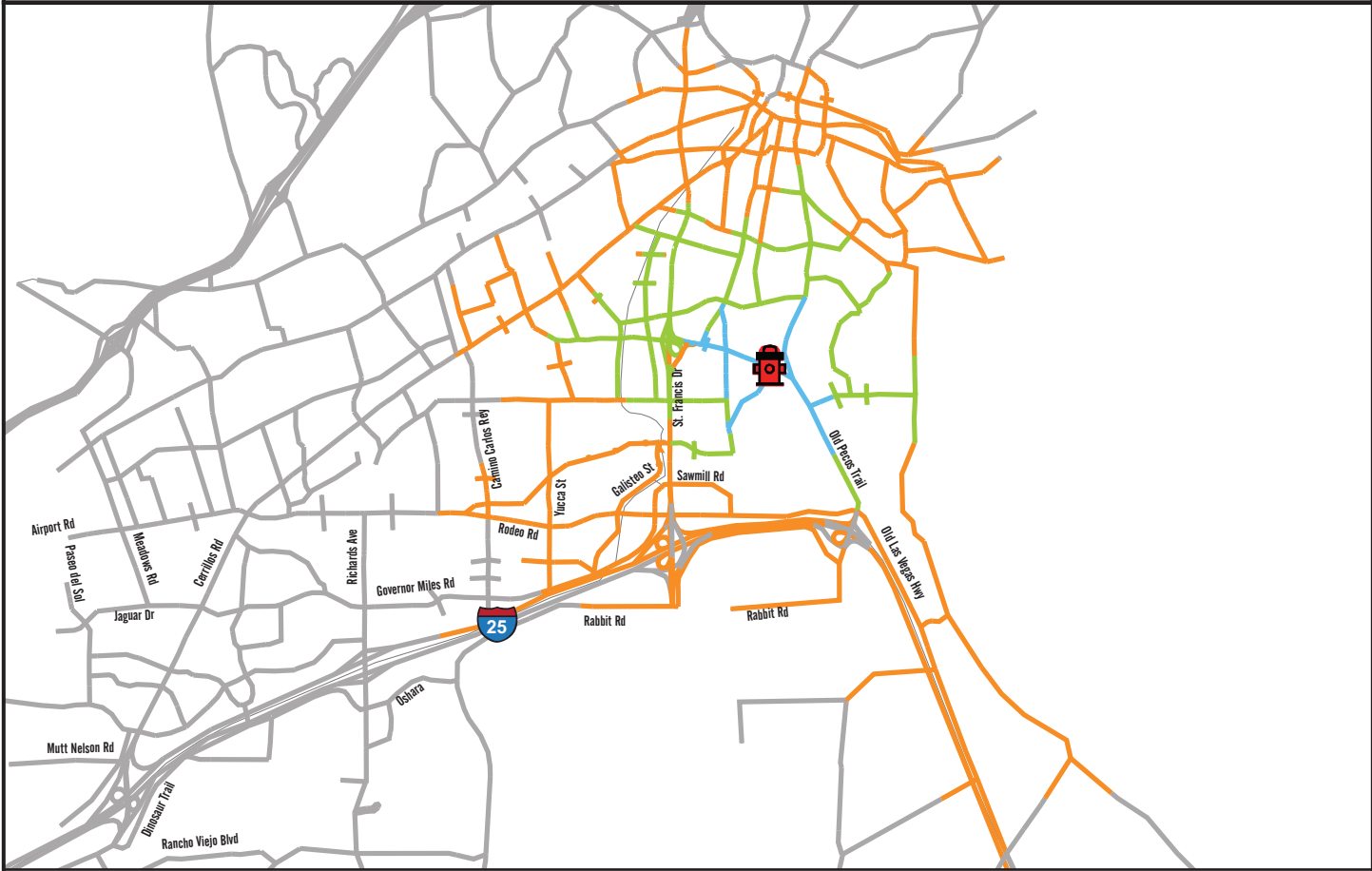
Scenario 2 (proposed improvement concepts, without the new Richards interchange)



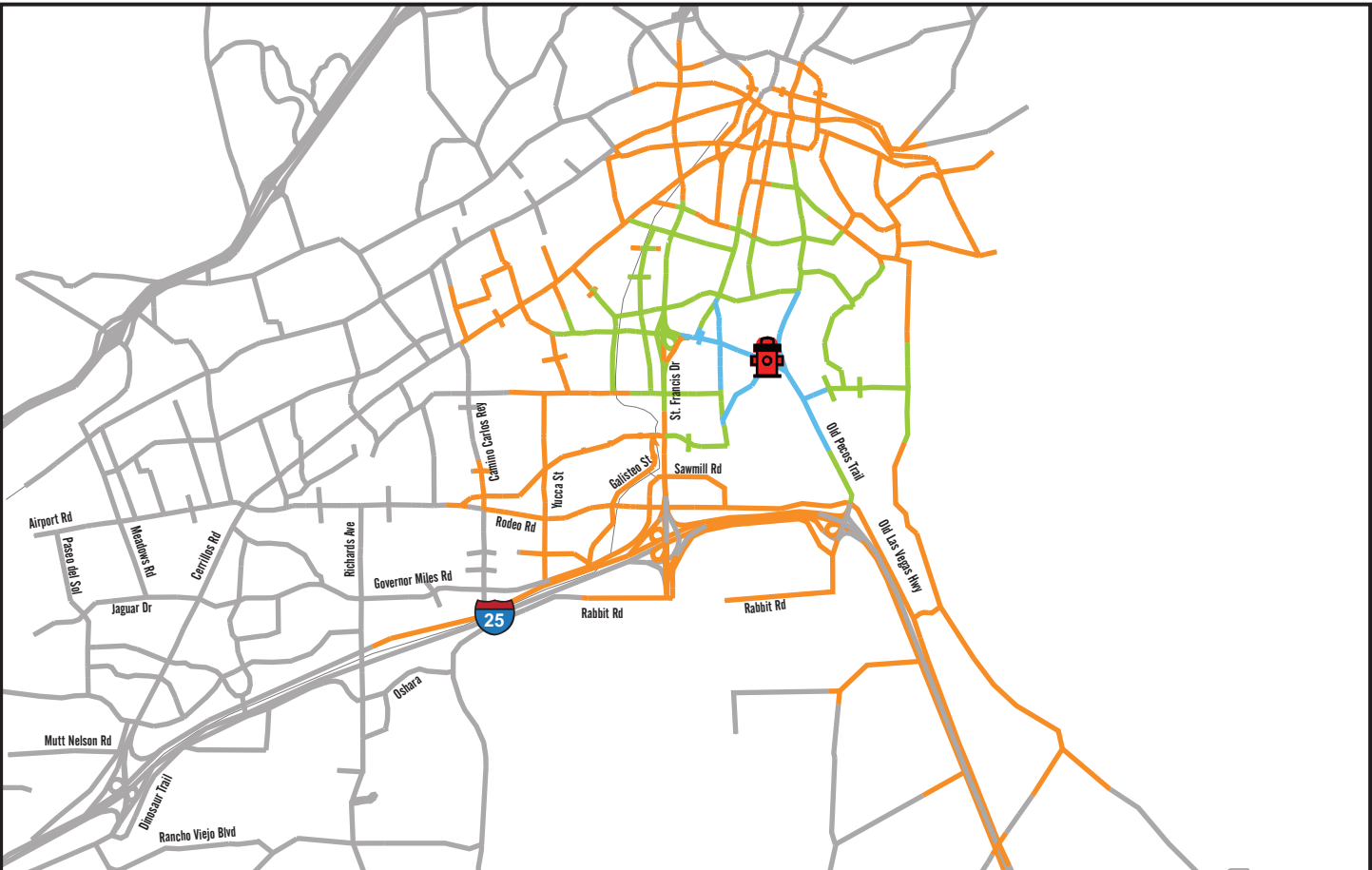
Scenario 7 (proposed improvement concepts, without the new system connections)



