



Improving bus travel along East Colfax

October 7, 2025

Colfax BRT Next
Connecting Aurora: I-225 to Picadilly





Welcome

Informing the future of improved
bus travel along East Colfax
between I-225 and E-470 in Aurora

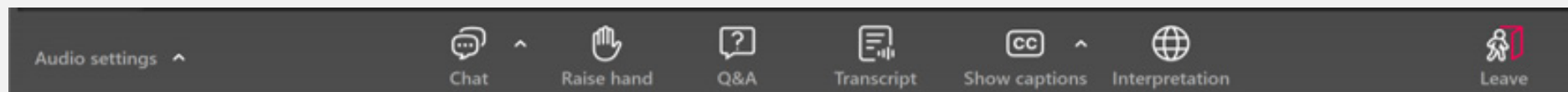
Accessing language interpretation

Desktop (Windows/MacOS)

- In your meeting controls, click **Interpretation**
- Click your preferred language
- (optional) To hear your preferred language only, click **Mute Original Audio**

Mobile device (Android/iOS)

- In your meeting controls, tap the **ellipses**
- Tap **Language Interpretation**
- Tap your preferred language
- (optional) Tap the toggle to **Mute Original Audio**
- Click **Done**



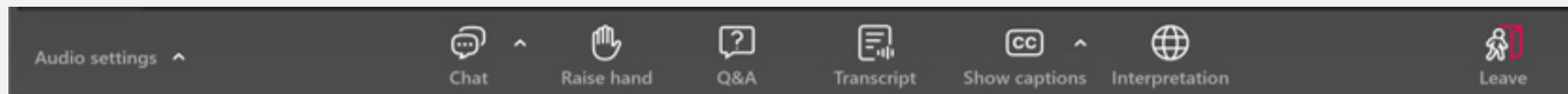
Cómo escuchar la interpretación de idiomas

De oficina (Windows/MacOS)

- En los controles de su reunión/seminario web, haga clic en **Interpretación**.
- Haga clic en el idioma que desea escuchar.
- (Opcional) Para escuchar solo el idioma interpretado, haga clic en **Silenciar audio original**.

Dispositivo móvil (Android/iOS)

- En los controles de su reunión, haga clic en los puntos suspensivos (tres puntos).
- Haga clic en **Interpretación de Idioma**.
- escoja el idioma que desea escuchar.
- (Opcional) Para escuchar solo el idioma interpretado, haga clic en **Silenciar audio original**
- Haga clic en **Listo**.





Agenda

- Project overview
- Project purpose and need
- Community feedback on bus design elements
- Ways to stay engaged

Our partners



Speakers



Cole Neder

Denver Regional Council
of Governments (DRCOG)
Senior Transit Planner



Tom Worker-Braddock

City of Aurora
Senior Transportation
Planner



Jonathan Mosteiro

Colfax BRT Next
Deputy Project Manager



Aileen Carrigan

Colfax BRT Next
Deputy Project Manager



Housekeeping

- All participants will be muted and off-camera.
- Polling is incorporated.
- Please submit questions via Chat or Q&A features.
- This webinar will be recorded.
- Captions will be on.

Poll question #1

In the past three (3) months, **how have you traveled along East Colfax** between I-225 and E-470?

Please select all that apply.



Potomac St
← 13700 E

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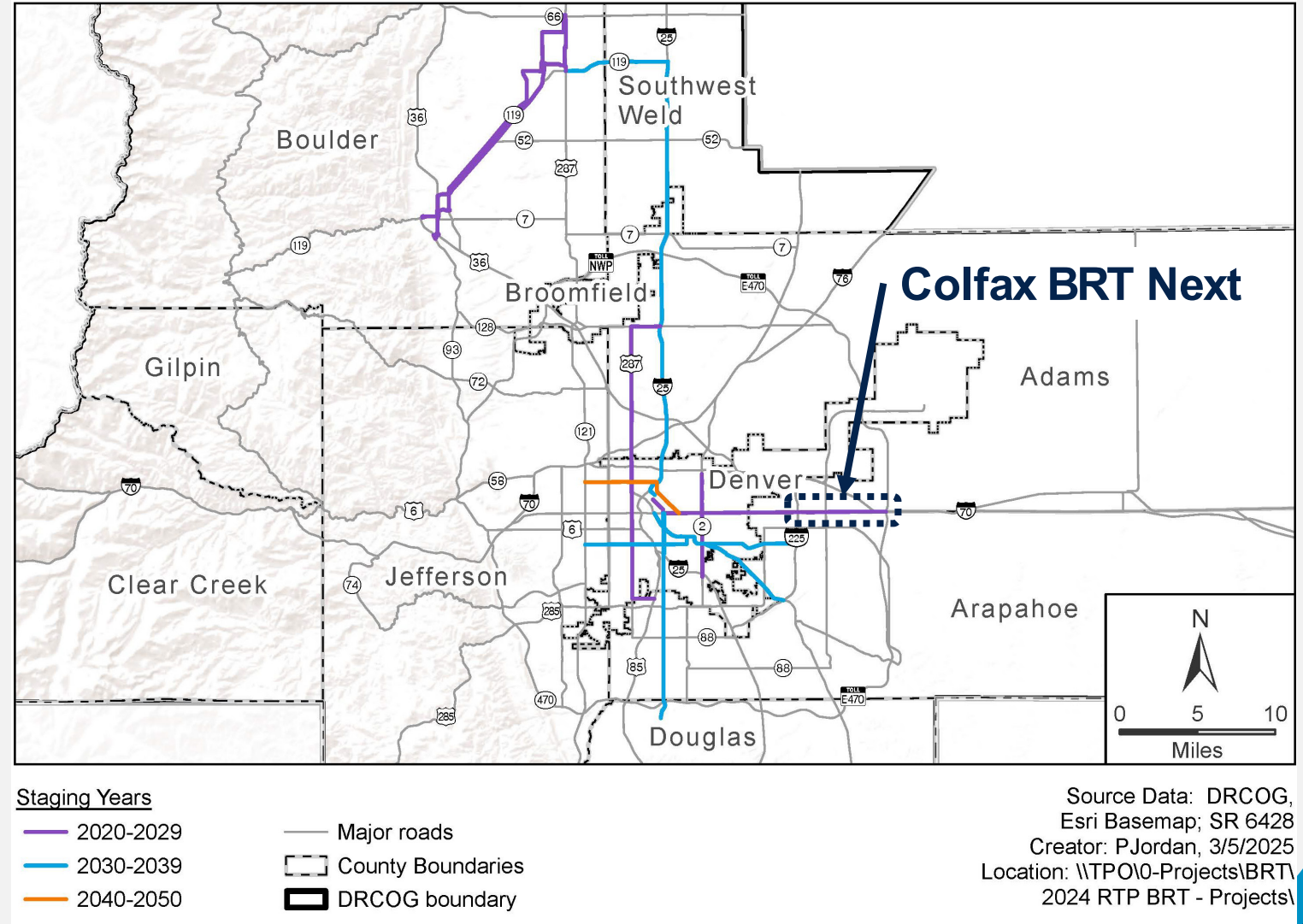
Project overview



