



Plans review

Appendix A

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The 2050 Metro Vision Regional Transportation Plan encompasses the vision and needs expressed in numerous plans developed across the Denver region. These plans include but are not limited to ones developed by the Denver Regional Council of Governments, the Colorado Department of Transportation, the Regional Transportation District, and other regional and local government partners. This appendix offers an overview of key plans in the region and state.

DRCOG plans, studies and reports: Transportation

Active Transportation Plan (2026)

The [Active Transportation Plan](#) establishes a regional active transportation network that provides safe and comfortable places for all residents to walk, bike and roll. It also recommends actions that DRCOG staff and partners can take to extend access to active transportation through policy, programs, guidance and encouragement.

Sidewalk Delivery Guide

[The Sidewalk Delivery Guide](#) serves as a resource for public agencies and their partners, providing insights, best practices and strategic guidance to enhance sidewalk infrastructure throughout the region.

Bicycle Plus Program Guide

[The Bicycle Plus Program Guide](#) provides a framework for local agencies and their partners across the region to expand high-quality bicycle and micromobility infrastructure, and to overcome the emerging challenges of rapid growth in active transportation.

Built to Move: Multimodal Supportive Local Development Toolkit (Ongoing)

DRCOG staff are working with local communities to develop [Built to Move: A Toolkit for Multimodal-Supportive Development Standards](#). The regional, implementation-friendly toolkit will help cities and towns across the region integrate land-use and transportation planning more effectively. The toolkit will provide clear, adaptable guidance for urban, suburban and rural areas, helping local governments strengthen multimodal access, support sustainable growth, and advance Vision Zero and climate goals.

Congestion Mitigation Toolkit (2008)

[The Congestion Mitigation Toolkit](#) is a resource for transportation agencies and local jurisdictions to identify strategies to reduce traffic congestion. The toolkit offers a wide sample of mitigation strategies that address various locations, situations and causes of congestion.

Coordinated Transit Plan (Ongoing)

[The Coordinated Transit Plan](#) inventories existing transit services and identifies the region's fiscally constrained and envisioned transit service and system needs. It incorporates both public transit and human service transportation, services that are not mutually exclusive. For example, while many older adults and individuals with disabilities will use transit modes specifically designed for their needs, many more will use public transit. The Coordinated Transit Plan explores ways to integrate public transit with modes intended for specific populations and for the population at large.

Regional Complete Streets Toolkit (2021)

[The Regional Complete Streets Toolkit](#) provides guidance for local jurisdictions and project sponsors to adopt the Complete Streets approach, in which streets are balanced for all modes of transportation, including walking, bicycling, transit, freight and driving. The toolkit is intended to:

- Support the implementation of the Regional Transportation Plan.
- Provide resources for Complete Streets implementation.
- Encourage cross-jurisdictional collaboration to plan, design and build Complete Streets throughout the region.

Regional Crash Data Consortium Final Report (2024)

DRCOG staff created a [Regional Crash Data Consortium](#) to leverage the interest and collective capacity of organizations in the Denver region, along with state and federal partners, to work to solve common issues with crash data collection, processing and analysis. The Regional Crash Data Consortium Final Report details the group's goals; provides an overview of consortium guiding principles; reports on performance measures; and outlines specific outcomes, recommendations and next steps to improve crash data collection, processing and analysis in the Denver region.

Regional Multimodal Freight Plan (2020)

[The Regional Multimodal Freight Plan](#) presents strategies for greater coordination and collaboration on freight issues at the local level. The strategies reflect the early stage of freight planning and investment across the region and can help partners gather baseline studies, data and information to better identify regionally significant and locally impactful freight projects. The plan provides best-practice recommendations, key regional strategies, a vision freight corridor network and potential investment areas to guide further planning and implementation at the regional and local levels.

Regional Transportation Operations and Technology Strategic Plan (2023)

The Regional Transportation Operations and Technology program deploys tools and processes used by public and private operating agencies' staff to meet the day-to-day demands of the traveling public. The [Regional Transportation Operations and Technology Strategic Plan](#) guides DRCOG's use of technology, tools and procedures that help jurisdictions collaboratively manage the region's multimodal transportation systems, providing safe, reliable and efficient travel for all users.