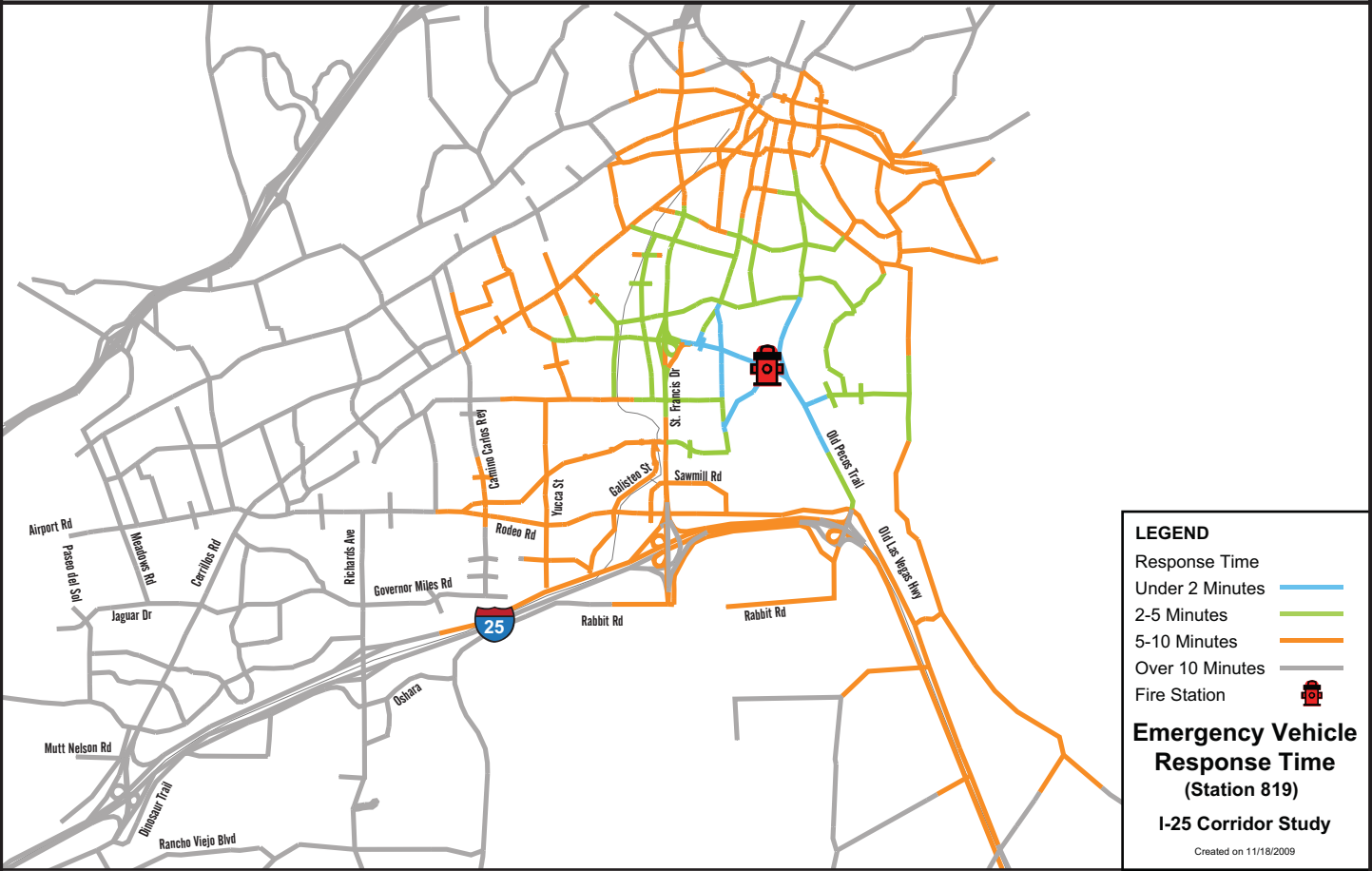
No-Build Scenario



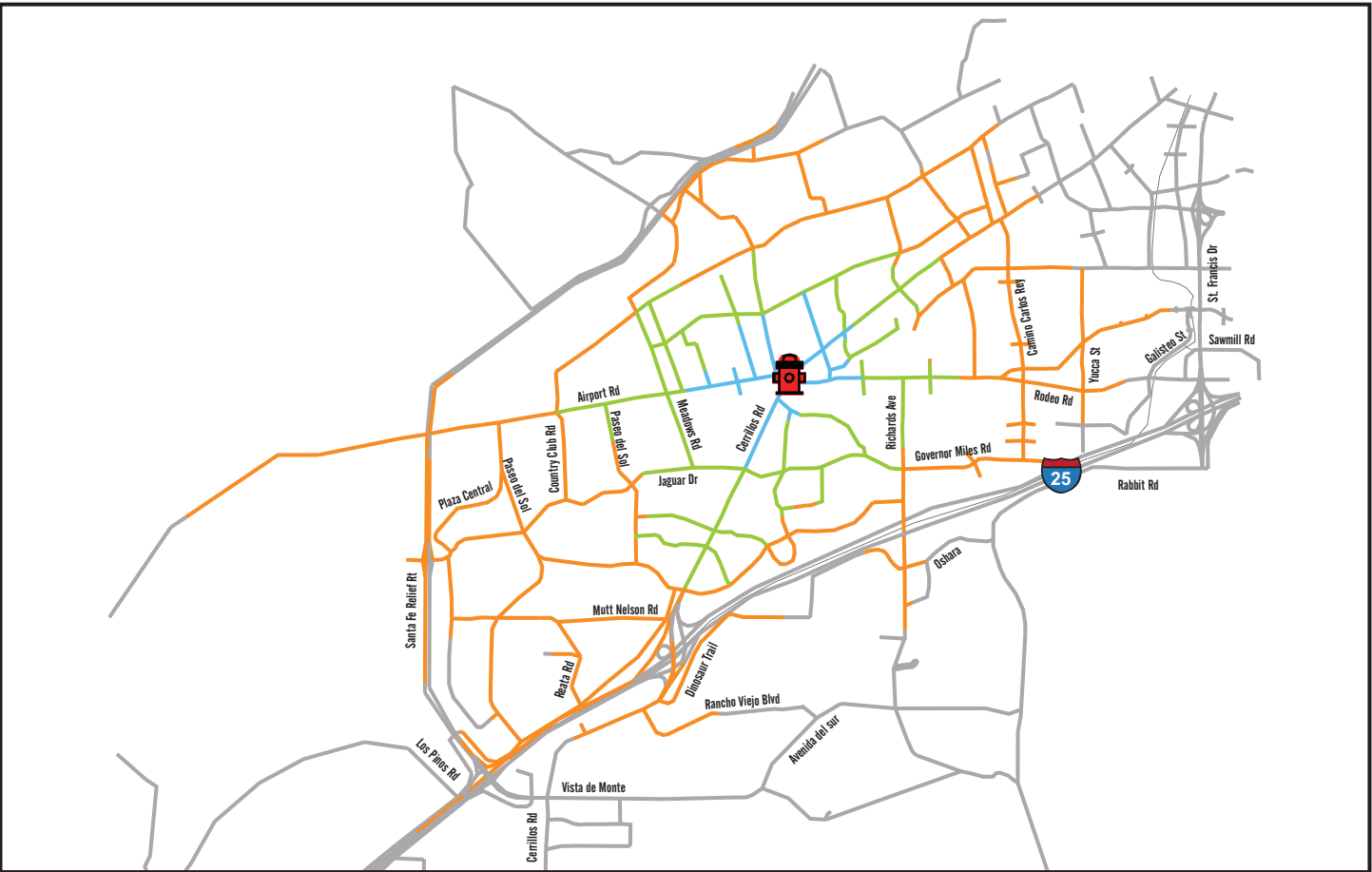
Scenario 1 (all proposed improvement concepts)



Scenario 2 (proposed improvement concepts, without the new Richards interchange)