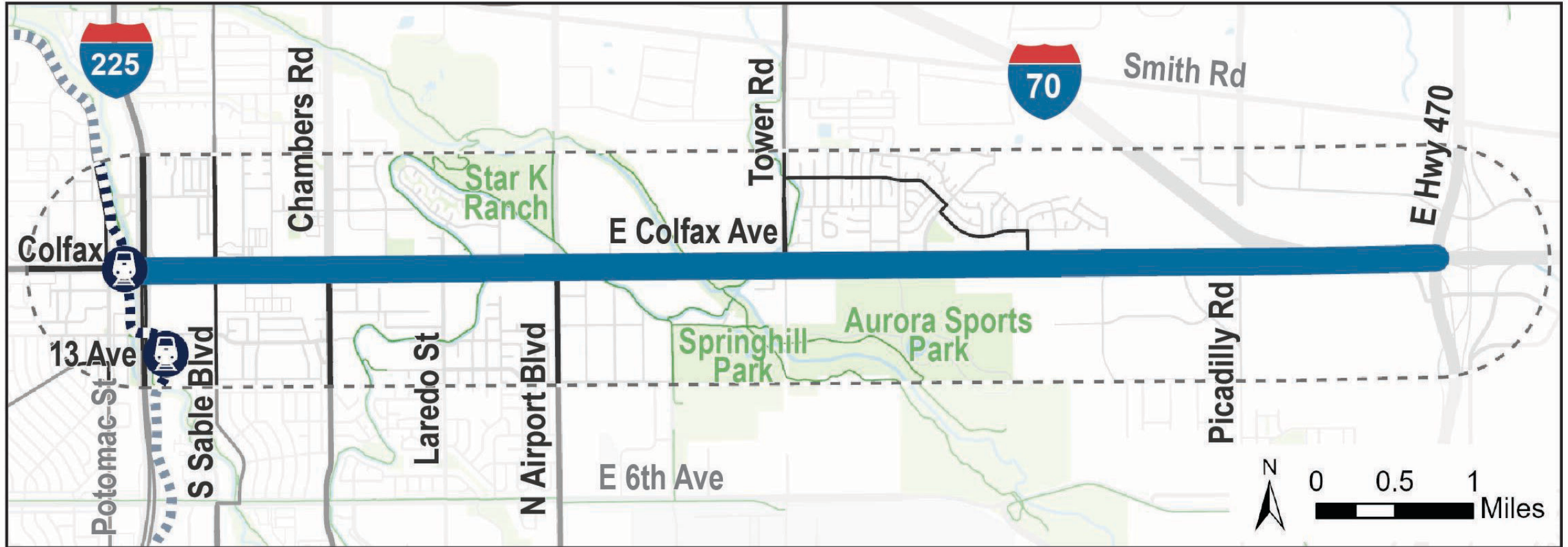
What is Bus Rapid Transit (BRT)?

What is Colfax BRT Next?

- A **study to improve bus travel** along East Colfax Avenue between I-225 and E-470 / Picadilly Road
- Part of the **regional planned BRT network**



East Colfax BRT extension



- RTD R Line
- RTD Network Route
- Study Corridor
- Study Area (Half Mile)

East Colfax BRT versus Colfax BRT Next

East Colfax BRT
Under construction

Colfax BRT Next
In planning



East Colfax BRT
(west of Yosemite Street)

- High level of capital investment
- Dedicated bus lanes



East Colfax BRT
(east of Yosemite Street)

- Improved stations
- No dedicated bus lanes

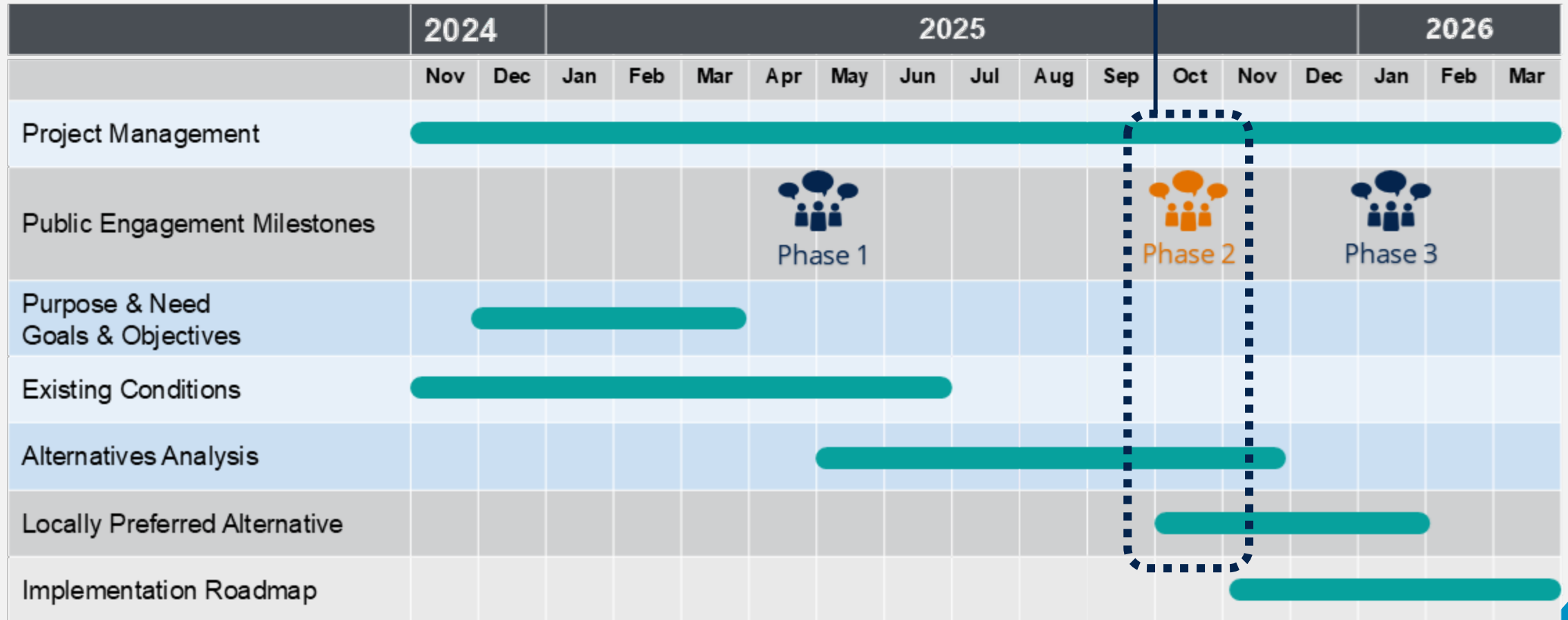


Colfax BRT Next
(east of Colfax Station)

