



Colfax BRT Next Alternatives Analysis

Board of Directors
October 21, 2026

Regional BRT Network

2025 – 2029

- East Colfax Avenue (DUS to I-225)
- Colorado Highway 119
- Federal Boulevard

2030 – 2039

- Alameda Avenue
- Broadway and Lincoln Street
- Speer/Leetsdale/Parker
- **Colfax BRT Next**
- Colorado Highway 119 Extension
- Colorado Boulevard

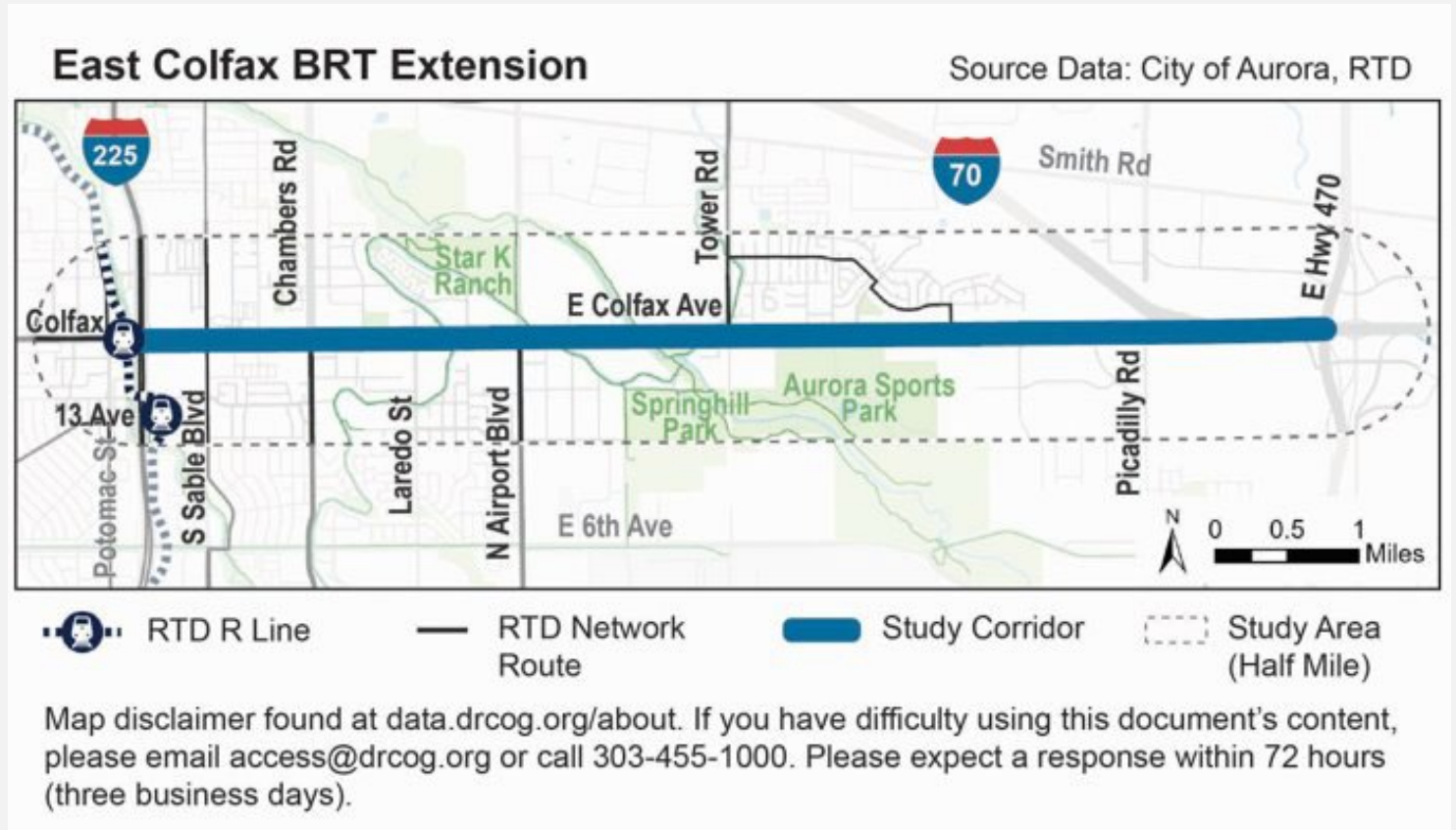
2040 – 2050

- Havana Street and Hampden Avenue
- I-25 North
- 38th and Park Avenue



Project Study Area

- East Colfax Ave.
 - West end: **I-225**.
 - East end: **E-470**
(exact point TBD).
- Approx **6 miles**.
 - ½ mile radius around corridor.



Project Goals



Connect **essential jobs and services** to affordable housing



Increase **transit capacity and efficiency**



Enhance **multimodal safety and access** to transit



Encourage intentional **land use patterns and economic development**



Promote access to **reliable and affordable** transit services for all people



Support **healthy families and communities** while delivering a cost-effective transit solution



Engagement Findings

Public Feedback

- Strong support for **improving public transit** along corridor.
- Consistently **prioritized faster, more reliable bus service** over project cost or construction duration.
- Desire for **transit investment with corridor growth**.
- Desire for **safe crossings** for pedestrians, cyclists, scooters and transit-dependent riders as well as **continuous sidewalks**.
- Concern for safety at bus stops and on the bus with a **desire for investment in security measures**, trash cans and regular cleaning at stops.

Promotional Materials

Website & E-blasts

Website Updates

Project Home FAQs Document Library Community Updates
Colfax BRT Next Community Survey

Complete the community survey by November 7!

Colfax BRT Next

Connecting Aurora: I-225 to Picadilly

Project overview

DRCOG is funding and managing the Colfax BRT Next study in partnership with the City of Aurora, Arapahoe and Adams counties, the Regional Transportation District, and the Colorado Department of Transportation. The study will identify future bus rapid transit, known as BRT, options serving East Colfax Avenue between the RTD R Line's Colfax Station at Interstate 225 and Picadilly/E-470. This corridor is part of DRCOG's 2050 Regional Transportation Plan BRT network and among five BRT corridors slated for implementation by 2030.

