Purpose

Colfax Corridor Connections is a study of potential long-term mobility improvements along the East Colfax Corridor. The study will identify and provide a package of multi-modal transportation improvements over the next 25 years in the study area that:

- Meet current and future person-trip demand
- Help mitigate congestion
- Improve mobility, connectivity, safety, accessibility, & economic viability
- Encourage a shift of auto trips to alternative modes
- Interact seamlessly, efficiently, and safely with other transportation corridors, systems, and modes in a fiscally sustainable manner

Need

- East of Interstate I-25, Colfax Avenue is one of the highest traveled east-west transportation routes.
- During the peak hours, some intersections exceed capacity causing traffic congestion and travel delay.
- The number of person-trips in the East Colfax Corridor is expected to increase 20% - 30% by 2035, making the need to address mobility for all modes of transportation critical to improving safety, livability, long-term economic viability, and mobility, in a fiscally sustainable manner for existing and future users in the study area.

Why Enhanced Transit on Colfax?

DEMAND: Colfax Avenue has the highest bus ridership of all RTD routes with nearly 7 million annual boardings - over 22,000 per weekday.

ACCESS/DESTINATIONS: Provides access to nearly 280,000 jobs while serving Downtown, Auraria Campus, Anschutz Medical Campus, and nearly 50 schools.

CONNECTIONS: Provides access to 3 RTD rail stations and 16 current bus routes.

TIME SAVINGS: Enhanced Transit can save up to 12 minutes of travel time from Anschutz to Auraria.

RESIDENTS: Over 53,000 households and 107,000 people are located within the study area.

SAFETY: Enhanced Transit improves safety through improved lighting, ADA ramps, shelters, and security features.

INVESTMENT: Enhanced Transit increases investment by attracting new residential and commercial development.

Study Boundary

Study Information Sheet - August 14, 2014

Stay Involved

For more information about this project and to stay involved in the public outreach process, please go to the following web address:

WWW.COLFAXCORRIDORCONNECTIONS.COM

Schedule

Alternatives Analysis | Summer-Fall 2014
Environmental Analysis + Conceptual Engineering | Fall 2014 - Spring 2015
Detailed Design | TBD - Contingent upon funding
Exclusive Lanes utilize the existing outside travel lane in each direction for transit-only during the peak hours (i.e. 6-9 a.m. & 3-6 p.m.). Right-turns from the exclusive lanes and access to/from parking will still be permitted similar to the exclusive transit-only lanes along Broadway/Lincoln in Downtown Denver.

### Alternatives

**BUS RAPID TRANSIT**  
Limited Stop Service

- 43,100
- 10 minutes faster
- Yes
- $21.1 Million
- $115 Million
- $124M-$346M
- 1.1 - 3.0

**MODERN STREETCAR**  
Local Stop Service

- 41,800
- 8 min faster
- No
- $32.2 Million
- $450 Million
- $275M-$664M
- 0.6 - 1.5

**ENHANCED BUS**  
Limited Stop Service

- 45,100
- 12 min faster
- Yes
- $25.5 Million
- $400 Million
- $275M-$664M
- 0.7 - 1.7

Based on the results of the project analysis, Bus Rapid Transit (BRT) in exclusive lanes (peak hours) was ranked the highest of all alternatives analyzed and is recommended as the Preliminary Locally Preferred Alternative. BRT met the purpose and need of the project including, but not limited to, current and future person trip demand, improved mobility and connectivity, and encouragement of use of alternative modes.

### Potential BRT Vehicle

- Improved boarding with multiple boarding doors and low floors.
- Stylized buses that carry more passengers and can run on alt. fuels or hybrid technology.
- Intelligent Transportation Systems (ITS) - Improves service reliability by providing priority for BRT vehicles at intersections.
- Branded buses and stops.
- Stations/Stops with improved rider amenities including shelters and safety improvements.
- Off-board ticketing machine allows for faster service and all-door boarding.
- Increased curb height to better facilitate faster boarding.

### Potential BRT Stop Amenities

- Stylized buses that carry more passengers and can run on alt. fuels or hybrid technology.
- Intelligent Transportation Systems (ITS) - Improves service reliability by providing priority for BRT vehicles at intersections.
- Branded buses and stops.

1. Exclusive Lanes utilize the existing outside travel lane in each direction for transit-only during the peak hours (i.e. 6-9 a.m. & 3-6 p.m.). Right-turns from the exclusive lanes and access to/from parking will still be permitted similar to the exclusive transit-only lanes along Broadway/Lincoln in Downtown Denver.

2. Additional detailed analysis of potential roadway and other impacts within the East Colfax Corridor will be performed during the environmental evaluation phase. The environmental phase will be performed in compliance with the National Environmental Policy Act (NEPA) to identify issues and/or potential mitigation measures associated with the preliminary locally preferred alternative.