- **Service** patterns
- **Capital** investments

Project timeline

We are here





Project purpose

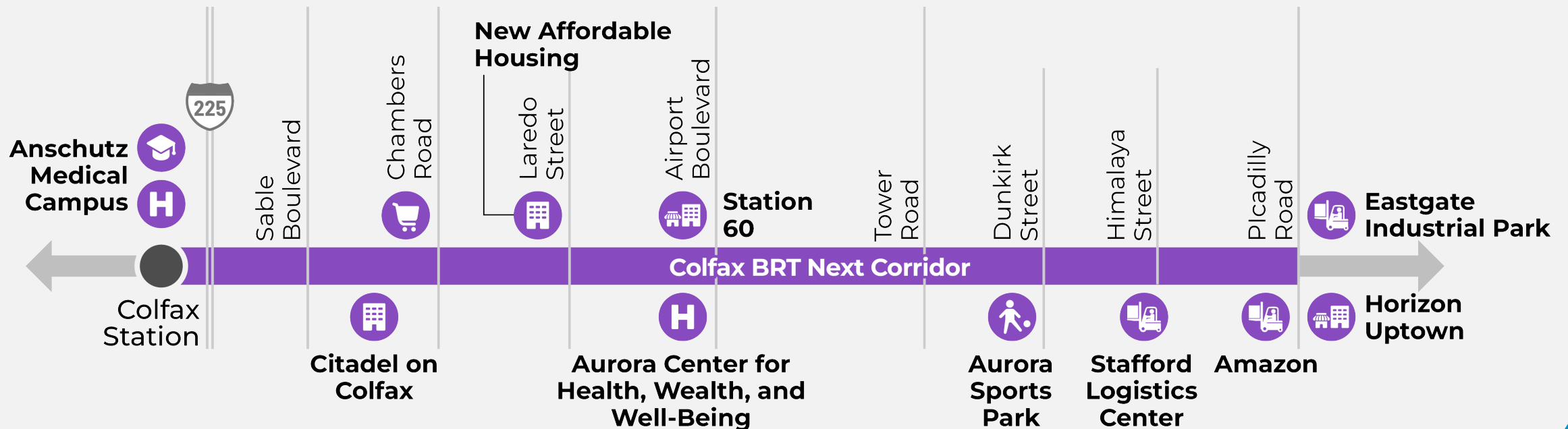
What we've heard so far

- There is interest in improved **bus service that is more reliable and comfortable.**
- People want **safer crossings, improved sidewalks and cleaner, more comfortable stations.**
- There is **confusion about where buses go** and which services are currently available along the corridor.

Why this project?

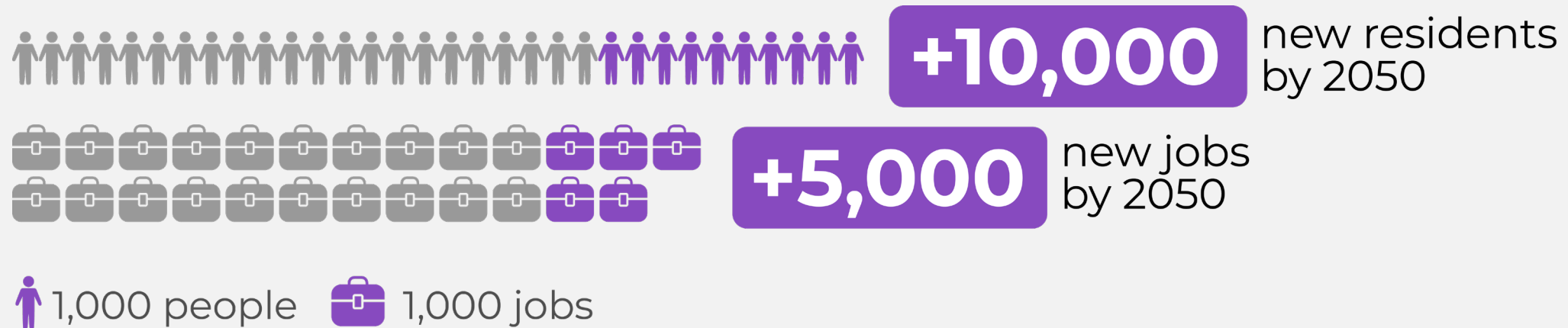
- Connect **essential jobs and services** to affordable housing
- Support and **shape development**
- Improve **safety and security** for all users
- Provide more **transportation options**
- **Future-proof transit** in the corridor
- Improve **transit frequency** and reliability

Connect essential jobs and services to affordable housing



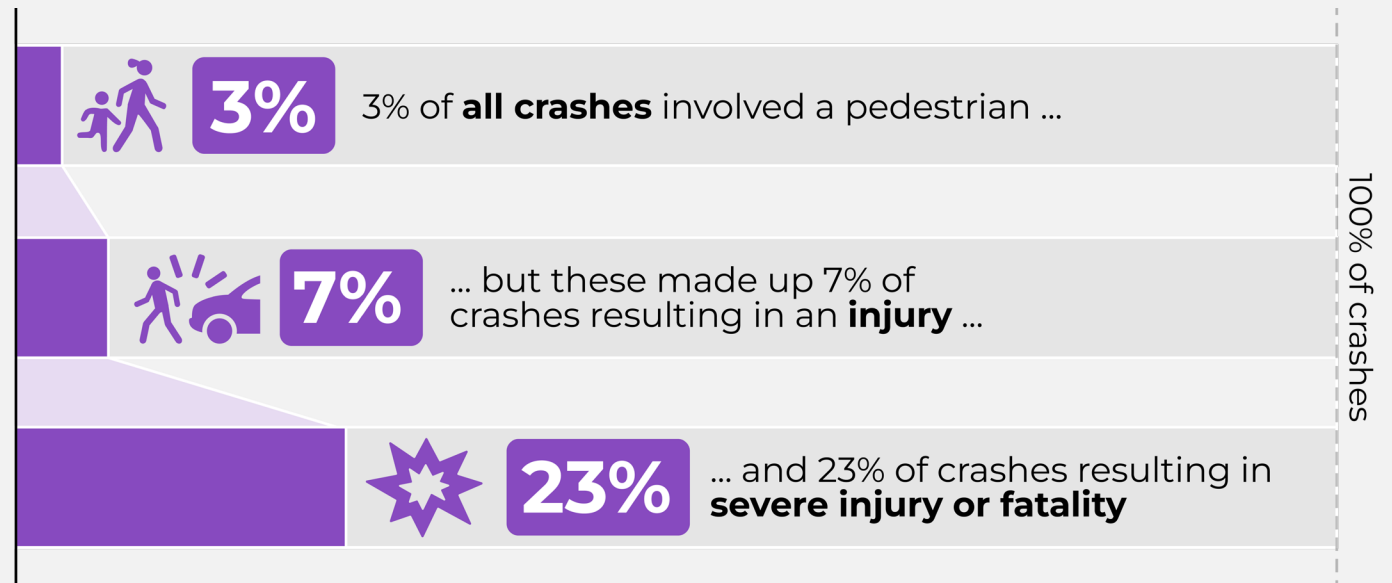
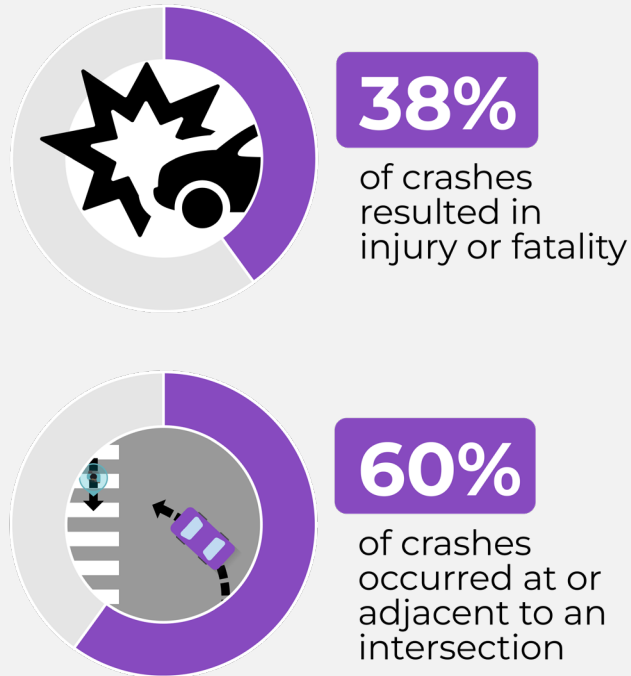
N
Not to scale