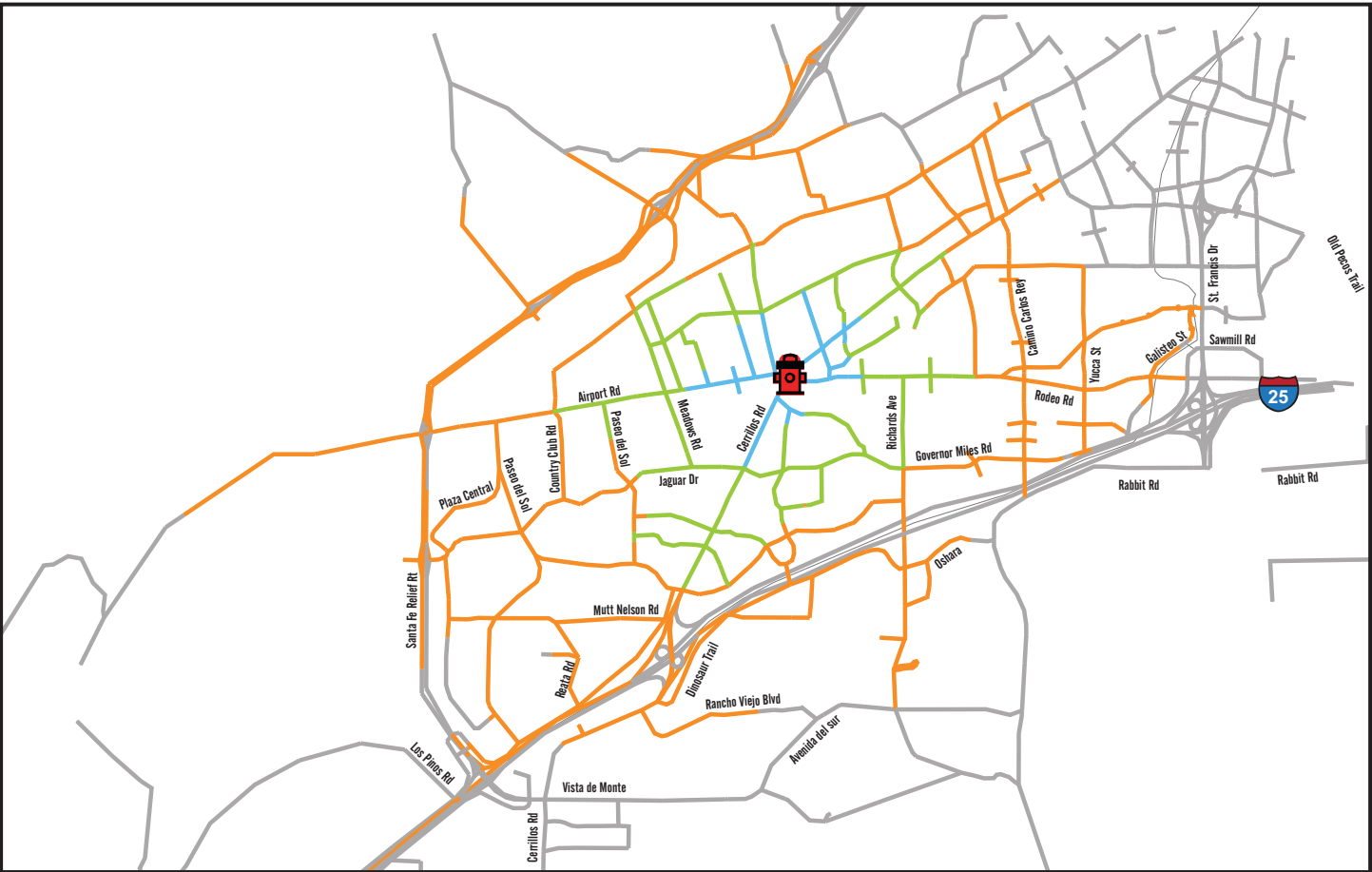
Scenario 7 (proposed improvement concepts, without the new system connections)



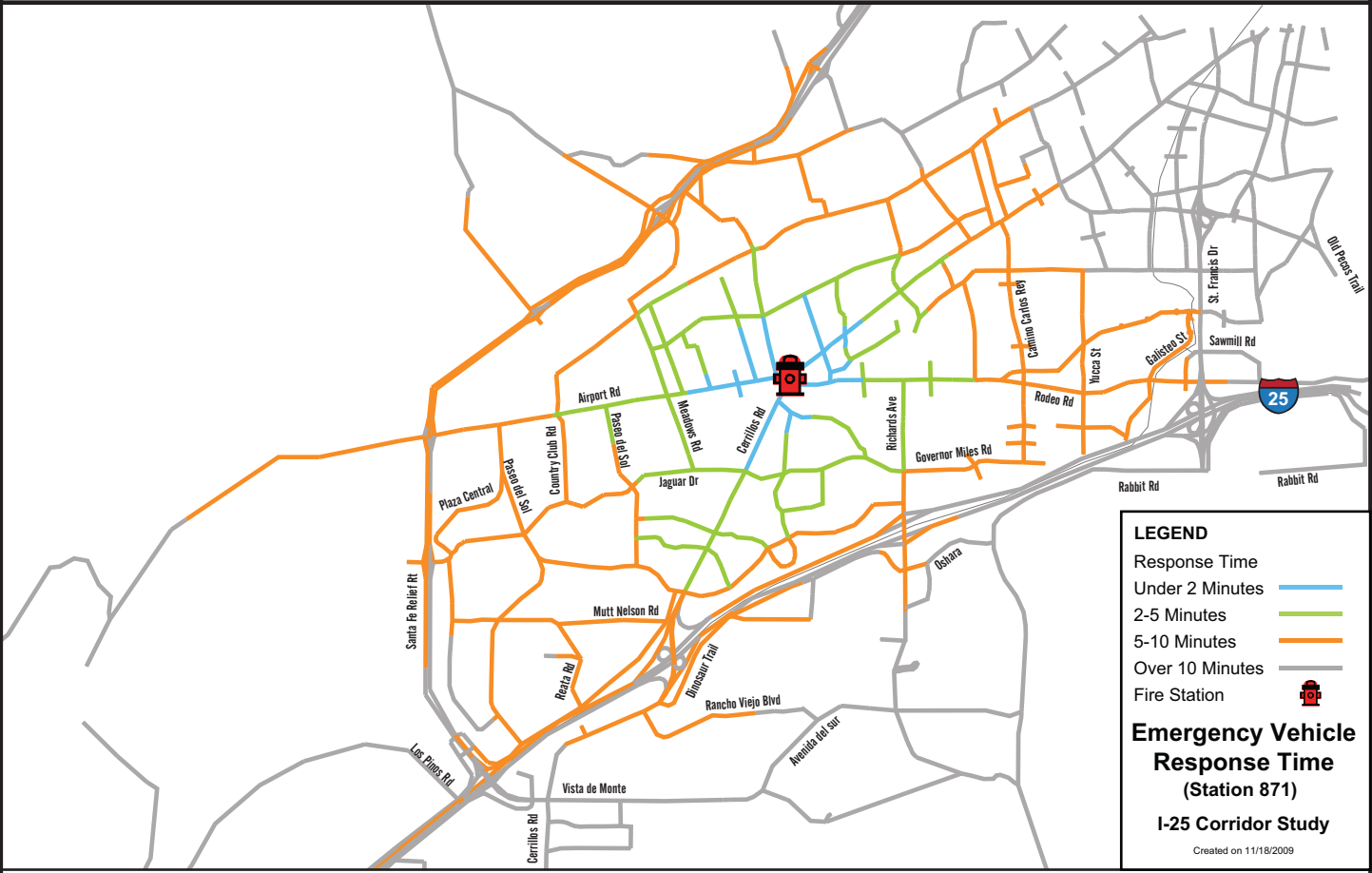
No-Build Scenario



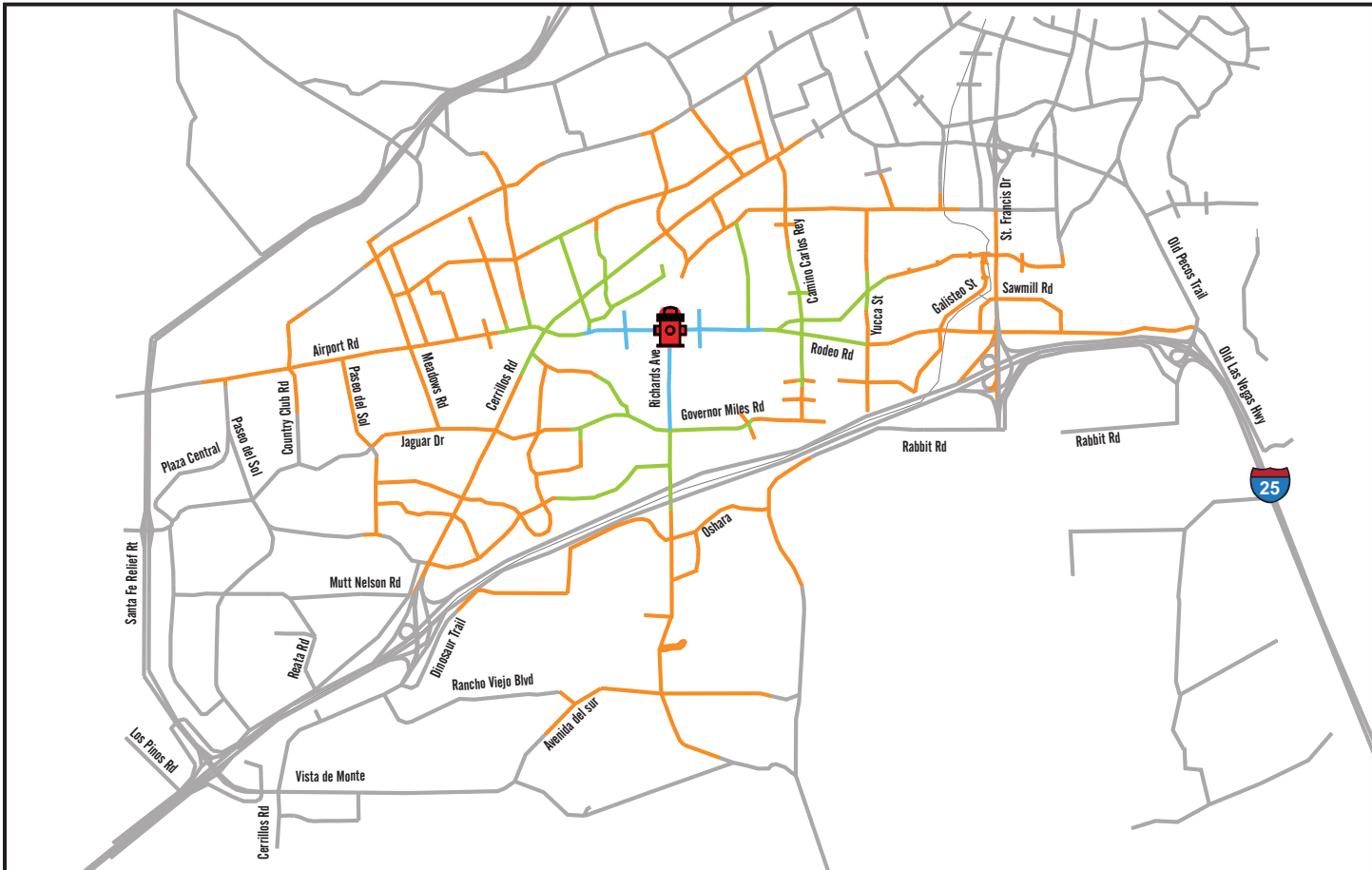
Scenario 1 (all proposed improvement concepts)