Section 5310 Program Management Plan (2021)

As the designated recipient of Federal Transit Administration Section 5310 program funds for the Denver-Aurora Urbanized Area, DRCOG must detail how it plans to administer the 5310 program in a [Program Management Plan](#). The Program Management Plan serves as a guide for DRCOG's policies and procedures for administering the Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities program. The plan details how a project is selected, incorporated into the appropriate documents for federal funding, contracted and managed. It also provides strategic planning for meeting the goals and objectives of the 5310 program and serves as a guide for allocating time and resources to program administration.

Shared Micromobility in the Denver Region (2025)

Since 2018, riders have taken more than 25 million shared micromobility trips across the Denver region. Denver and Boulder's shared micromobility systems are among the most productive bike and scooter share services in the country. Originally published in 2020 and updated in 2025, [Shared Micromobility in the Denver Region](#) details micromobility trends, programs, regulations, operations and collaboration opportunities for jurisdictions in the Denver region. The report was developed in partnership with local governments and partners to document the recent history and current state of shared micromobility operations at the local level.

Taking Action on Regional Vision Zero (2024)

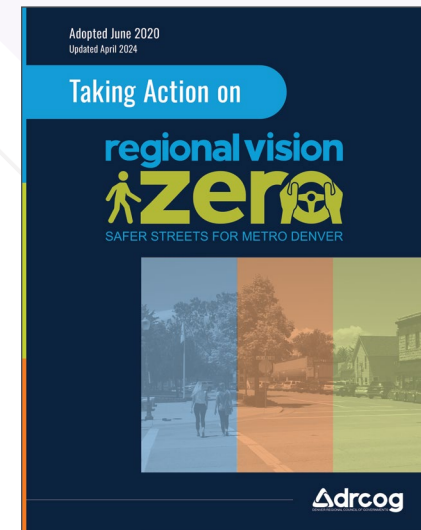
In June 2020, DRCOG adopted a Vision Zero commitment to eliminate traffic-related fatalities and severe injuries on the region's roadways and make safety a priority for all transportation system users by 2040. [Taking Action on Regional Vision Zero](#) highlights extensive data analyses of fatal and serious-injury crash statistics and sets out action initiatives, an implementation timeline and measures to help track progress toward regional safety improvements. It also includes a toolkit for local governments to use when planning a Vision Zero strategy in their communities.

Transportation Demand Management Strategic Plan (2023)

In December 2023, DRCOG adopted a [Transportation Demand Management Strategic Plan](#) to guide the agency's transportation demand management work through 2029. The strategic plan addresses the evolving transportation needs of the region's residents and visitors, and refreshes a previous regional short-range transportation demand management plan. The plan includes goals, recommendations and a [Transportation Demand Management Toolkit](#).

Transportation Improvement Program

[The Transportation Improvement Program](#), known as the TIP, identifies all transportation projects funded through federal and state funds in the Denver region over a four-year period. DRCOG develops the TIP for the Denver region through a cooperative process involving CDOT, RTD and local governments. Consultation with the Federal Highway Administration and Federal Transit Administration, as well as regional, state and federal air quality agencies, ensures that the TIP complies with all regulatory requirements and does not negatively impact air quality within the region.



Unified Planning Work Program

[The Unified Planning Work Program](#) outlines the transportation planning work to be conducted in the region by DRCOG and its partner agencies over a two-year period. As the metropolitan planning organization for the Denver region, DRCOG develops the program as part of the federally required metropolitan transportation planning process. The document guides DRCOG's work over the two-year timeframe, ensures that transportation planning tasks are coordinated with partner agencies around the region and provides transparency about DRCOG's work to partner agencies and the public. Federal regulations require any transportation planning tasks funded with federal transportation planning funds to be listed in an approved Unified Planning Work Program. The tasks must also align with federal goals and priorities and be fiscally constrained within the revenue available to the region's planning partners.



Photo by DRCOG staff

DRCOG plans, studies and reports: Regional planning

Comprehensive Economic Development Strategy (2023)

[The Comprehensive Economic Development Strategy](#) promotes regional cooperation on economic issues extending beyond jurisdictional boundaries. The strategy relies upon contributions from individual and regional economic development organizations; nonprofits; educational institutions; and local, state and federal partners to create objectives and fulfill outcomes through different pathways and at different speeds for shared positive results.