Support and shape development



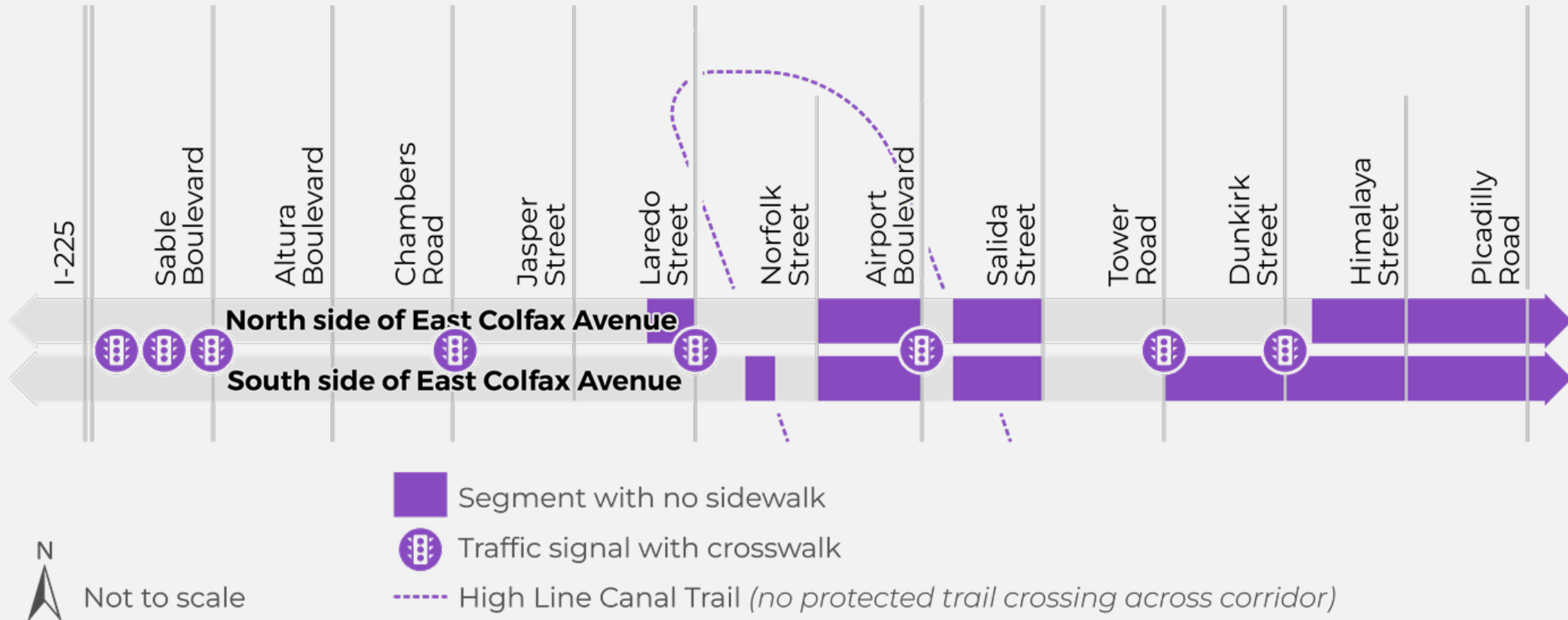
Statistics correspond to a base year of 2023. Sources: 2023 American Community Survey, DRCOG, Esri Business Analyst.

Improve safety for all users

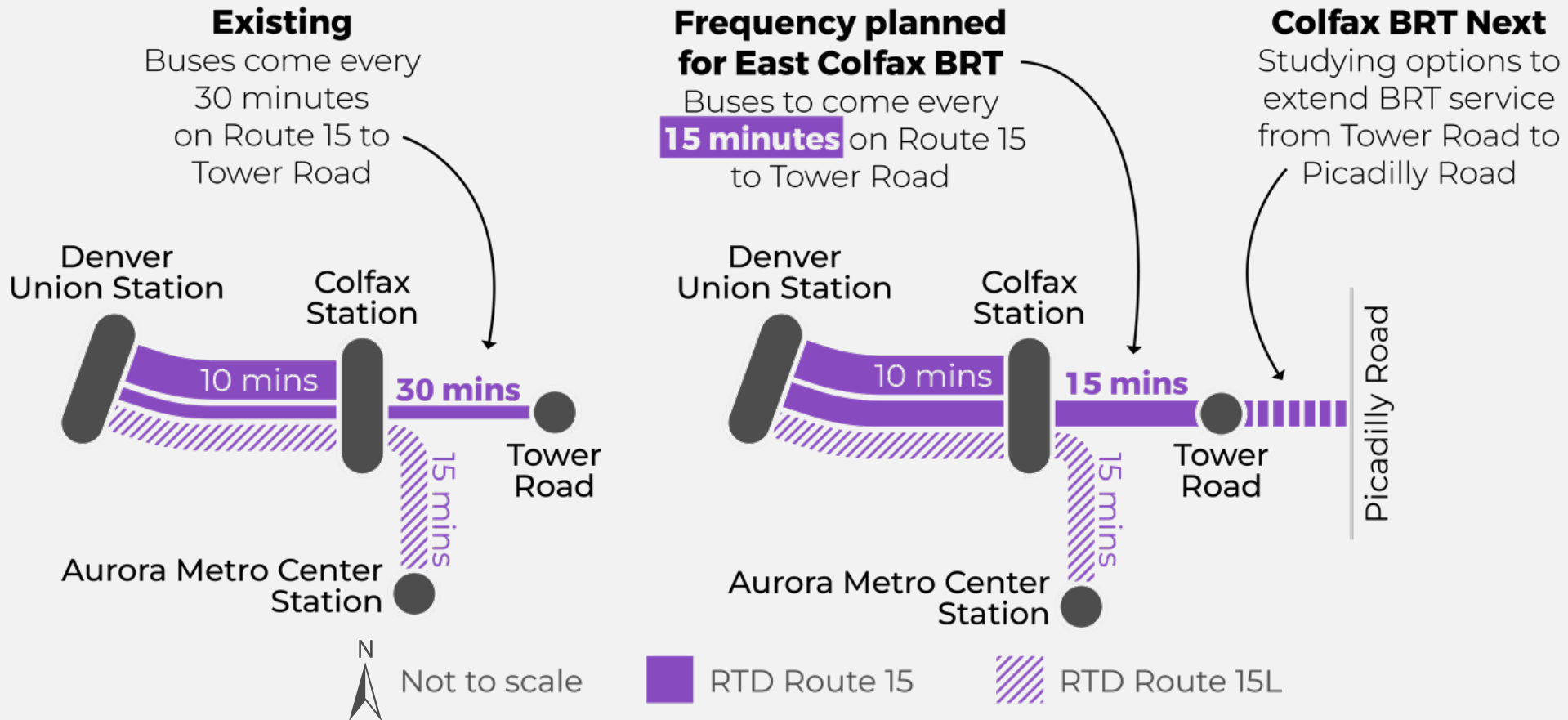


Statistics correspond to crashes in the Colfax BRT Next study area between 2021 and 2023. Source: City of Aurora.