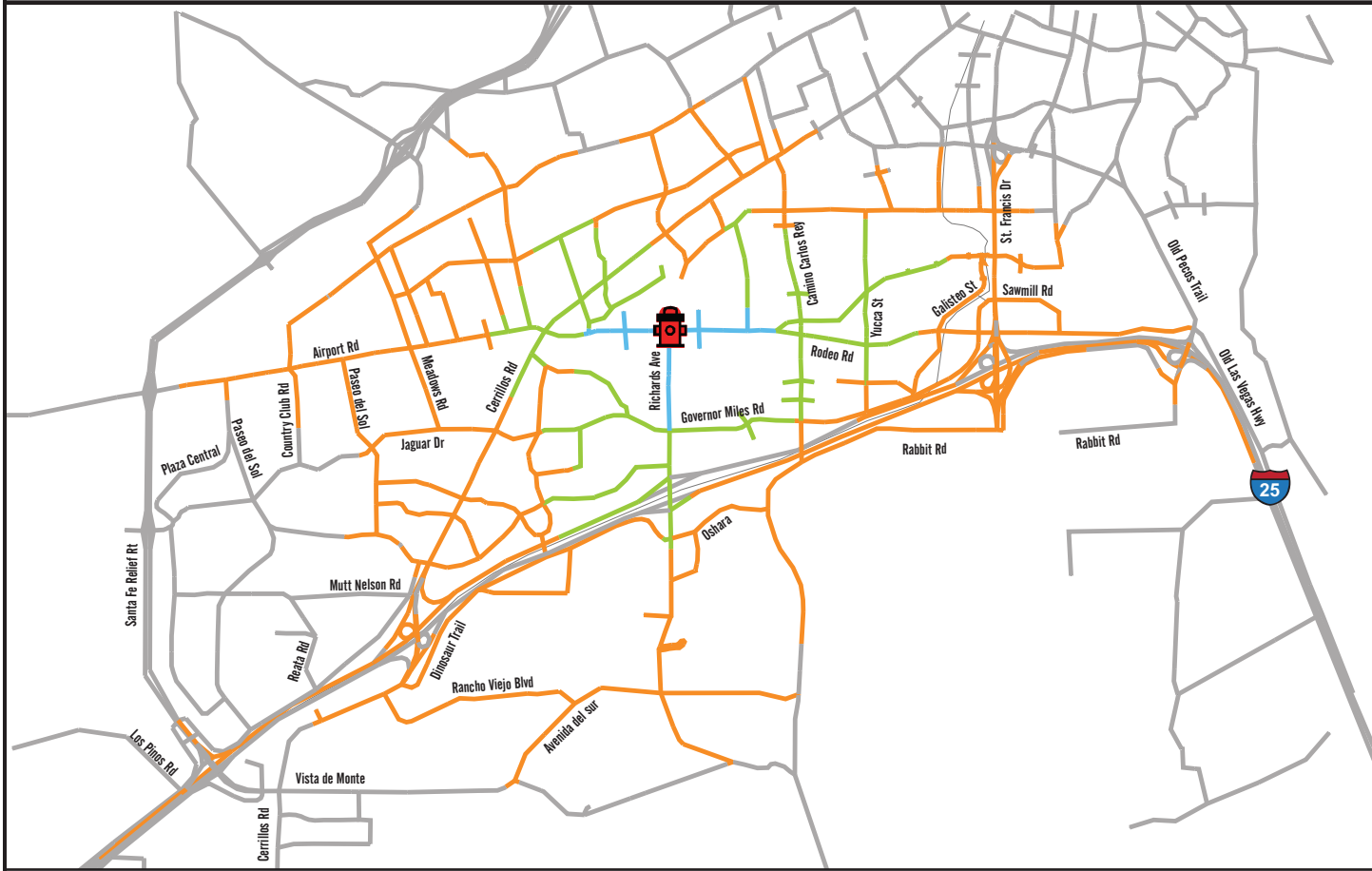
Scenario 2 (proposed improvement concepts, without the new Richards interchange)



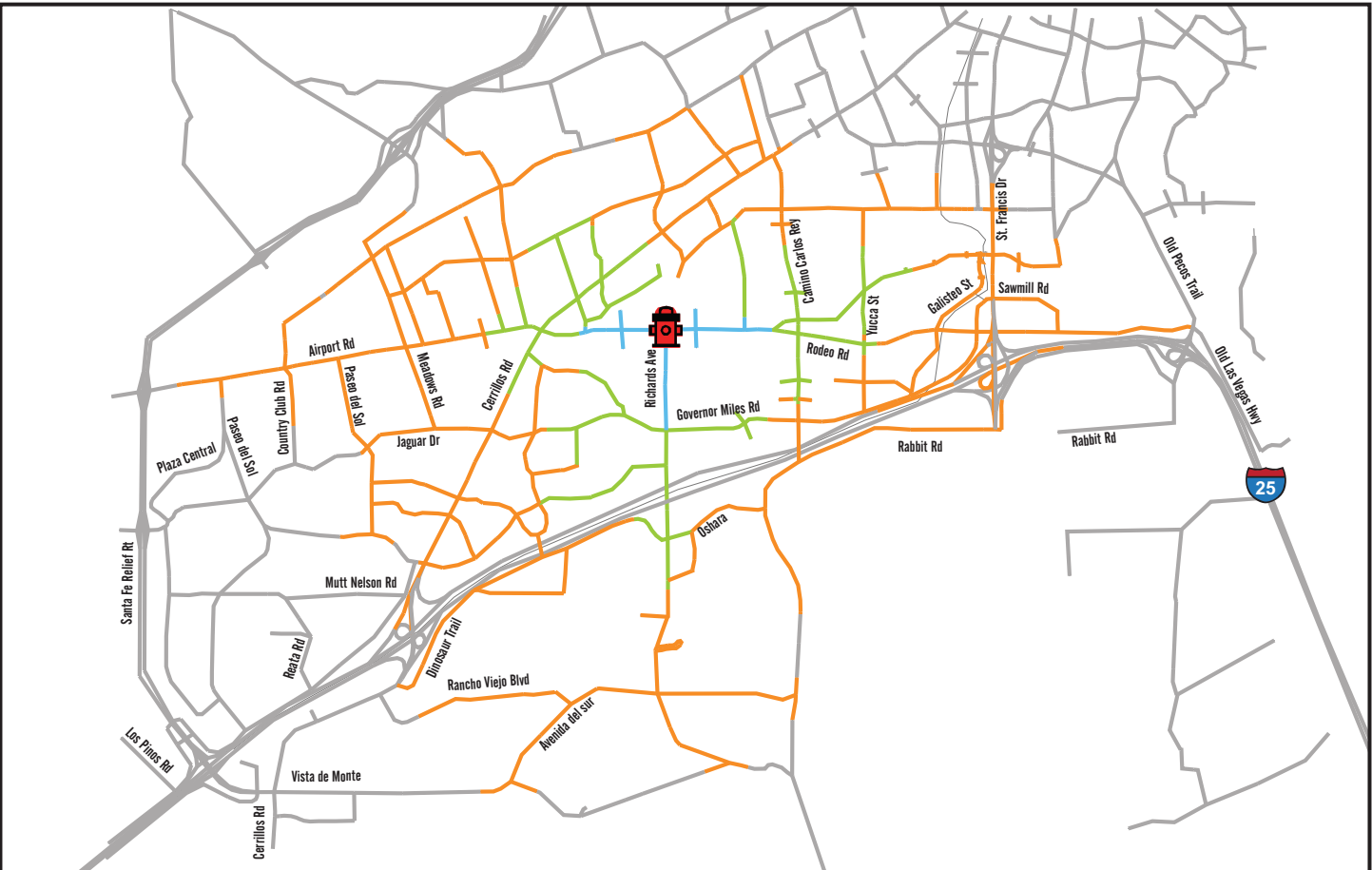
Scenario 7 (proposed improvement concepts, without the new system connections)