The study, formally known as an alternatives analysis study, will identify a locally preferred alternative, known as LPA, for advancing BRT, and a pathway for securing funding for further

Sign up for email updates

First name

Last name

Email address

Submit

Contact us

Submit a comment or question

Start

Upcoming events

Take our community survey now through November 7. Share your thoughts on improving future bus travel along East Colfax.

E-Blasts



Colfax BRT Next

Share your thoughts on the future of improved bus travel along East Colfax

Did you miss the Colfax BRT Next community webinar? The webinar provided an overview of the project and invited participants to share feedback on bus design elements, service patterns and proposed station locations along Colfax Ave between I-225 and E-470/Picadilly Road. View the webinar recording and presentation slides.

The project team is now looking ahead to the **community open house**. The open house is your chance to connect in person with project experts, ask questions and share input to help shape the future of bus rapid transit along East Colfax.

Colfax BRT Next

Your voice matters. Help shape the future of East Colfax bus travel!

The Colfax BRT Next community open house is **tomorrow, October 21, at East Middle School** (1275 Fraser St., Aurora, CO 80011) to learn more about the Colfax BRT Next Study, discuss the project in depth with experts, see the design options and share your feedback. Refreshments, activities for kids and Spanish interpretation will be available.

Community open house on Tuesday, October 21

Join the project team anytime from **4:30 to 7:30 p.m. tomorrow, October 21, at East Middle School** (1275 Fraser St., Aurora, CO 80011) to learn more about the Colfax BRT Next Study, discuss the project in depth with experts, see the design options and share your feedback. Refreshments, activities for kids and Spanish interpretation will be available.

Can't make it? Take the community survey

Share your feedback by completing the community survey by November 7. Every response helps the project team better understand community priorities and values.