Provide more transportation options



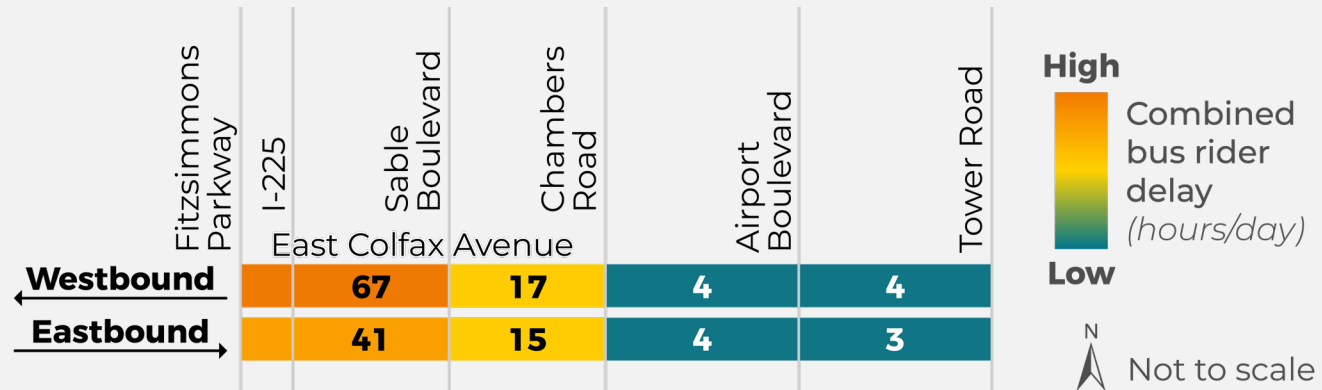
Improve transit frequency



Improve reliability and future-proof transit in the corridor

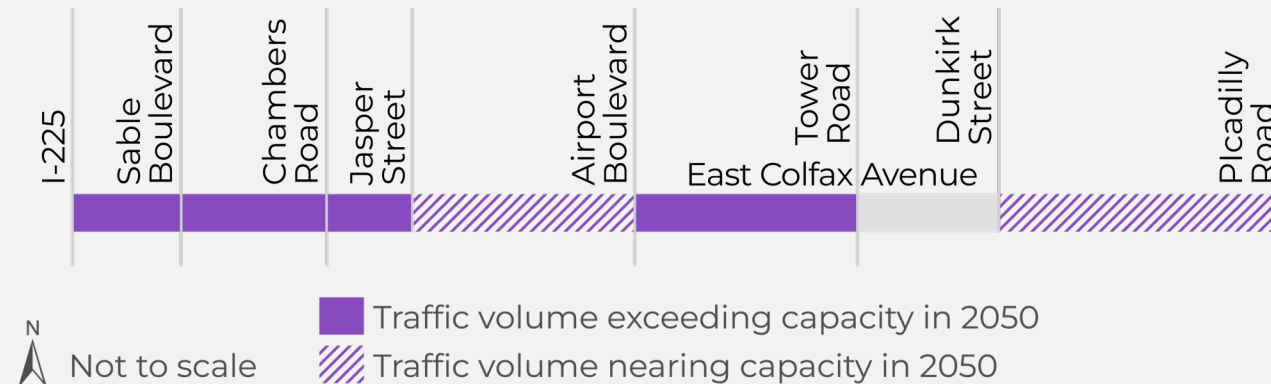
Combined bus rider delay on the Colfax BRT Next corridor (Fall 2023)

Source: City of Aurora



Traffic volume projections on the Colfax BRT Next corridor (2050)

Source: DRCOG



Project purpose.

Improve transit service along East Colfax Avenue between I-225 and E-470 in Aurora, Colorado, to **meet the growing demand for safe, reliable, and efficient transportation.**

The project will **enhance mobility, expand access to jobs, and improve local and regional connectivity.**

The project aims to **extend the benefits of the under-construction bus rapid transit (BRT) system** between downtown Denver and I-225 farther eastward by providing a **high-quality, high-capacity, and cost-effective** transit service.



Poll question #2

How strongly **do you agree with the project purpose statement?**

Q & A

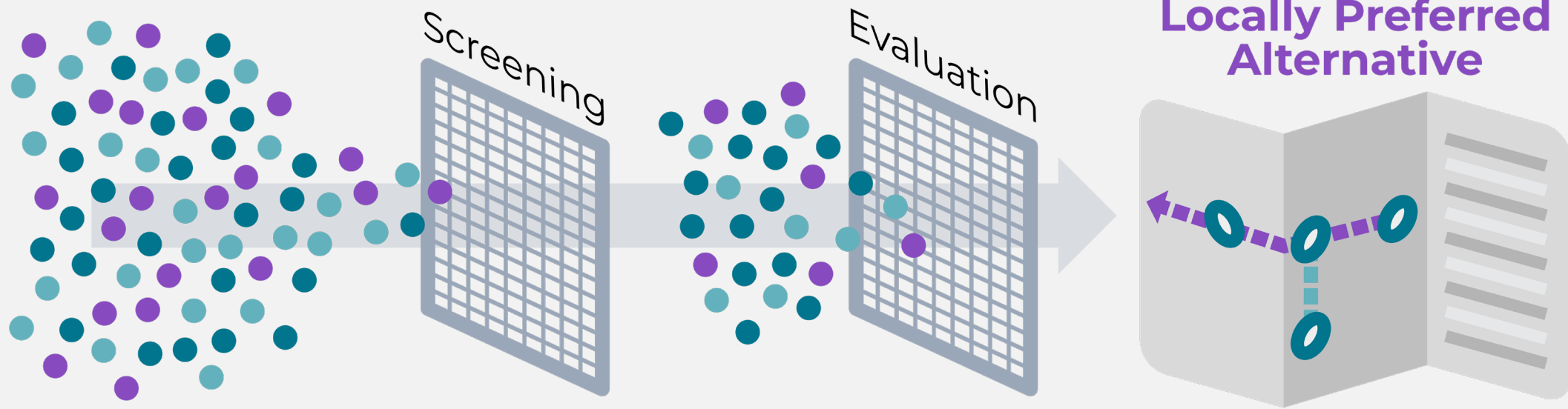
Are there any other key issues we missed in defining the project purpose?





Options for building Bus Rapid Transit

What is an Alternatives Analysis?



What we're studying

*What type of transit
best addresses the
corridor's needs?*

*Where could I go
with improved transit?*

*Where and how does
transit move
within the street?*

*Where could I get on
and off transit in the
corridor?*

Mode/Vehicle



Alignment



Guideway



Stations



What we're studying: mode

*What type of transit
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Mode/Vehicle



Alignment



Guideway



Stations



Modes considered



Light rail
(LRT)



Streetcar



Bus-rapid
transit (BRT)



Enhanced
bus

Modes considered: scores

Consideration	 LRT	 Streetcar	 BRT	 Enhanced bus
Cost to build	High	High	Medium	Low
Ease of building	Hard	Hard	Easy	Easy
Ability to operate with Colfax BRT	Low	Low	High	Medium
Total score	Very low	Very low	High	High
Results	Eliminate	Eliminate	Advance	Advance

What we're studying: alignment

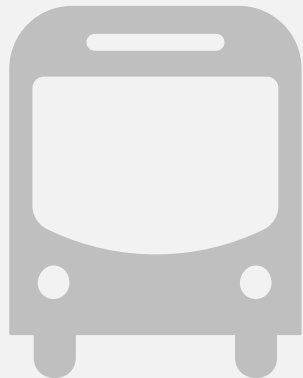
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Mode/Vehicle