Metro Vision

[Metro Vision](#) is the region's plan for continued success. The plan's most basic purpose is to safeguard for coming generations the region's many desirable qualities. Metro Vision calls on all the region's residents to become active participants in planning for present and future needs within five main themes:

- Place: An efficient and predictable development pattern.
- Mobility: A connected, multimodal region.
- Environment: A safe and resilient natural and built environment.
- Livability: Healthy, inclusive and livable communities.
- Vitality: A vibrant regional economy.

Regional Housing Needs Assessment (2024)

DRCOG conducted the [Regional Housing Needs Assessment](#) to establish an objective, data-driven understanding of the baseline housing need for both the current and future population. The assessment found that, despite periodic building booms, the region has not produced enough housing to keep pace with population and job growth and will need to build 511,000 units by 2050 to meet current and future housing needs. In addition, much of the new housing in the region does not support the diversity of housing needs across all income levels and household types. The assessment serves as the foundation for DRCOG's Regional Housing Strategy.

Regional Housing Strategy (Ongoing)

[The DRCOG Regional Housing Strategy](#) builds upon the findings of the Regional Housing Needs Assessment to develop a coordinated, data-driven approach to addressing the region's shared housing challenges. It focuses on aligning local policies, community needs and regional goals around housing affordability and connectivity. The strategy will bring together government agencies, housing providers, advocates and funding institutions to highlight shared priorities, identify cross-jurisdictional opportunities and support actionable strategies that reflect both local needs and regional goals.



DRCOG plans, studies and reports: Area Agency on Aging

Area Plan on Aging (2023)

DRCOG's Area Plan on Aging reflects both the strengths and needs of the region's population of older adults and people with disabilities, as well as relevant demographic information. The plan highlights accomplishments by the DRCOG Area Agency on Aging and community providers, examines anticipated challenges, and provides information about service goals, advocacy efforts and partnership development.

DRCOG: Other plans and initiatives

Comprehensive Climate Action Plan (2025)

The [Comprehensive Climate Action Plan](#) outlines an ambitious, interconnected set of voluntary strategies to mitigate climate change in the region while addressing economic disparities. The plan prioritizes equitable access to benefits and ensuring that vulnerable communities receive a fair share of the opportunities arising from investment. Local communities can customize the plan's flexible strategies to meet their specific needs and priorities, while encouraging local decision-makers to pursue initiatives that will benefit the entire planning area.

Power Ahead Colorado

[Power Ahead Colorado](#) is a program funded by a nearly \$200 million grant from the Environmental Protection Agency's Climate Pollution Reduction Grant program to reduce greenhouse gas emissions and other harmful air pollutants. Power Ahead Colorado is a regional effort to transform the building sector across the Denver metro area, with a special focus on supporting healthier, more efficient homes in low-income and historically underserved communities.



Priority Climate Action Plan (2024)

[The Priority Climate Action Plan](#) was the first deliverable for the Climate Pollution Reduction Grant program and includes a greenhouse gas inventory, a workforce planning analysis and climate pollution reduction measures. The plan assesses the positive effects the measures will have on low-income and disadvantaged communities and includes a review of the authority to implement the measures.

Public Engagement Plan (2025)

Public engagement is essential to DRCOG's mission. The [Public Engagement Plan](#) is a statement of DRCOG's commitment to include the public in decisions and outlines the agency's principles, goals and implementation strategies for engagement. It also serves as a guidebook to help DRCOG staff plan and implement effective public engagement.

Nondiscrimination program

DRCOG pledges to adhere to federal and state nondiscrimination statutes so that no one is excluded from participation in, denied the benefits of or otherwise subjected to discrimination under any program or activity. As part of the [Nondiscrimination program](#), DRCOG maintains and updates the following plans:

- Title VI Implementation Plan (2024).
- Limited English Proficiency Plan (2024).
- Americans with Disabilities Act Program Access Plan (2024).
- Disadvantaged Business Enterprise Plan (2024).