Why it matters

The Colfax BRT Next project, led by the Denver Regional Council of Governments and the city of Aurora, aims to identify the best path forward for improved bus service between I-225 and E-470/Picadilly Road. Your feedback is important to shape how this service will move people more efficiently, safely and sustainably along the corridor.

Stay informed

Paid/Owned Media

Social Posts

City of Aurora, CO @AuroraGov

In addition to the feedback we are gathering this month on the city's overall Connecting Aurora transportation plan, the Colfax BRT Next team also is asking for you to weigh in specifically on the future of bus rapid transit along Colfax east of I-225 to Picadilly/E-470.

If you haven't signed up already, register now at url.co/btrnext for the community webinar from 7 to 8:30 p.m. Tuesday, Oct. 7 (you'll be entered into a gift card drawing for attending). Or join us in person anytime from 4:30 to 7:30 p.m. Tuesday, Oct. 21, for our community open house at East Middle School, 1275 Fraser St.

Starting Oct. 8, you can give feedback online also at url.co/wtgn.

[Graphic description: Photo of RTD bus with a QR code to the survey webpage and words supporting the copy]



Press Release

Give Input on Colfax BRT Next Study

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Targeted Emails



Flyers & Yard Signs

YOU'RE INVITED!

Join us to share your thoughts on the future of bus rapid transit (BRT) along East Colfax.

Community Webinar

- Tuesday, October 7 from 7 to 8:30 p.m.
- Register at tinyurl.com/BRTNextwebinar

Open House

- Tuesday, October 21 from 4:30 to 7:30 p.m.
- East Middle School (1275 Fraser St., Aurora, CO)



Colfax BRT Next

¡Queremos saber su opinión!

Comparta sus ideas sobre cómo mejorar el transporte en autobús en el este de Colfax.

Escanee el código QR para participar en nuestra encuesta antes del viernes 21 de noviembre.





Alternatives Analysis Findings

Project Process

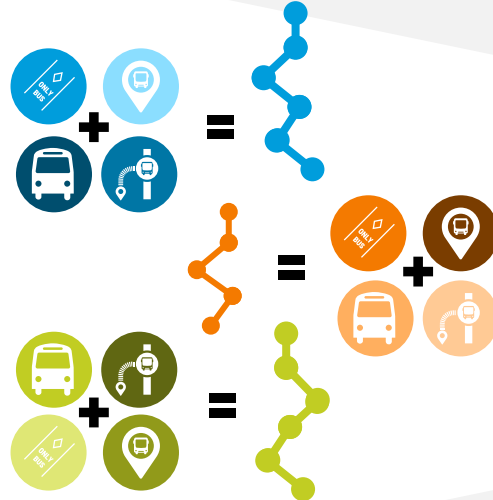
SCREENING

Steps 1 & 2



Identify the universe of potential alternative elements and remove those that are unfeasible or don't meet the project's purpose