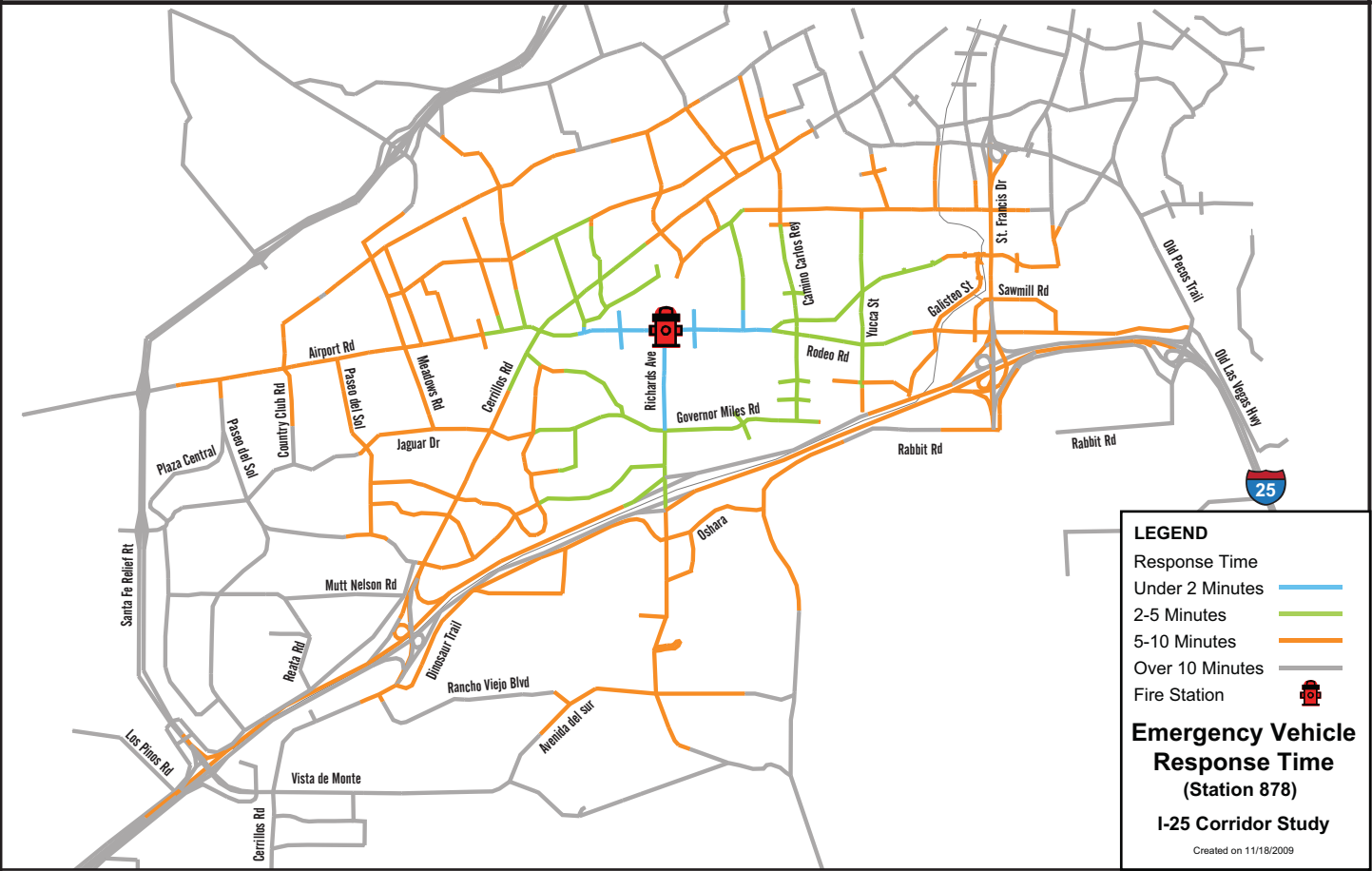
No-Build Scenario



Scenario 1 (all proposed improvement concepts)



Scenario 2 (proposed improvement concepts, without the new Richards interchange)



Scenario 7 (proposed improvement concepts, without the new system connections)