Alignment



Guideway

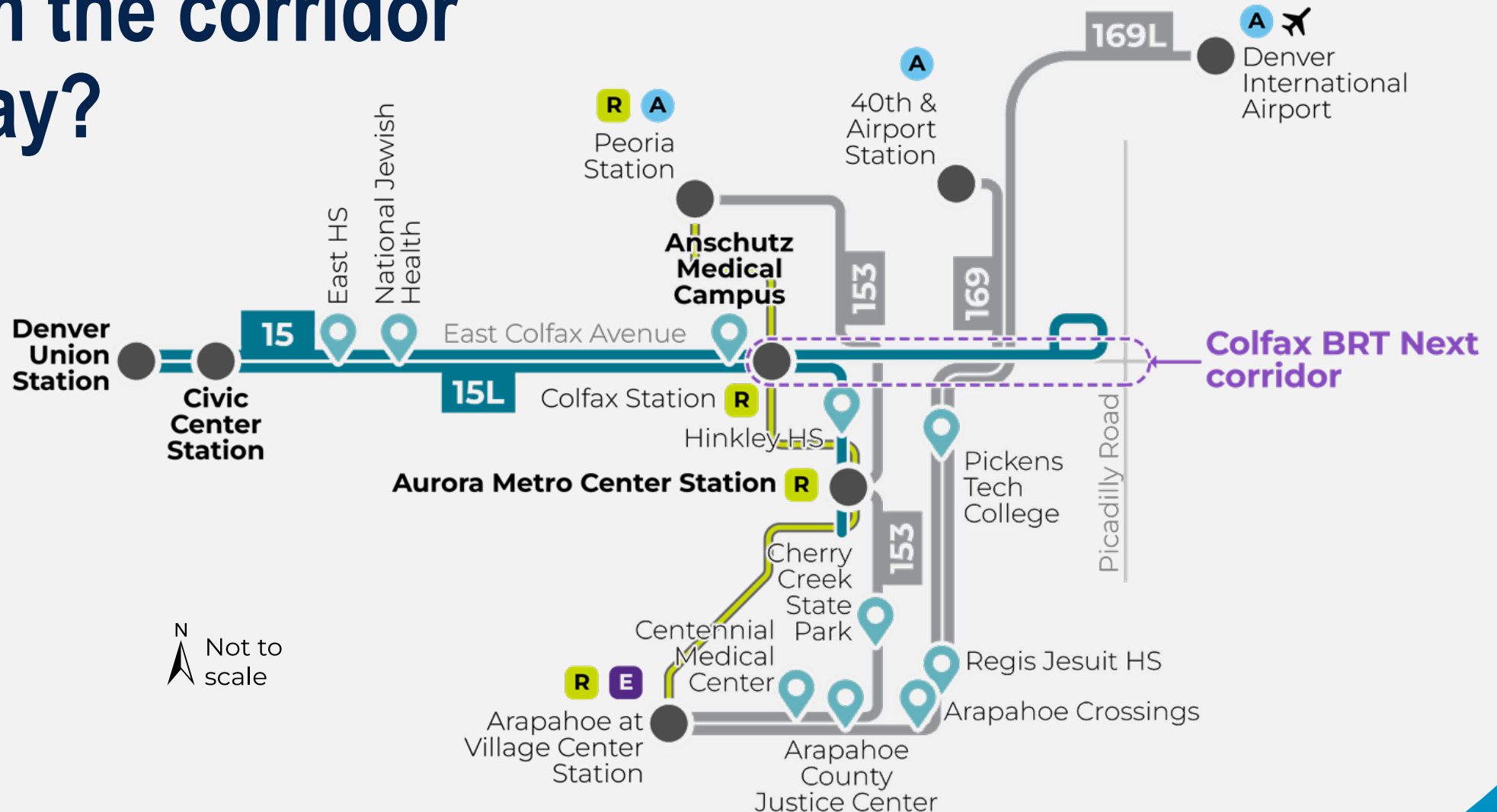


Stations





Where can you go from the corridor today?



Poll question #3

Of the destinations listed, **which do you regularly travel to** today?

Check all that apply.

Poll question #4

Which destinations would you **most want to reach by a direct bus route?**

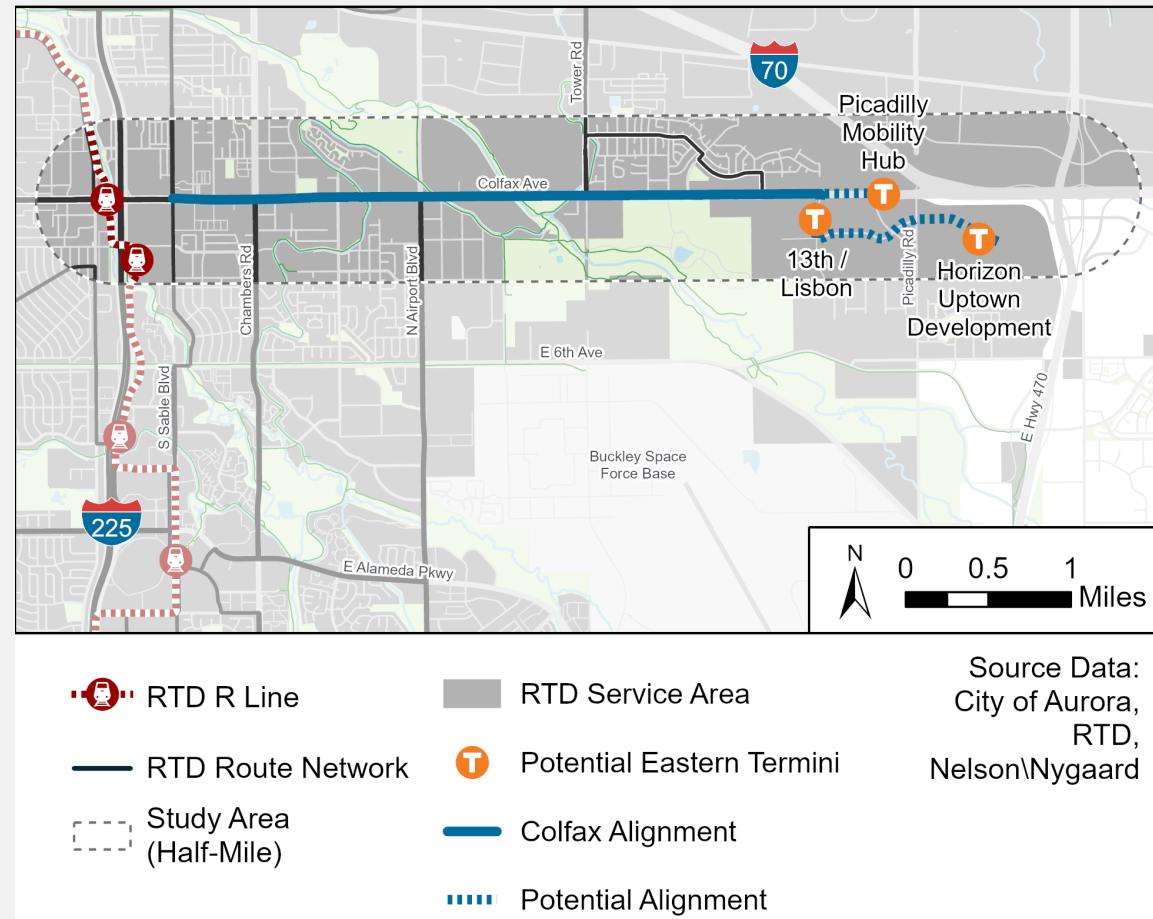
Rank from most to least important.

Where should the BRT go – East?

Evaluating options for the easternmost bus station

- Existing 13th/Lisbon stop
- Picadilly mobility hub
- Horizon Uptown development

End-of-line station will be the gateway to points north and east, and will include more amenities



What we're studying: guideway

What type of transit best addresses the corridor's needs?

