

EAST COLFAX BUS RAPID TRANSIT (BRT)

Transportation Report: Executive Summary

May 16, 2023

DENVER'S VISION

Denver aspires to be an equitable, safe, economically diverse and environmentally resilient city of complete neighborhoods and transportation networks. This vision, which was informed by thousands of Denverites, is laid out in Blueprint Denver and in the City's Comprehensive Plan 2040. The same themes are embodied in Denver Moves Everyone, the City's plan for achieving a

transportation vision grounded in equity, mobility, safety, sustainability, community and quality. Key outcomes for achieving this vision include increasing the number of trips taken by transit, reducing crashes, lowering the household transportation cost burden and eliminating greenhouse gas emissions resulting from transportation.



EAST COLFAX BRT: PROJECT OVERVIEW & BENEFITS

Funded in part by the voter-approved Elevate Denver bond, the East Colfax BRT Project is critical to advancing Denver’s transportation vision and ensuring all people can move along East Colfax Avenue in more reliable, safe and sustainable ways.

KEY BRT FEATURES

The project will include the following features.

- **Center-running, bus-only lanes between Broadway and Yosemite Street**
- **Frequent and consistent bus arrivals**
- **Platforms with level boarding**
- **Off-board fare payment**
- **Multi-door boarding**

The project will also include streetscape enhancements and improved pedestrian and bicycle

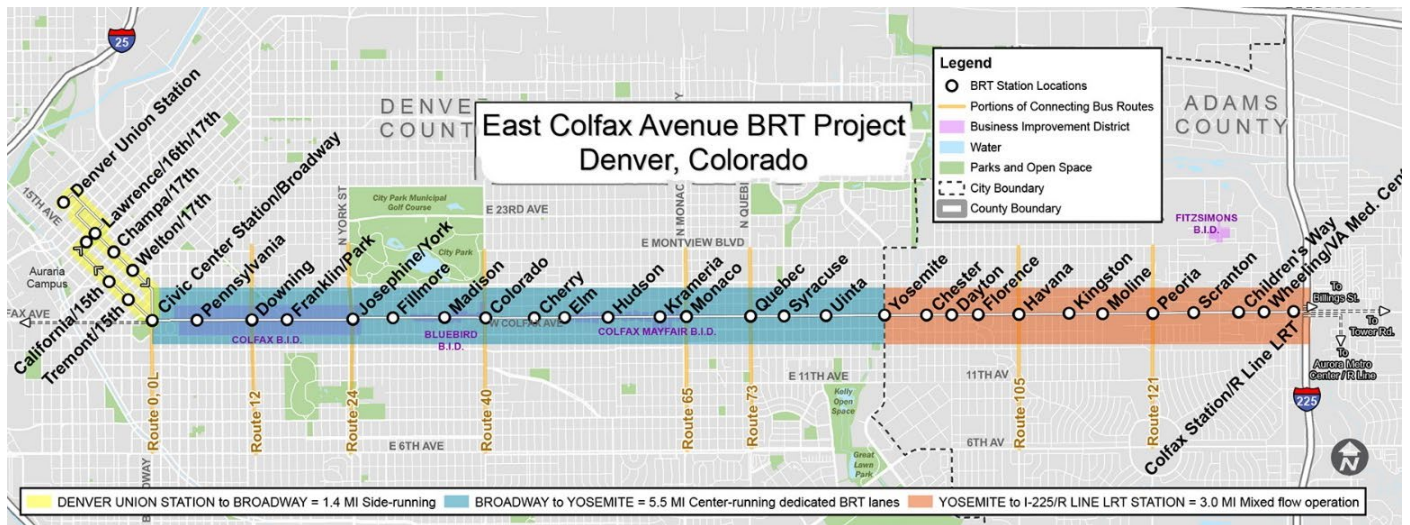
access, making it easier and more comfortable for those walking or biking to or near the stations.

WHY BRT IS RIGHT FOR EAST COLFAX

East Colfax Avenue is an excellent candidate for Bus Rapid Transit, as indicated by the Federal Transit Administration’s high rating of the project. Not only is it a historic transit corridor, but current routes 15 and 15L along East Colfax Avenue also serve the most bus riders in the region. Likewise, rider demand during COVID-19 remained high throughout the pandemic, underscoring the critical role the route plays for our essential workers.