LEGEND

Response Time

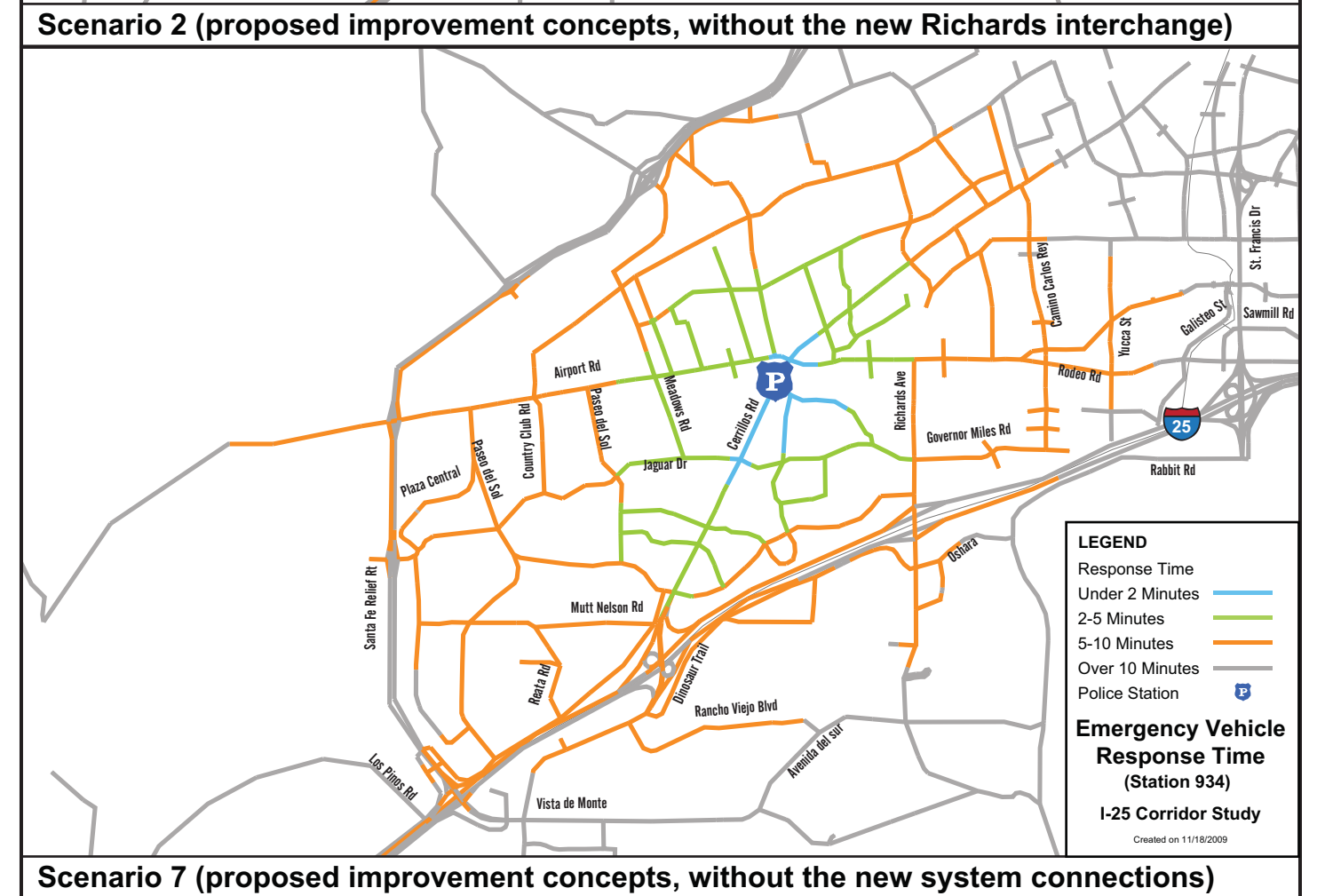
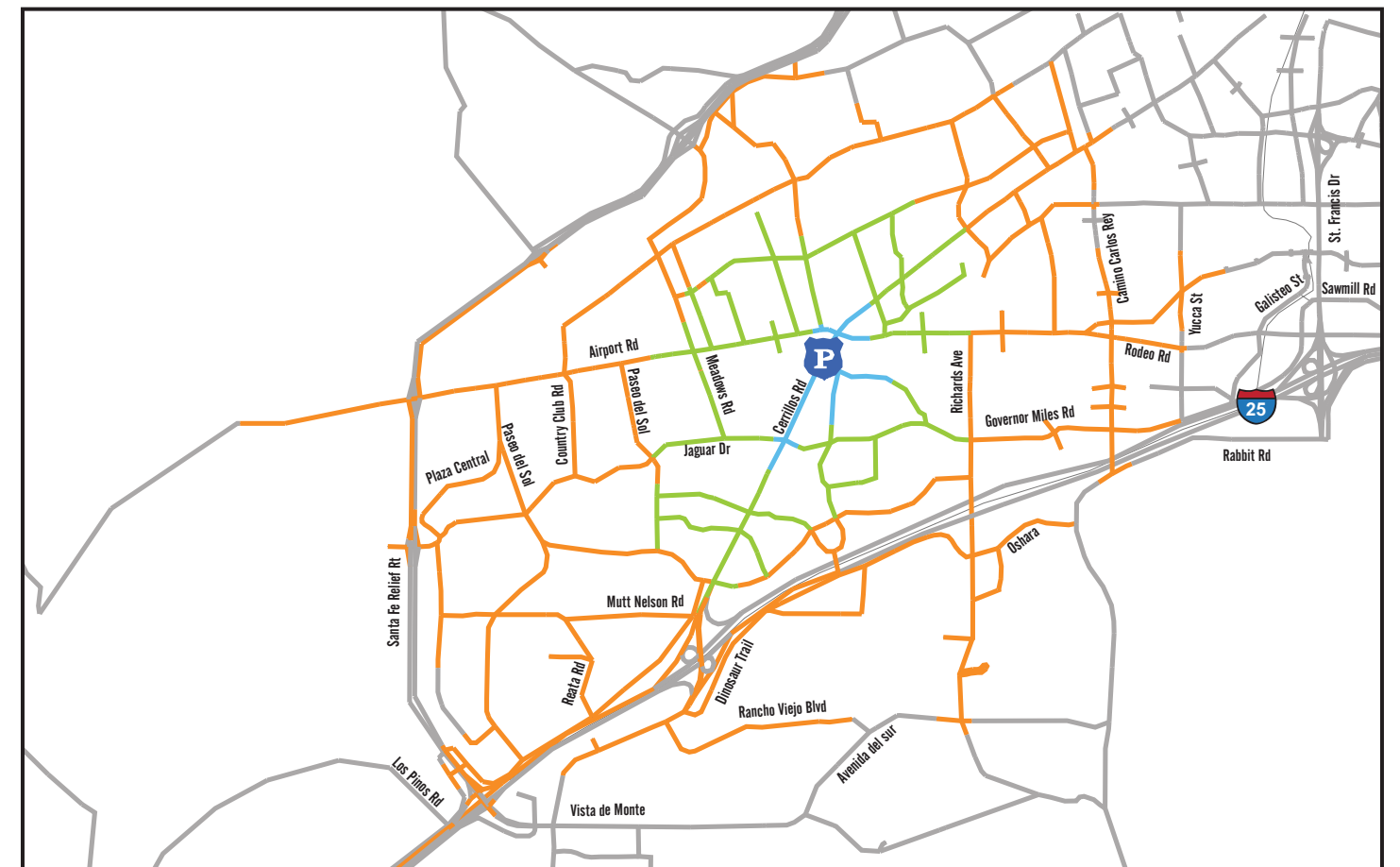
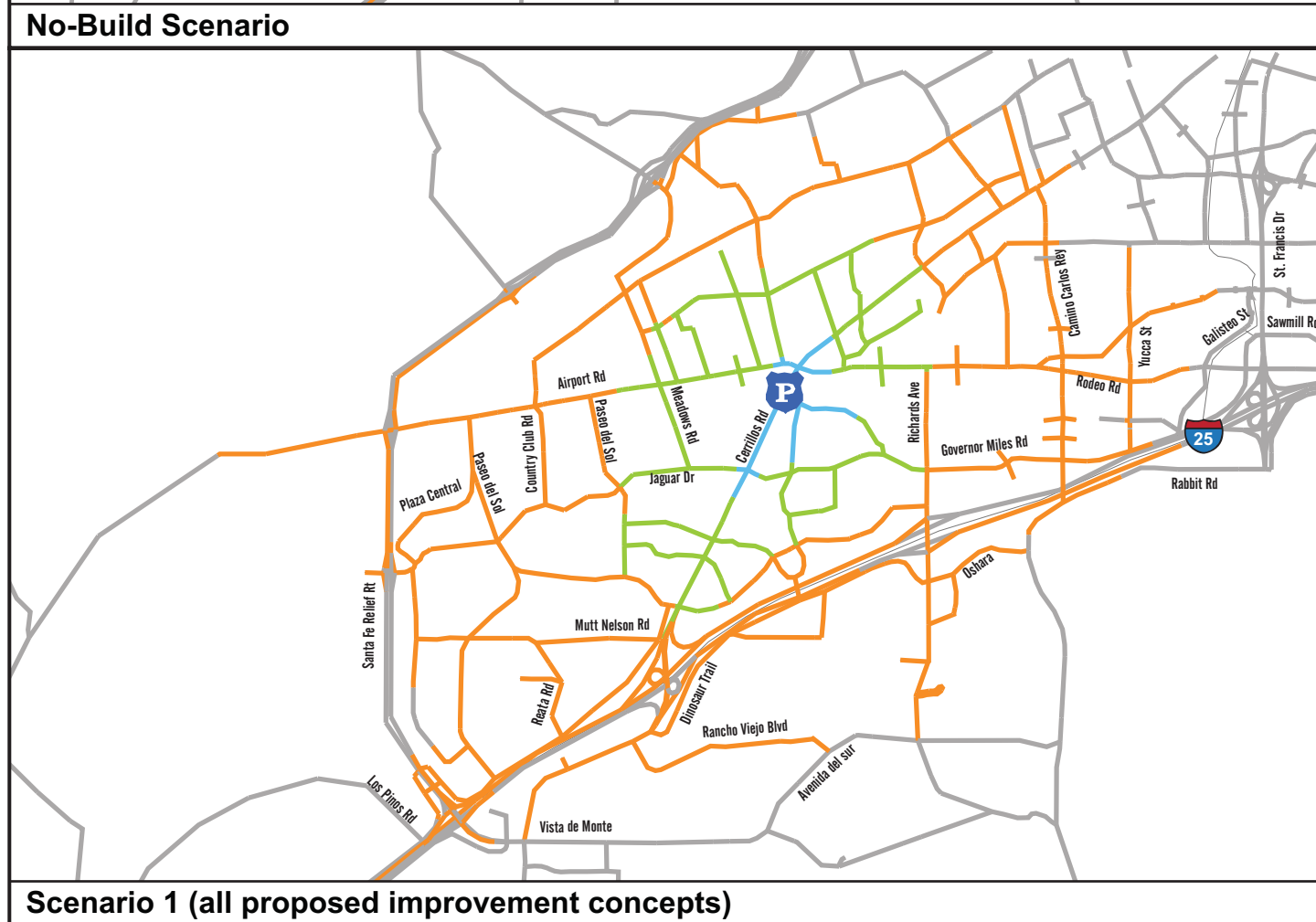
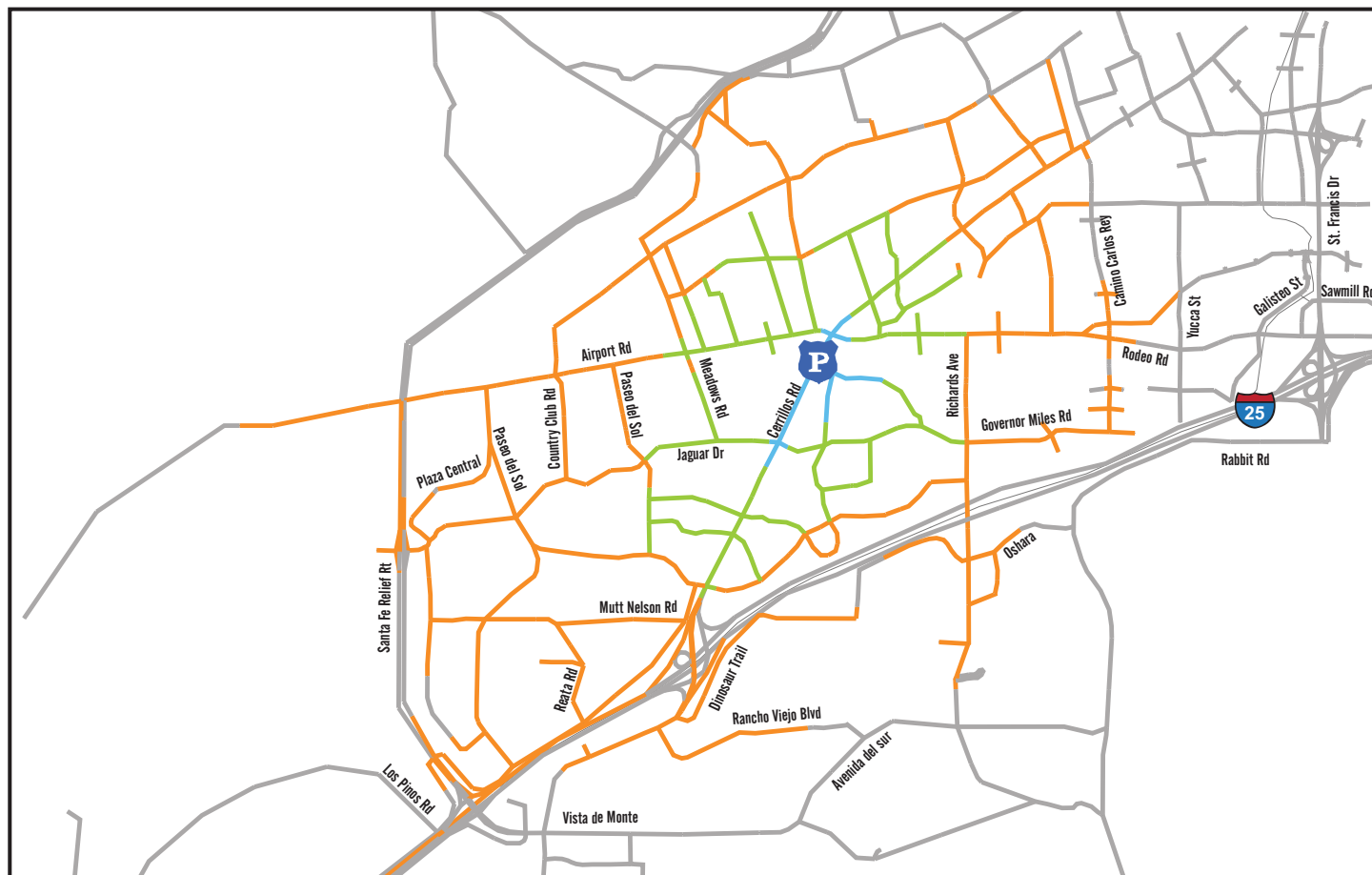
- Under 2 Minutes
- 2-5 Minutes
- 5-10 Minutes
- Over 10 Minutes