Step 3



Combine top scoring elements into full alternatives

EVALUATION

Step 4



Conduct detailed evaluation of short-listed alternatives

Step 5

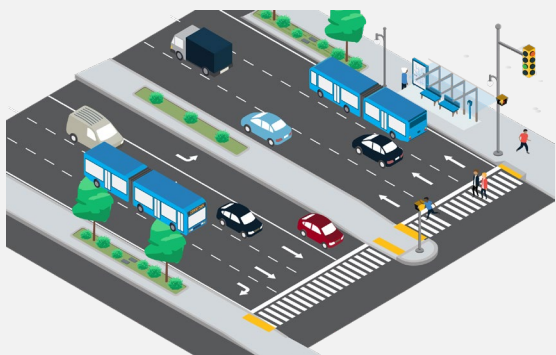
LPA

Identify the LPA

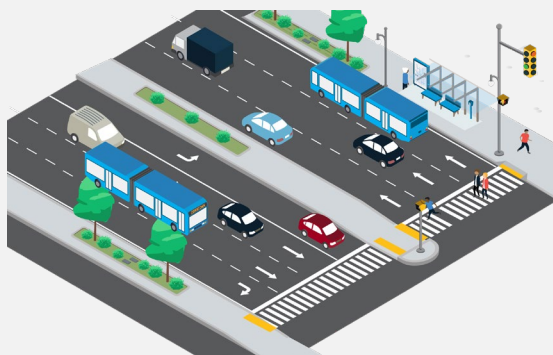
We are here



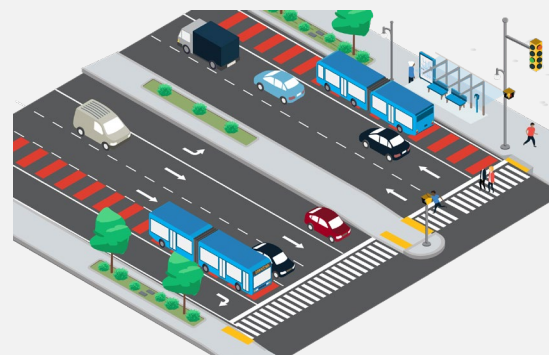
Evaluated 3 Alternatives



Baseline: No Build



**Alt 1: Mixed Flow
BRT
Speed &
Reliability**



**Alt 2: Side-running
/ Semi-dedicated
guideway BRT**



**Alt 3: Center-running /
Dedicated guideway
BRT**

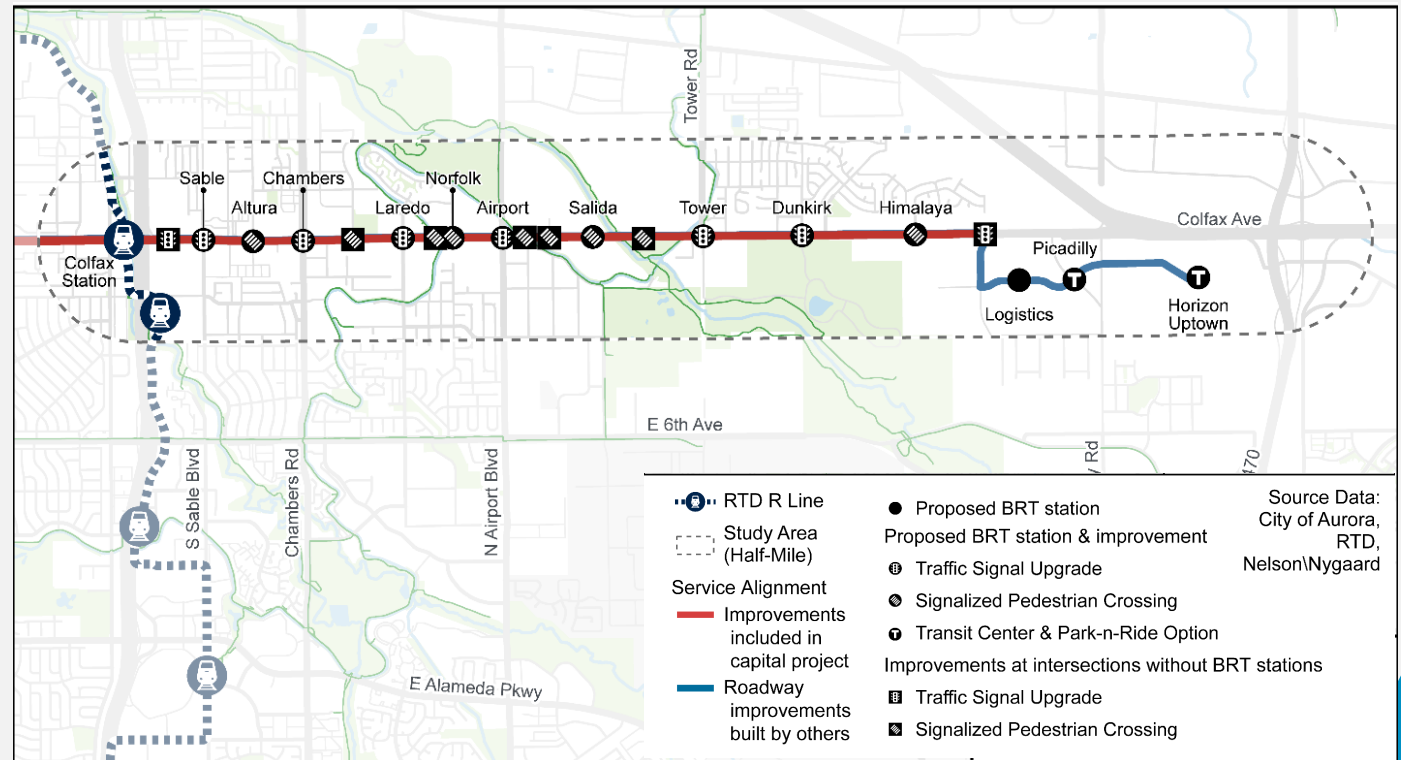
**All alternatives keep existing general vehicle travel lanes*