As projected population and economic growth in the East Colfax Avenue corridor will further increase demand for east-west travel in Denver, East Colfax BRT will create more options to move people more reliably, safely and sustainably through our city.

EAST COLFAX BRT: PROJECT MAP



TRANSPORTATION REPORT SCOPE, METHODOLOGY & KEY FINDINGS

SCOPE

The East Colfax Bus Rapid Transit (BRT) Transportation Report summarizes analysis of the East Colfax BRT project’s effects on the movement of buses and vehicles through the study area.

METHODOLOGY

The study area includes major streets between Broadway and I-225, from 13th Avenue to 17th and 18th Avenues. This analysis was completed between 2020 and 2022 per state-of-the-practice methods as identified by the [Colorado Department of Transportation](#) and the [Federal Transit Administration](#), addressing measures of effectiveness such as bus travel times, bus ridership, vehicle travel times, vehicle delay and traffic diversion.

KEY FINDINGS

Bus Travel Times & Ridership

When the East Colfax BRT opens, people riding the bus will experience travel time savings of up to 15 minutes compared to current travel times when traveling between Broadway and I-225. People commuting the average trip length of three miles will experience five minutes of travel time savings.

By 2040, this travel time savings will grow to 30-minutes between Broadway and I-225 and 10 minutes for people commuting the average trip length of three miles.



30 min.

Bus travel time savings with the BRT between Broadway and I-225 by 2040.

Because of the bus-only lanes, bus travel times will be highly reliable during all hours of the day. Without

the project, people riding the bus will experience travel times up to 30 minutes longer in 2040 than today when traveling between Broadway and I-225.

The project’s reduction in bus travel times is a significant contributor to the expected bus ridership increase of 24% to 31%. This means that the BRT’s weekday bus ridership will exceed 32,000 riders per day by 2040, up from 24,450 in 2019.



24-31%

Expected bus ridership increase with the BRT by 2040 compared to a no-build scenario.

Vehicle Travel Times & Diversion

Repurposing a travel lane to bus-only lanes in each direction on East Colfax Avenue will result in some people choosing to drive on different streets, such as 13th, 14th, 17th or 18th Avenues. Typical traffic diversion to 13th, 14th, 17th or 18th Avenue will be an additional 125 to 270 cars on each street at rush hour. This equates to an additional two to five cars per minute. While this shift in traffic volume will increase travel times for people driving of up to one minute per mile traveled, modeling shows that vehicle travel times will grow by 2040 even without the project. With the BRT, people driving the average trip length of three miles along the corridor in the peak direction during rush hour will experience up to three more minutes of travel time. For those driving during off-peak times or in the opposite direction of peak traffic, travel times will be relatively unaffected.

Additionally, the number of intersections in the study area at which people driving will experience longer delays with BRT will be small relative to the total number of signalized intersections in the study area.

ACTIONS TO ADDRESS CONGESTION & SAFETY

Projects to improve vehicle flow will be implemented at specific locations to ensure that increases in vehicle travel time are minimized, including 17th Avenue & Park Boulevard, 13th Avenue & Colorado Boulevard, and 17th Avenue & Colorado Boulevard.

ADDITIONAL STUDIES

As eliminating traffic-related fatal and serious injuries is a Denver priority, the City is studying traffic speed and safety concerns on 13th, 14th, 17th and 18th Avenues that pre-date the East Colfax BRT Project to identify ways of calming traffic and improving safety. The City will continue to monitor traffic volumes and traffic speeds to address the need for further traffic calming or safety improvements.

The City is also developing a Curbside Access Plan to account for changes to parking along East Colfax and adjacent side streets. For this plan, the City will look at parking utilization between 13th and 17th Avenues and work with the community to inform recommendations for updated parking regulations and curb use.

LEARN MORE

If you would like to learn more about the East Colfax BRT Transportation Report, the full report and a short video explaining its results are available at the project website.

[DenverGov.org/ColfaxBRT](https://denvergov.org/ColfaxBRT)