Where could I go with improved transit?

Where and how does transit move within the street?

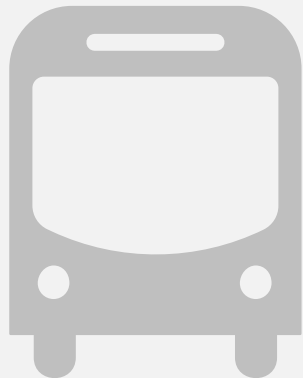
Where could I get on and off transit in the corridor?

Mode/Vehicle

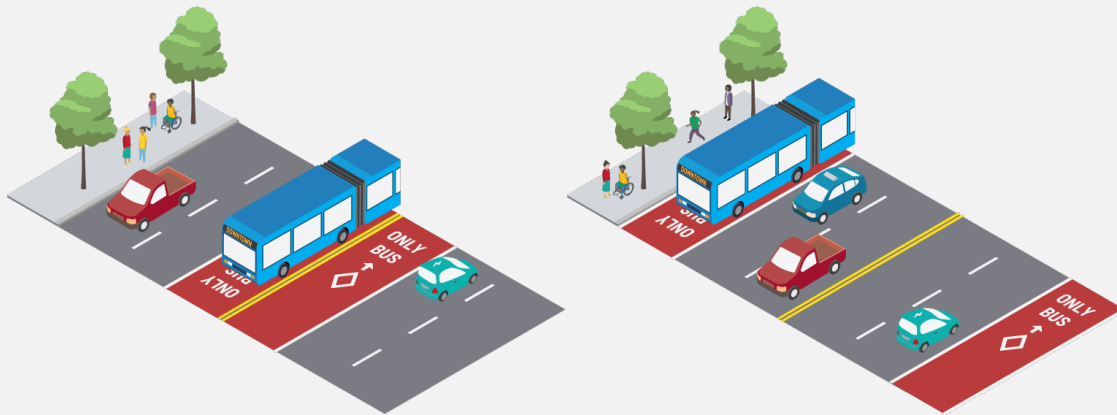
Alignment

Guideway

Stations

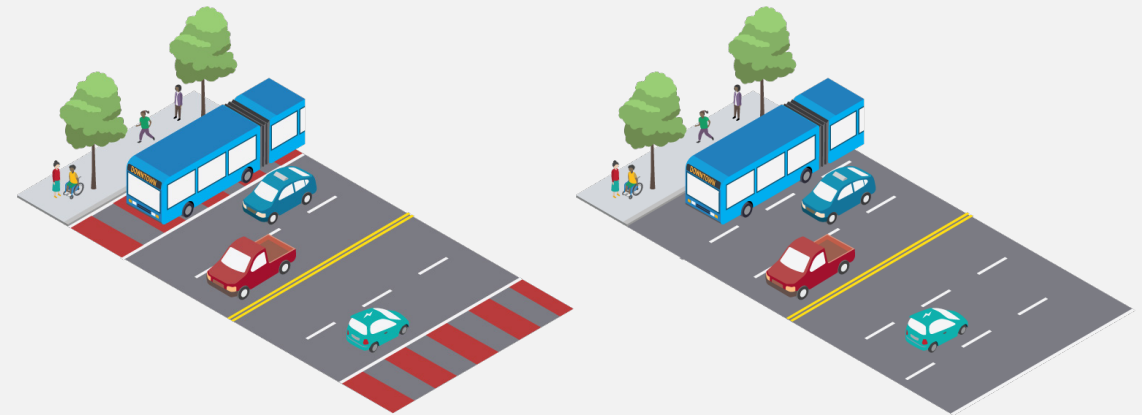


How will buses move through the corridor?



Dedicated guideway

center, side-running, or combination



Non-dedicated guideway

semi-dedicated or mixed flow with transit priority measures

Evaluation criteria: benefits and impacts

Benefits	What does this mean?
Bus travel time	How fast does the bus operate?
Reliability	What is the likelihood that the bus will be delayed/stuck in traffic?
Bus stop comfort and accessibility	How easy is it to reach the bus stops from the sidewalk and how comfortable is the environment waiting at the stop?
Impacts	What does this mean?
Cost to build	How expensive is it to build the infrastructure?
Construction impacts	How long will it take to build the infrastructure? How much of the street will need to be re-built?
Vehicle impacts	Will vehicles be able to turn right or left the same way they do today?

Mixed traffic

Buses share a lane with cars

How today's buses work.

Benefits	Mixed traffic
Bus travel time	Slowest
Reliability	Low
Stop comfort	Moderate
Impacts	Mixed-traffic
Cost to build	Low
Construction impacts	Minimal
Vehicle impacts	Low



Real-world examples: mixed traffic



Rendering of East Colfax BRT station at Havana St; Image Credit: City and County of Denver



Clark County Washington's The Vine on Mill Plain BRT; Image Credit: HDR

Semi-dedicated bus lanes

Curbside bus lanes shared with turning vehicles.

Good for buses that have moderate ridership and moderate frequency (10-15 mins).

Benefits	Semi-dedicated lanes
Bus travel time	Moderate
Reliability	Medium
Stop comfort	High
Impacts	Semi-dedicated lanes
Cost to build	Medium
Construction impacts	Moderate
Vehicle impacts	Moderate



Real-world examples: semi-dedicated lanes



Semi-dedicated lane on
Seattle's Rainier Avenue South;
Photo Credits: SDOT Flickr



Semi-dedicated lane on 18th Street in Downtown Denver;
Photo Credits: Consultant Team

Dedicated bus lanes

Bus-only lanes in the middle of the roadway.

Good for buses that have VERY high ridership and VERY high frequency (a bus every 3-5 mins).

Benefits	Dedicated lanes
Bus travel time	Faster
Reliability	Higher
Stop comfort	Moderate
Impacts	Dedicated lanes
Cost to build	Highest
Construction impacts	Highest
Vehicle impacts	High



Real-world examples: dedicated guideway



Indianapolis's IndyGo Red Line
BRT; Photo Credit: IndyGo



San Francisco's Van Ness BRT;
Photo Credit: Sergio Ruiz

How will buses move through the corridor?

Benefits	Mixed Traffic	Semi-Dedicated Bus Lane	Dedicated Bus Lane
Bus Travel Time	Slow	Moderate	Faster
Reliability	Low	Moderate	Higher
Stop Comfort/ Accessibility	Moderate	High	Moderate
Impacts	Mixed Traffic	Semi-Dedicated Bus Lane	Dedicated Bus Lane
Cost to Build	Low	Moderate	High
Construction Impacts	Low	Moderate	High
Vehicle Impacts	Low	Moderate	High

Poll question #5

What **matters most to you in a future BRT** service?

Rank from most to least important.

Project tradeoffs

Benefits/ impacts	Criteria	Mixed traffic	Semi-dedicated bus lane	Dedicated bus lane
Benefits	Speed, reliability and comfort	Minimal improvements	Moderate improvements	Significant improvements
Impacts	Project cost, length of construction and vehicle impacts	Low cost and impact	Moderate cost and impact	High cost and impact

Poll question #6

Which of the following options are **most important to you?**

Adjust the slider in between the following options to reflect their relative importance to you.

