



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 with a key direct connection to Civic Center Station.

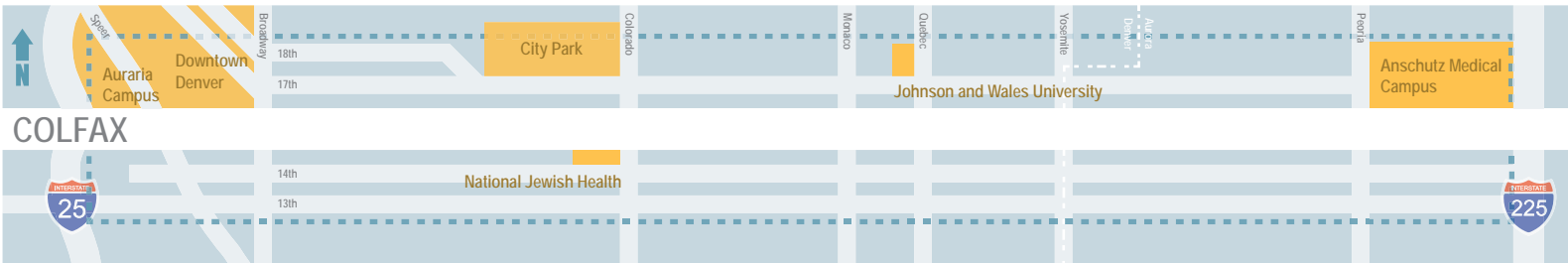
TIME SAVINGS: Enhanced Transit can save up to 12 minutes of travel time from Anschutz to Auraria.

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



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

Mail
City and County of Denver
Public Works - Department 509
201 W. Colfax
Denver, CO 80202

Schedule

Alternatives Analysis

Summer-Fall 2014

Environmental Analysis +
Conceptual Engineering

Fall 2014 - Spring 2016

WE ARE HERE

Final Design

TBD - Contingent upon funding

BUS RAPID TRANSIT



Limited Stop Service

Up to 50,000

26,000

10 minutes faster
(End to end)

\$21 - \$25 Million*

\$125 - \$135 Million*



* Conceptual cost estimate in current 2015 dollars subject to change based on future design.

2035 Daily Ridership w/ project
(Includes Background Bus Service)

2035 Daily Ridership w/o project
(15 and 15L service)

2035 Travel Time Savings
(Improvement over current service)

Annual O&M Cost: Current \$
(Includes Background Bus Service)

Total Capital Cost: Current \$

What is BRT?



Las Vegas MAX BRT

Bus Rapid Transit (BRT) is an enhanced transit option that features upgraded vehicles, enhanced stations and operates in a dedicated transit lane (buses only) wherever possible. Potential vehicle upgrades include recognizable/branded vehicles as well as low-floor and multi-door boarding features that make it easier and faster for all riders, especially those with special needs, to get on and off. Enhanced station amenities would feature real-time passenger information, off-bus ticketing, shelter and safety improvements. The proposed BRT system on Colfax would replace the RTD Route 15L bus services with a more attractive and reliable service that operates every five minutes throughout most of the day. The BRT would also operate in conjunction with the existing RTD Route 15 continuing to provide local bus service.



VanHool ExquiCity 18

Potential BRT Vehicle

Images are meant to demonstrate possible BRT vehicles. Selection of BRT vehicle is not part of this project.

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.

BRT will reduce travel times and provide more reliable and frequent service - giving the rider a more enjoyable experience.

Real-time next bus displays.

Exclusive lanes during peak hours.

Improved boarding with multiple boarding doors and low floors.

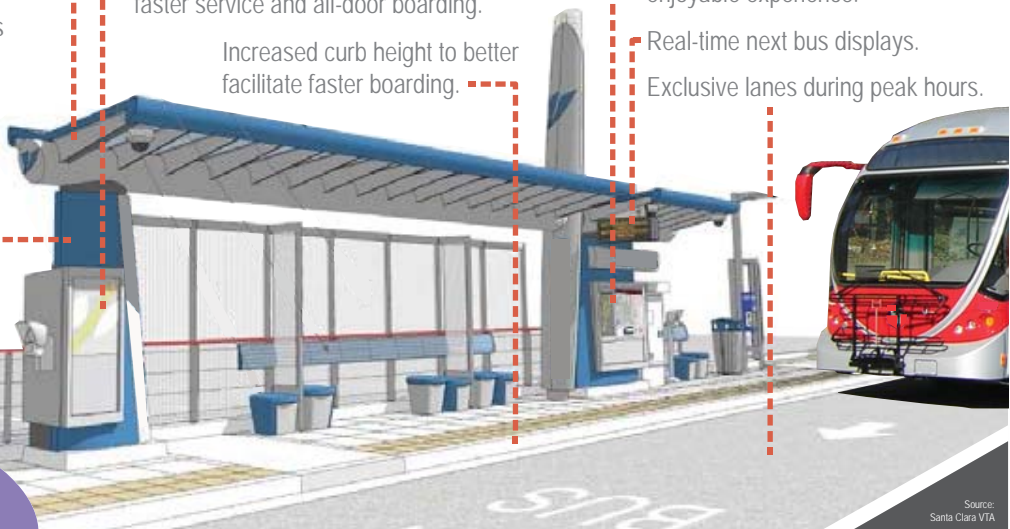
Stylized buses that carry more passengers and can run on alt. fuels or hybrid technology.

Intelligent Transportation Systems (ITS) - Improves service reliability by providing priority for BRT vehicles at intersections.

Branded buses and stops.

Potential BRT Stop Amenities

This BRT stop graphic is meant to demonstrate amenities that are recommended for future implementation. It does not represent actual BRT stop design. Design for stops will occur at a future stage of the project.



Source: Santa Clara VTA

Proposed Exclusive Lane Limits