Ride Alliance

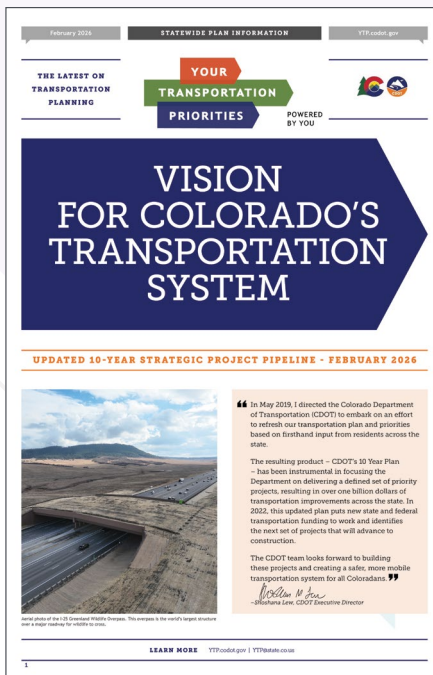
[Ride Alliance](#) will transform the way transportation services are accessed and used, ensuring the region's most vulnerable community members can reach medical appointments, grocery stores and other essential activities. By bringing together local partners and human service transportation providers, Ride Alliance will streamline the coordination of transportation services, reducing wait times and trip denials. This innovative approach not only enhances the quality of life for those who rely on demand-response transit services, but also sets a new standard for accessible and inclusive transportation solutions.

Way to Go

[Way to Go](#) helps employers and residents find sustainable commuting options to get to work, school and anywhere else they need to go. By promoting non-solo-driving modes like carpool or transit and active transportation like biking, Way to Go helps employers build their benefits programs while rewarding commuters for choosing sustainable transportation options. Way to Go hosts the region's annual Bike to Work Day and Winter Bike to Work Day events, inviting residents and businesses in the 10-county region to swap a ride in their cars for a ride on their bikes to reduce traffic and improve air quality.



Photo by JR Goodwin, DRCOG



CDOT plans and initiatives

10-Year Vision Plan

“The [10-Year Plan Strategic Project Pipeline](#), or '10-Year Plan,' is Colorado’s roadmap for prioritizing and investing in critical transportation projects across the state over the next decade. This 10-Year Plan is a targeted subset of CDOT’s broader Statewide Transportation Plan, Your Transportation Plan, translating long-term vision into a clear, action-oriented investment strategy.

The projects identified in the 10-Year Plan were identified based on extensive public and stakeholder engagement, and are designed to help [CDOT] meet our performance goals to fix our roads, advance transportation safety and sustainably increase transportation choice.”

Colorado Freight Plan (2024)

“The [Colorado Freight Plan](#) builds on the 2019 Statewide Freight Plan, incorporating new federally mandated requirements and Colorado state priorities. The updated Colorado Freight Plan guides improvements and investments on the freight systems and supports Colorado’s vision of a safe, efficient, coordinated and reliable system for the movement of goods.

Recognizing current funding constraints and future growth needs, this plan supports the Statewide Transportation Plan and serves as a guiding document for ongoing and coordinated planning efforts at CDOT addressing issues such as aviation, passenger rail, transportation system management and operations, transportation safety, and other freight-specific studies and analyses. The Colorado Freight Plan positions Colorado to better understand and improve the complex freight systems that Colorado businesses and consumers rely upon.”

Mobility Hubs

“CDOT’s [Mobility Hubs](#) will be located along I-25 from Fort Collins to Pueblo and I-70 from Denver to Grand Junction, providing Bustang bus services along Colorado’s major interstate corridors, along with convenient access to most other regions of Colorado via the Bustang Outrider network or through local transit providers. Several of these hubs will replace existing park-and-ride stations, while others will provide new connections.”

Statewide Active Transportation Plan

“[CDOT’s Statewide Active Transportation Plan](#) lays out a vision for making it easier, safer and more comfortable for people to walk, bike and roll throughout Colorado — whether for commuting, running errands or just enjoying the outdoors. The plan builds on the growing momentum around walking and biking by setting statewide goals, strategies and policy recommendations to guide improvements over the coming years.

Because the demand for safe and accessible walking and biking infrastructure is greater than the available funding, the plan also includes an interactive map-based tool that helps identify where active transportation improvements are most needed and where they can make the biggest difference.

The plan works alongside other major statewide efforts — like the [Statewide Transportation Plan](#), the [Strategic Transportation Safety Plan](#) and the [Governor’s Colorado Transportation Vision 2035](#) — to make sure walking and biking are included in big-picture transportation decisions.”