What we're studying: stations

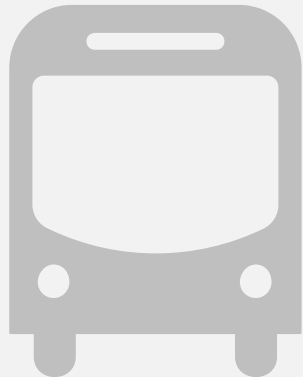
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Mode/Vehicle



Alignment



Guideway



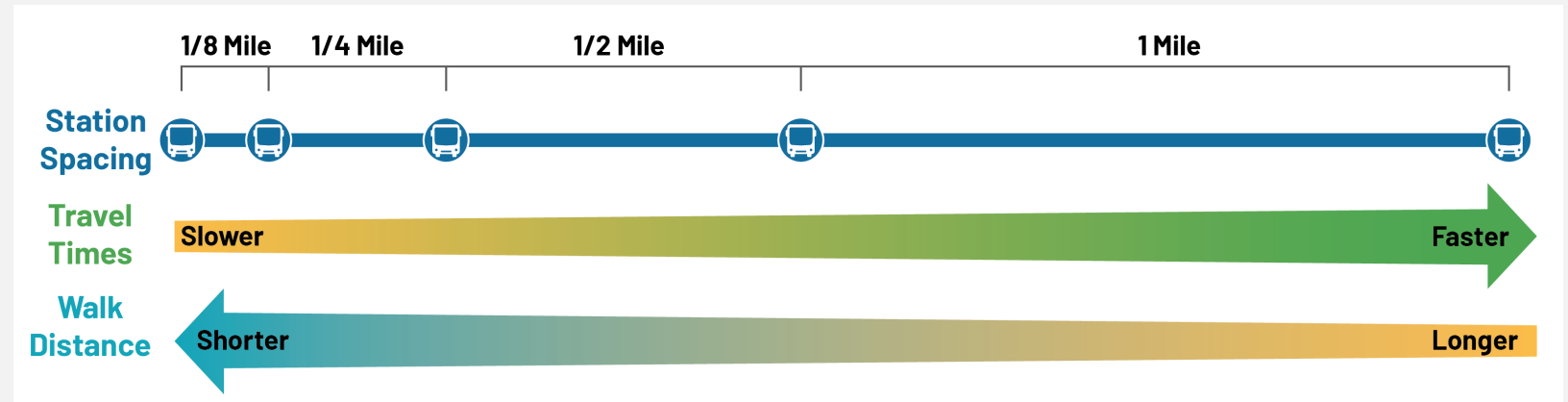
Stations



Where should stations be located?

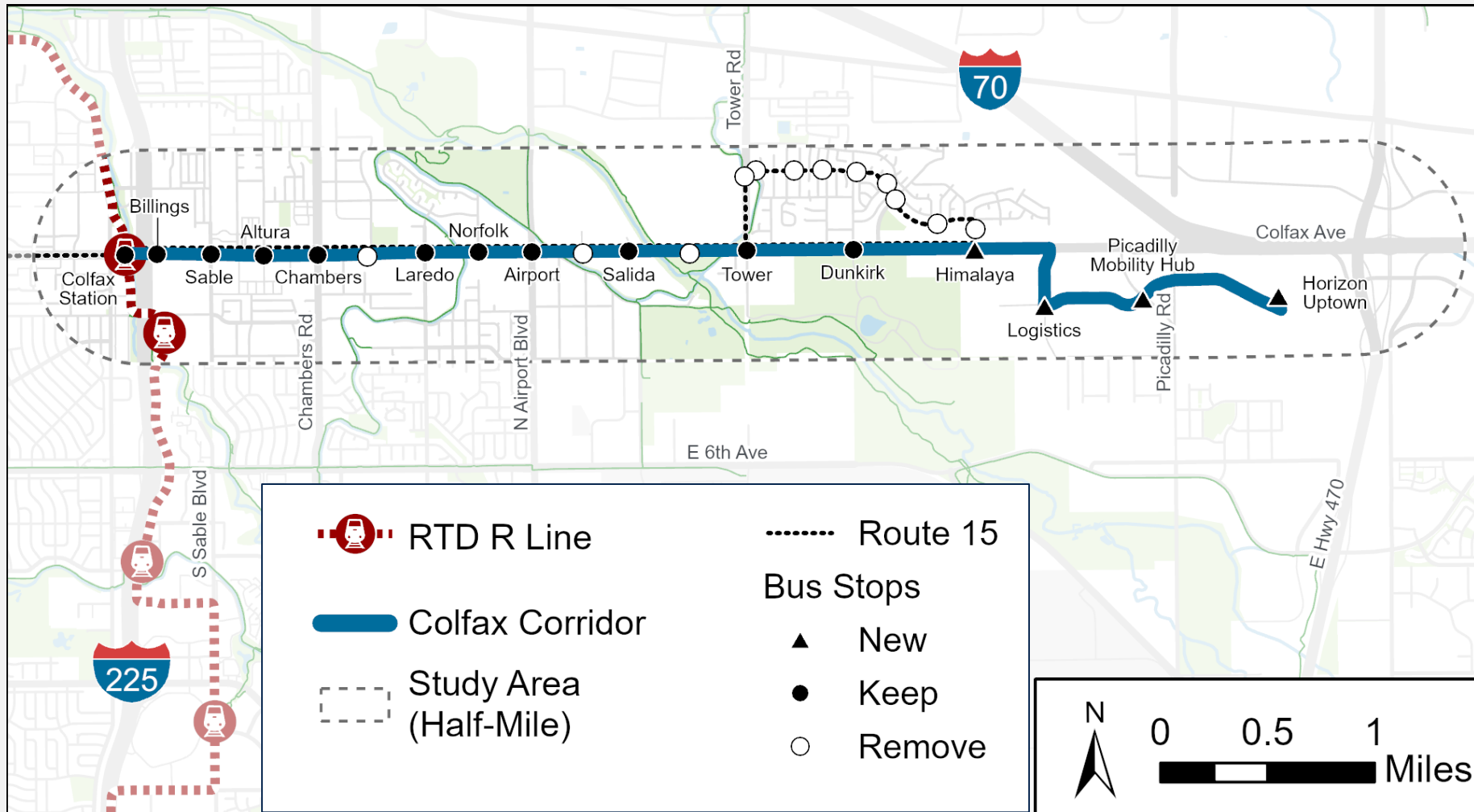
Station location principles:

- High existing ridership
- Proximity to key destinations
- Transfer opportunities
- Existing or planned connectivity to surrounding land uses



Typical station spacing for BRT: $\frac{1}{4}$ to $\frac{1}{2}$ mile

Existing and proposed stations



Stations without existing or planned crossings:

- Salida
- Himalaya

Project team will explore options for improving access



Station locations: we want your feedback!

- Are there key destinations where **a nearby stop would be useful?**
- Are there any **safety or access issues** near these stops (*e.g., crossing distance, sidewalk gaps*)?
- What would make it **easier for you to reach the station?**



Q & A



Next steps

What's next?

- Continue **gathering public input** in Fall 2025.
- Define the **Locally Preferred Alternative** (LPA).
- Move into **environmental review and early design** in 2026.
- Stay involved – your voice shapes the **future of Colfax!**

Stay engaged!

- **Visit the Community Open House**
 - Tuesday, Oct. 21 from 4:30 to 7:30 pm
 - East Middle School
(1275 Fraser St, Aurora, CO 80011)
- **Take our survey** now through Nov. 7
- **Visit the project website**
<https://engage.drcog.org/colfaxnext>
 - Webinar recording and presentation
 - Submit questions/comments
 - Sign-up for project updates

Take the survey!
(English & Spanish)



Scan the QR Code

Thank you

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).