Comparing Mixed Flow & Side-running

Evaluation Metrics	Mixed Flow	Side-Running
Active Modes Safety & Station Accessibility	MEDIUM	HIGH
Connections to Regional Services	SAME	SAME
ROW & Infrastructure Complexity	LOW construction disruption and property impacts	MEDIUM construction disruption and property impacts
End-to-end travel times (PM peak, mm:ss)	Colfax to Horizon: 23:50	Colfax to Horizon ~ 19:05 (4:45 min savings over Mixed Flow - assumes 90% of Center Running benefit)
Ridership (% Increase vs No Build)	10-20% (200 – 300 additional daily riders)	20-25% (~350 additional daily riders)
Capital Cost Estimate	\$52 - 85 M	\$59 - \$90M
Operating cost estimate (annual, cost above East Colfax BRT Service Plan)	15-min freq: \$1.8 M 10-min freq: \$8.6 M	15-min freq: \$1.8 M 10-min freq: \$8.0 M
Economic Development Potential (nature & perceived permanence of transit infrastructure)	LOW Least (perceived) permanent transit infrastructure, lower market confidence	MEDIUM More (perceived) permanent transit infrastructure, more market confidence

Draft Locally Preferred Alternative (LPA)

- 13 station pairs with enhanced shelters, lighting, seating, real-time information
- **Semi-dedicated side-running bus lanes from I-225 to Lisbon**
- Bicycle parking and multimodal access improvements





Project Benefits

Travel time savings and future reliability

- Side-running BRT will **save transit passengers almost 5 minutes** between Horizon Uptown and Billings.
- Dedicated lanes will **protect this travel time savings into the future** as development and congestion increase.
- Reliable travel time for this portion of Colfax supports **operational integrity** of the BRT investment being made on East Colfax.



Shaping Growth, Not Reacting to It

- Current density alone does not fully support high-frequency BRT by traditional thresholds
- Significant residential and mixed-use development in the pipeline
- Invest now to shape development or **wait and retrofit later at higher cost.**
- Opportunity to **build the mobility framework before full build-out occurs** and align infrastructure investment with long-term economic growth.

Typical Density Thresholds to Support High-Capacity Transit

LAND USE			TRANSIT	
Land Use Type	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
 Downtowns & High Density Corridors	>45	>25	   	 10 mins or better
 Urban Mixed-Use	30-45	15-25	  	 10-15 minutes
 Neighborhood & Suburban Mixed-Use	15-30	10-15		 15-30 minutes
 Mixed Neighborhoods	10-15	5-10	 	 30-60 minutes
 Low Density	2-10	2-5	  	 60 mins or less or On Demand
 Rural	<2	<2	 	 On Demand



Advancing the LPA

What it means to define the LPA

- Agreement on vision for the project moving forward
- Provide a solid foundation for project definition for the next phase
 - Design, service planning, intersection treatments and environmental review will be refined
 - Project phasing will be confirmed to align with corridor development and demand

An LPA is not a final go-ahead forever; it's the ***locally endorsed option used to guide environmental review and early design.*** ***The LPA can be refined or even replaced as studies progress.***

Thank you!

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