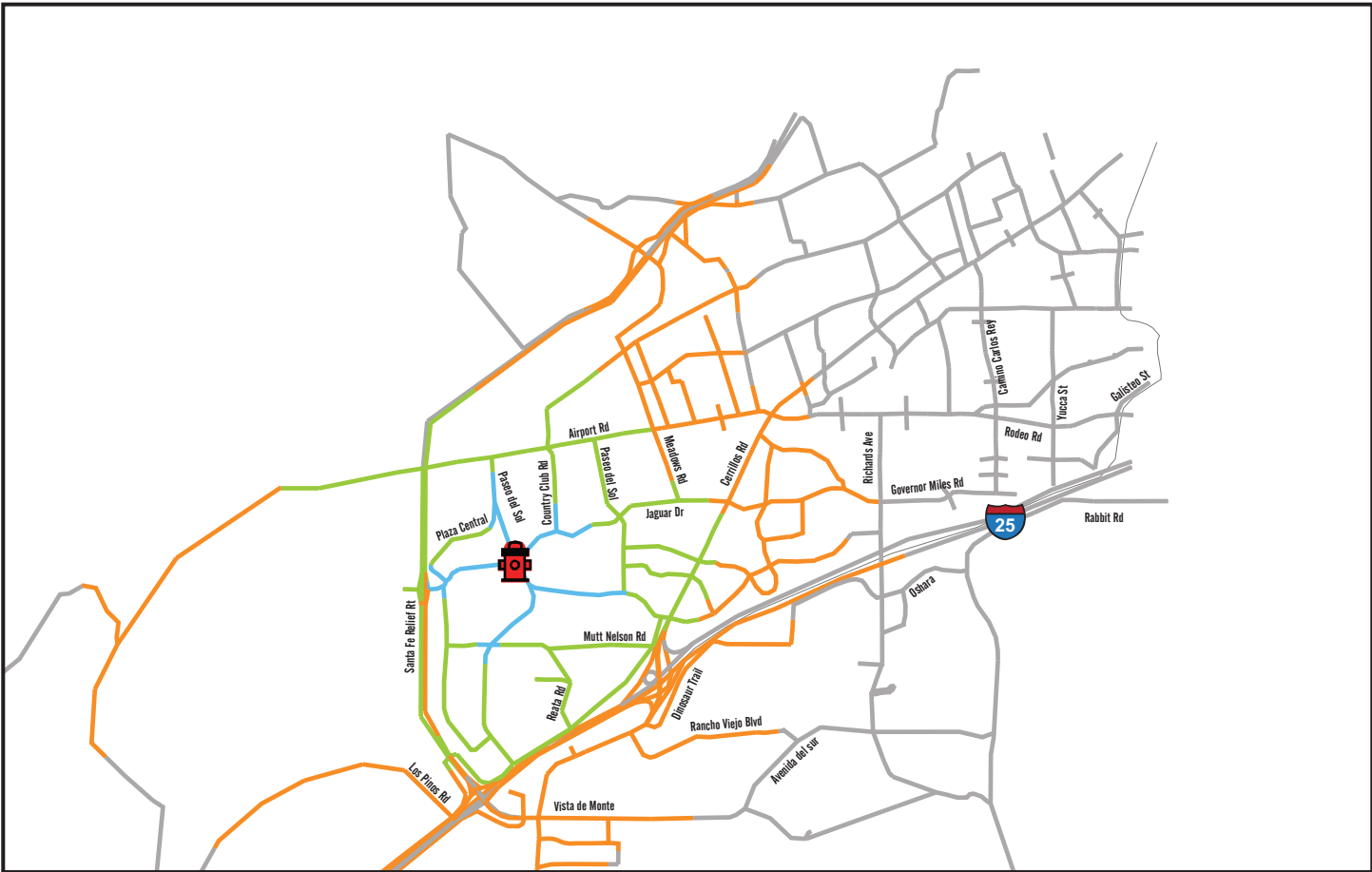
Fire Station

Emergency Vehicle Response Time
(Station 878)