Statewide Transportation Improvement Program

[“The Statewide Transportation Improvement Program](#), or STIP, is a federally required, four-year program of planned transportation projects that CDOT plans to initiate, continue work on or complete within that four-year cycle. In accordance with the federal guidelines, 23 CFR 450, a new STIP should be developed at least every four years and contain a minimum four-year listing of transportation projects. Since 2016, CDOT has updated its STIP annually in order to always provide a full four-year plan of projects recognized by the Federal Highway Administration and the Federal Transit Administration. This process allows for more flexibility in moving projects forward or backward to address shifting priorities or emergencies.

The STIP is developed in coordination with planning partners throughout the state through the Project Priority Programming Process. The STIP also incorporates the Transportation Improvement Programs from each metropolitan planning organization.”

Statewide Transportation Plan (2025)

“Every four years, CDOT reviews Colorado’s transportation needs and creates a plan, [‘Your Transportation Plan](#),’ to guide future investments. This plan is unique because it is shaped by feedback from community members all across the state. The goal is to create a transportation plan that benefits every region of Colorado and offers a variety of ways to travel.”

Strategic Highway Safety Plan (2025)

[“The Colorado Strategic Highway Safety Plan](#) is the state’s roadmap for creating a safer transportation system for everyone. Developed by CDOT in collaboration with other state and local agencies, safety advocates, private partners and community members, the Strategic Highway Safety Plan outlines a comprehensive and data-

driven strategy to reduce and ultimately eliminate traffic-related deaths and serious injuries across the state. Rooted in the Vision Zero philosophy, the Strategic Highway Safety Plan establishes shared goals, performance targets and proven safety strategies to guide safety investments and policy decisions over a five-year period.”

Transit Connections Study (2025)

“The [Transit Connections Study](#) aims to provide a strategic vision for an interconnected statewide transit network. This includes identifying transit gaps and needs and highlighting opportunities to further integrate Colorado’s transit network with intercity, regional and local transit/mobility providers. The study will identify areas to add transit to meet existing travel demand in areas where transit currently doesn’t exist. The study will propose transit project typologies and recommend potential solutions to fulfilling the gaps.”



Photo courtesy of CDOT

RTD plans and initiatives

Bus Stop Infrastructure and Accessibility Assessment (2026)

"[The Bus Stop Infrastructure and Accessibility Assessment](#) took place from summer 2024 through June 2026 and is RTD's first systemwide evaluation of bus stop conditions since the early 2000s. Bus stops are the most visible and widely distributed elements of RTD's network, shaping how customers access, experience and perceive transit. The Bus Stop Infrastructure and Accessibility Assessment was developed to assess current bus stop conditions, identify accessibility gaps and establish a clear framework to guide future investments across the Denver metro region."

FasTracks

"[FasTracks](#) is a voter-approved, multi-billion-dollar transit expansion program launched in 2004 to improve mobility across the Denver metro area. Led by RTD, FasTracks set out to build more than 120 miles of new commuter rail and light rail, nearly 20 miles of bus rapid transit, and dozens of new transit hubs and park-and-rides. Over the last 20 years, FasTracks has delivered several high-profile extension projects and connections.

While FasTracks has significantly expanded transit access and reshaped regional connectivity, it has also faced challenges with funding shortfalls, cost escalations and delayed timelines, leaving some corridors waiting for completion."

Reimagine RTD

"[Reimagine RTD](#) was a multi-year effort to evaluate and forecast the changing mobility needs of our region, better position RTD to meet them, and collaborate with agency partners to build a cohesive vision for regional mobility. Its undertaking was a

response to numerous challenges facing the agency. Stagnant ridership, increasing costs, staffing shortages, debt obligations and other issues are making it difficult for RTD to meet the growing demands placed on the agency by local partners and the community; the COVID-19 pandemic, which began early on in the planning process, only exacerbated the challenges. There was a need for a different, more ambitious vision of what transit in our region could and should be, and that is what Reimagine RTD delivered.”

System Optimization Plan (2022)

“[The System Optimization Plan](#) is a detailed evaluation of travel patterns, demographics and transit routes in the RTD District. The System Optimization Plan recommends modifications to routes to best meet the region's near-term mobility needs within the existing workforce and financial constraints.