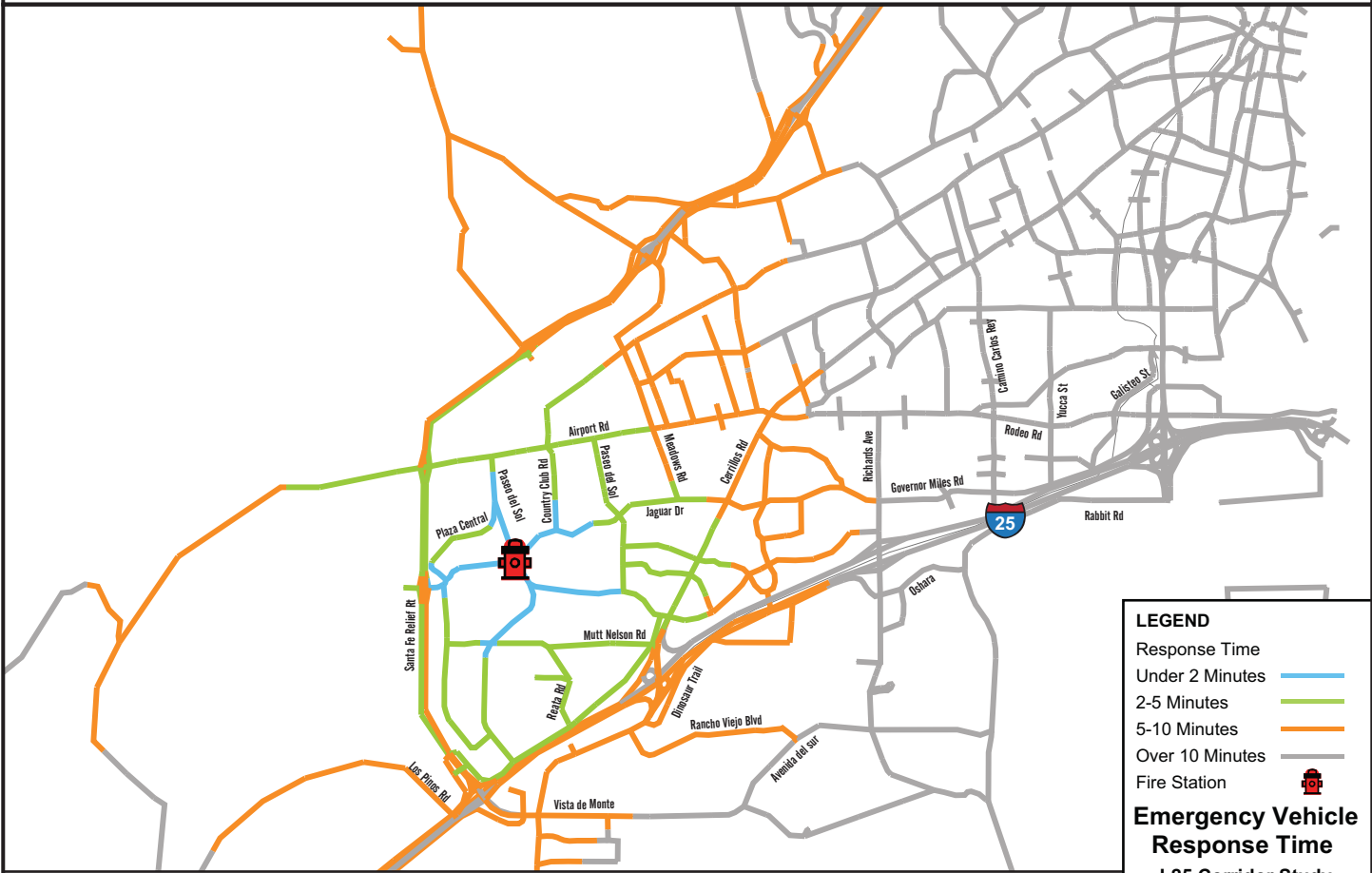
I-25 Corridor Study

Created on 11/18/2009

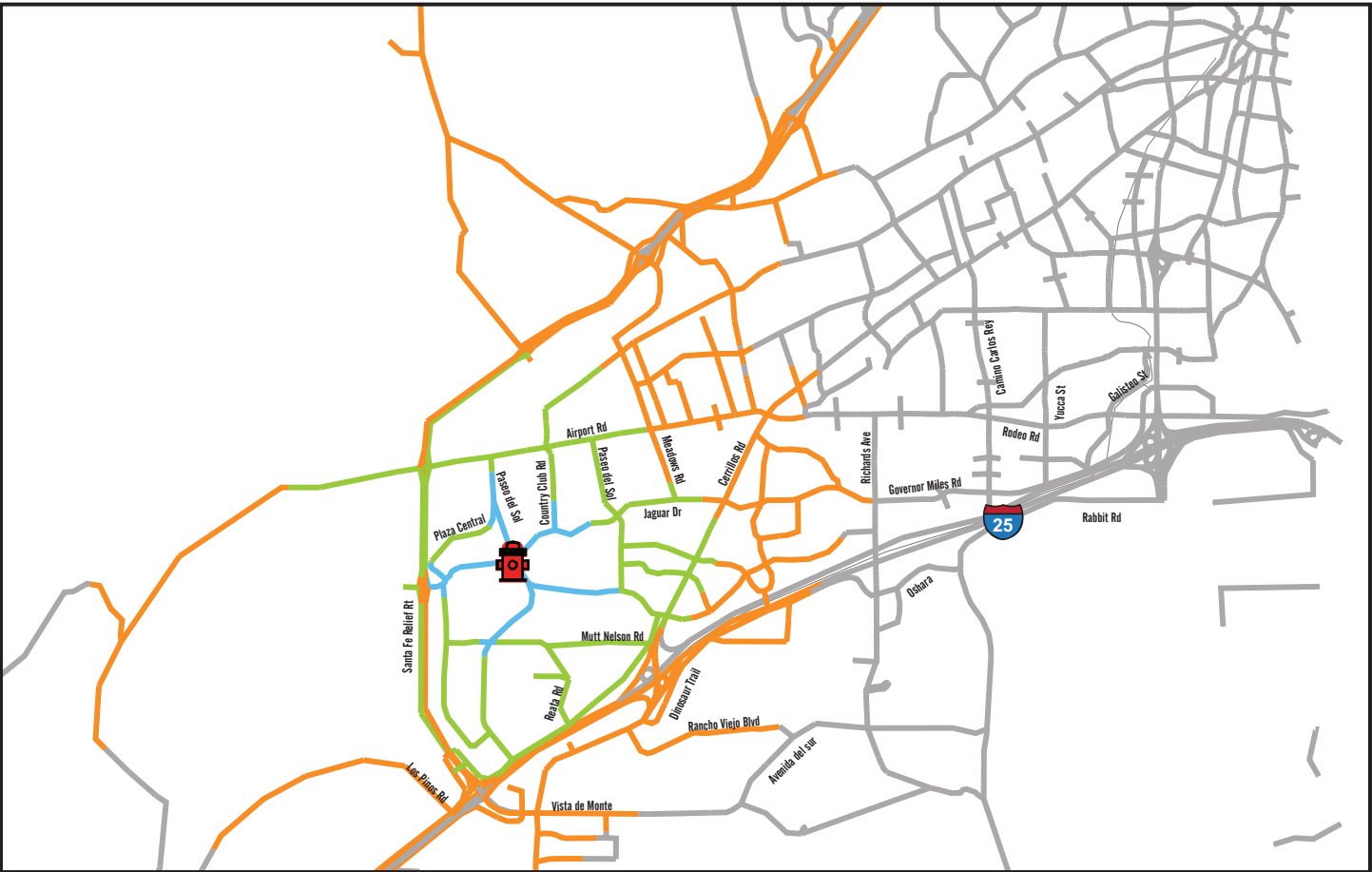




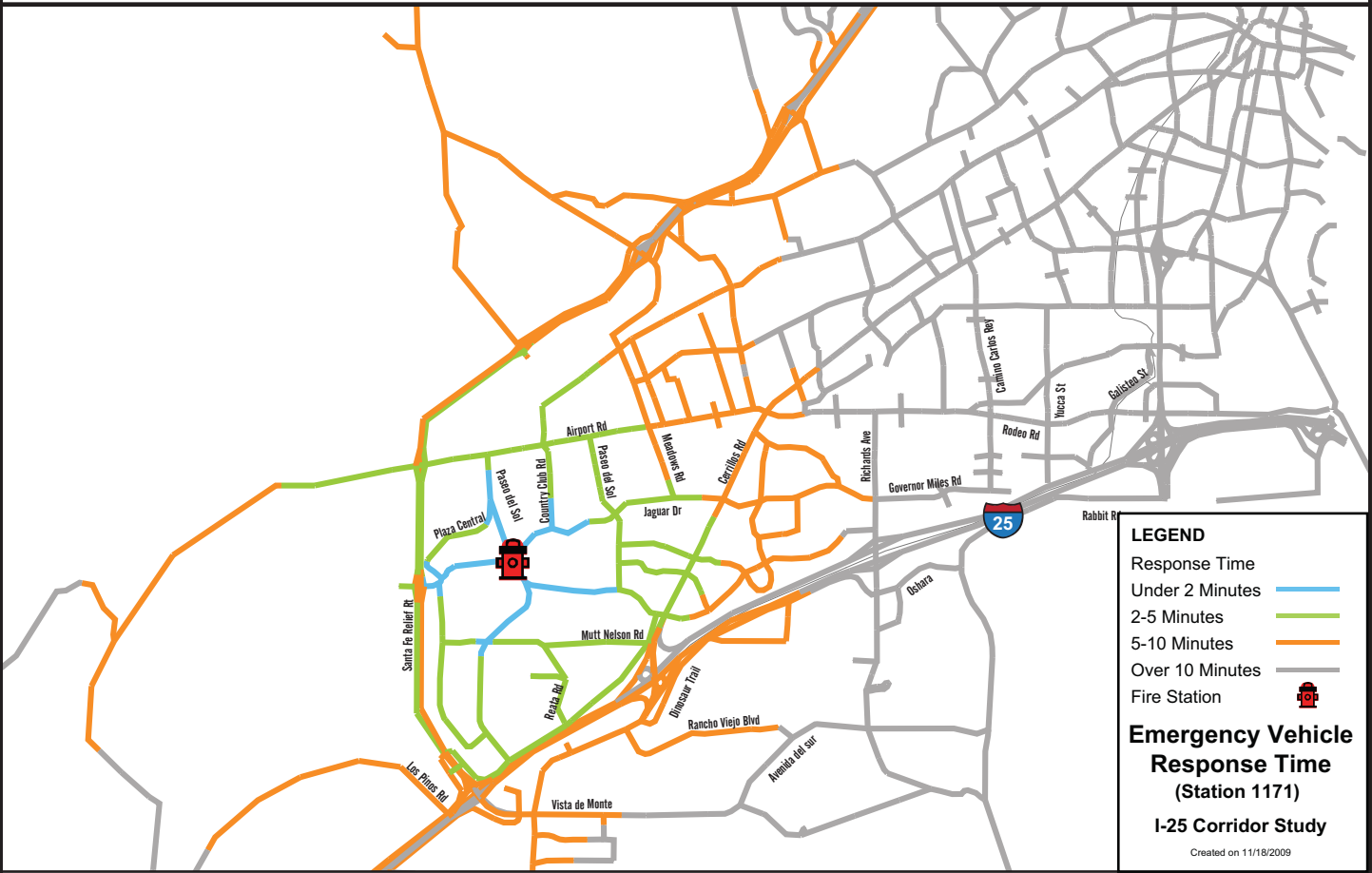
No-Build Scenario



Scenario 1 (all proposed improvement concepts)



Scenario 2 (proposed improvement concepts, without the new Richards interchange)



Scenario 7 (proposed improvement concepts, without the new system connections)