RTD completed the SOP to respond to changing travel patterns, bolster ridership and capitalize on the region's FasTracks investments in a fiscally constrained manner. The [plan] seeks to:

- Increase ridership.
- Improve transit service performance/efficiency.
- Live within RTD’s budget.
- Address changing travel needs resulting from the pandemic.
- Remain a competitive transportation service provider.
- Improve transit service quality.”

Regional Bus Rapid Transit Feasibility Study (2015)

“[The Regional BRT Feasibility Study](#) evaluated future corridors within the RTD service area through a data-driven tiered evaluation process. At the conclusion of the study, three to five corridors were identified for future bus rapid transit investment.”



Photo courtesy of RTD

Other regional plans and initiatives

Federal Land Management in the Denver Region

The Denver region is home to a diverse array of federally managed lands, totaling approximately 734,018 acres, that shape the region's outdoor recreation, natural resource management and economic activity in urban, suburban and rural areas. These lands support a wide range of recreational activities, from epic hiking, biking and backcountry exploration to scenic drives, conservation, and hunting and fishing.

Workshops and one-on-one public agency meetings with DRCOG led to identification of [five transportation needs in the planning area](#). The workshops emphasized the importance of strategic planning, funding alignment and innovative approaches to address transportation infrastructure challenges. The discussions focused on enhancing connectivity to public lands, supporting recreational travel and balancing growth with visitor experience quality and security concerns.

Front Range Passenger Rail Service Development Plan

“CDOT is working with the Front Range Passenger Rail District to develop the [Front Range Passenger Rail Service Development Plan](#). The Service Development Plan is a comprehensive document that demonstrates a full-build vision for passenger rail, outlining the planning and implementation steps to realize passenger rail along the Front Range. By leveraging existing rail infrastructure, railroad and community partnerships, and multimodal connections, the Service Development Plan process creates the plan for a train service people are excited to ride.”

Greenhouse Gas Transportation Planning Standard (2021)

“The [Greenhouse Gas Transportation Planning Standard](#) focuses on transportation planning — the process for how CDOT and the state’s largest metropolitan regions select future transportation projects. Long before a transportation project is built, it is first identified in plans developed with local public input. These plans often include a decade or more of projects and thus represent a short- and medium-term vision for coming changes.

Under the standard, CDOT and the state’s five metropolitan planning organizations are required to achieve individually set greenhouse gas reduction levels at four different time periods: 2025, 2030, 2040 and 2050. To determine compliance with the reduction levels, agencies must model their existing transportation networks and all future regionally significant capacity projects in their transportation planning documents using travel demand models, with a subsequent analysis through the Environmental Protection Agency’s Motor Vehicle Emission Simulator. Overall, the standard encourages CDOT and the MPOs to develop long-range transportation plans that support travel choices that reduce greenhouse gas emissions.”

Mountain Rail

“CDOT is exploring a [new initiative](#) to enhance transportation options in the central Rocky Mountains. The plan involves developing a network of passenger rail lines that connect the mountain towns and regions with urban centers and recreational locations. This project aims to use existing rail infrastructure to meet the growing demand for passenger rail service.”

Key corridor plans and studies

Alameda Avenue Corridor Study (2024)

DRCOG funded and led the [Alameda Avenue Corridor Study](#) in close coordination with Denver, Aurora, Lakewood, CDOT and RTD. The study set a shared vision for transportation along Alameda Avenue from Wadsworth Boulevard to Sable Boulevard: to unite communities while preserving their character, emphasize transit as a primary mode and, above all, support safe and comfortable mobility for everyone.

After analyzing existing conditions, speaking with members of the communities along Alameda, collecting engagement on the website, and working with elected officials and agency staff, the Alameda Corridor project team developed recommendations to improve Alameda in the short and long term. The recommendations align with the project goals:

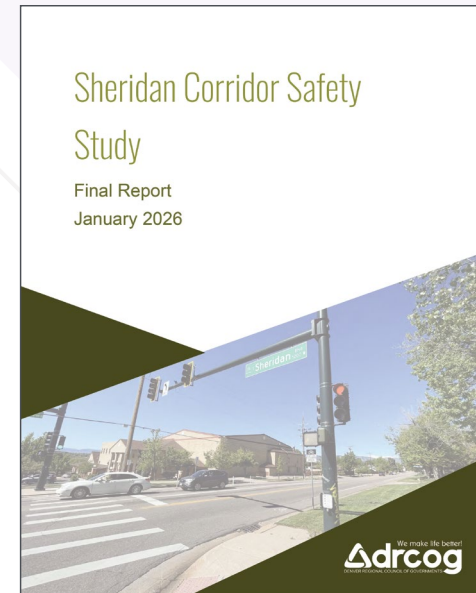
- Improve safety.
- Improve transit.
- Enhance connections to community destinations and integrate with transportation network.
- Make Alameda accessible to everyone regardless of age, race, income, gender or mobility needs.
- Improve mobility along and across the corridor.
- Ensure Alameda is a vibrant corridor that celebrates and supports equitable investments in its communities.

Sheridan Corridor Safety Study (2026)

DRCOG funded and led the [Sheridan Corridor Safety Study](#) in close coordination with the City and County of Denver, City of Lakewood, City of Edgewater, City of Wheat Ridge, Town of Mountain View, Town of Lakeside, CDOT and RTD to improve safety and mobility along 10 miles of Sheridan Boulevard between Interstate 76 and U.S. Highway 285 (Hampden Avenue).

The study's final report includes both corridor-wide recommendations and location-specific improvements at 26 high-crash locations. Key focus areas include:

- Sidewalk network improvements and improved crossings for pedestrians throughout the corridor.
- Lighting improvements to improve safety at night.
- The installation of medians along seven miles of the corridor, paired with a CDOT pavement overlay and striping upgrades.
- Improved traffic signal operations to reduce left turn conflicts, improve overall traffic flow and promote compliance with the posted speed limit.
- Traffic safety cameras.
- Implementation of proposed improvements to advance concept designs at two key intersections (14th Avenue and Jewell Avenue).
- Safety improvements in coordination with ongoing and upcoming projects.



Colfax BRT Next (2026)

DRCOG is funding and managing the [Colfax BRT Next](#) study in partnership with the City of Aurora, Arapahoe and Adams counties, RTD, and CDOT. The study will identify future bus rapid transit, or BRT, options serving East Colfax Avenue between the RTD R Line's Colfax Station at Interstate 225 and Picadilly Road/E-470. This corridor is part of DRCOG's 2050 Metro Vision Regional Transportation Plan BRT network and among five BRT corridors slated for implementation by 2030. The alternatives analysis study will identify a locally preferred alternative for advancing BRT and a pathway for securing funding for further project development and implementation. Once implemented, Colfax BRT Next will connect to the East Colfax BRT project currently under construction between Denver and Aurora.

Federal Boulevard Bus Rapid Transit (Ongoing)

"CDOT has started environmental review and design work on building a [bus rapid transit route](#) that could span up to 18 miles of Federal Boulevard.

Federal Boulevard is one of the busiest transit corridors in metro Denver. Currently, buses on the corridor experience significant delays, resulting in long travel times. BRT will reduce travel times and improve reliability."

Colorado Boulevard Bus Rapid Transit (Ongoing)

"CDOT, in collaboration with RTD, the City and County of Denver, Arapahoe County, the City of Glendale and DRCOG, is planning to improve travel on parts of Colorado Boulevard through implementing [bus rapid transit service](#) between I-70 and the Southmoor transit station south of Hampden Avenue. BRT provides high-quality transit service by combining the capacity and efficiency of light rail with the flexibility, cost and simplicity of bus service."

South Boulder Road Corridor Study (2024)

DRCOG and its partners, the City of Boulder, City of Louisville, City of Lafayette and Boulder County completed the [South Boulder Road Corridor Study](#) in 2024 to set a vision for improving multimodal transportation and safety along South Boulder Road and Table Mesa Drive between Boulder and Lafayette. Key outcomes of the study included:

- Identifying mobility and safety issues to, from, along and across South Boulder Road and Table Mesa Drive.
- Establishing a shared vision for the future transportation network for South Boulder Road and Table Mesa Drive. This included creating a forward-looking transportation framework that prioritizes safety and mobility for all people traveling on South Boulder Road and Table Mesa Drive between Boulder and Lafayette.
- Prioritizing recommendations to advance along the corridor to move toward accomplishing the shared vision.
- Preparing vision and potential projects to be further explored in the upcoming South Boulder Road BRT Feasibility Study, which will be led by Boulder County and look at advancing bus rapid transit enhancements and related bicycle and pedestrian and safety measures for the corridor.