



Colorado Blvd BRT

What is BRT?

Bus Rapid Transit (BRT) is a high-capacity, efficient bus service that incorporates elements of light rail. These include enhanced stations, all-door boarding, purchasing tickets before riding, and in some locations, dedicated bus lanes. BRT achieves high-quality service because it minimizes delays, such as making frequent stops and getting stuck in traffic at intersections.

CDOT's 10-Year Plan

CDOT's 10-Year Plan identifies Colorado's transportation priorities based on input from residents across the state. The current plan includes funding for several new BRT routes, increasing transit options along the Front Range. The Colorado Boulevard BRT study will help achieve the following goals CDOT established in their 10-Year Plan.



Safety

Reduce deaths and serious injuries to zero



Resilience

Keep our roads functional in the face of unexpected events and challenges



Fix it First

Prioritize improving the condition of our existing system



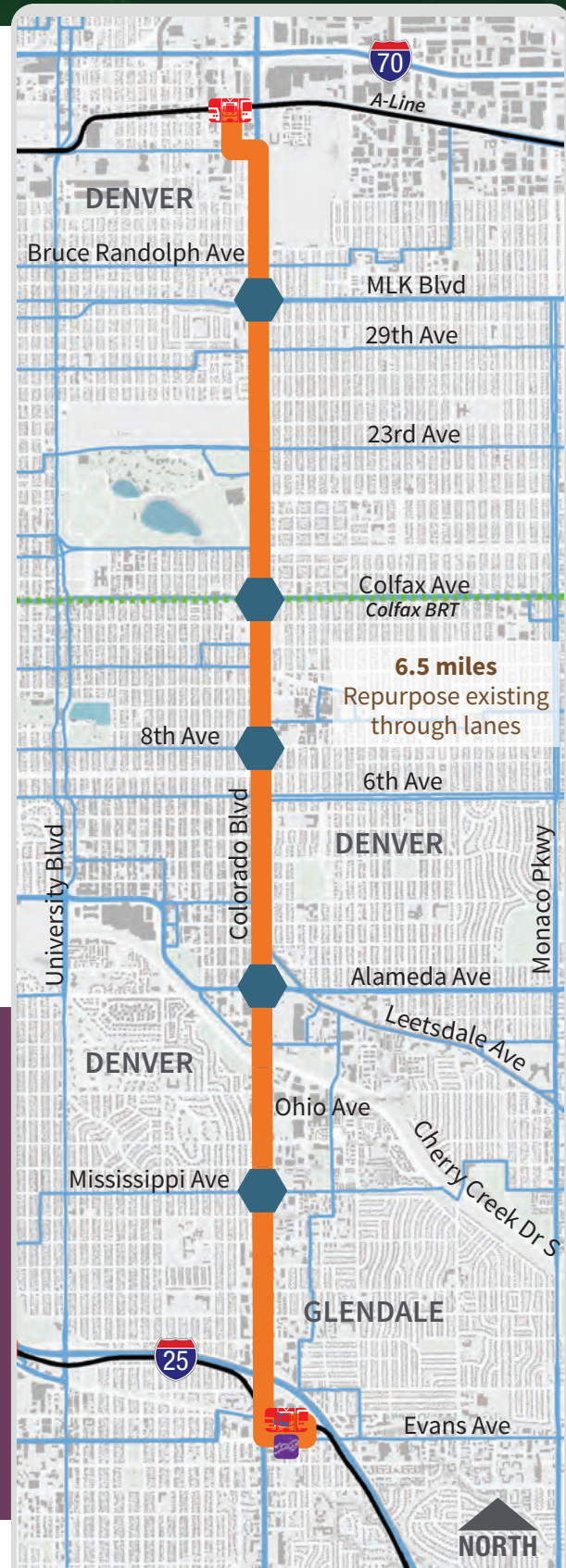
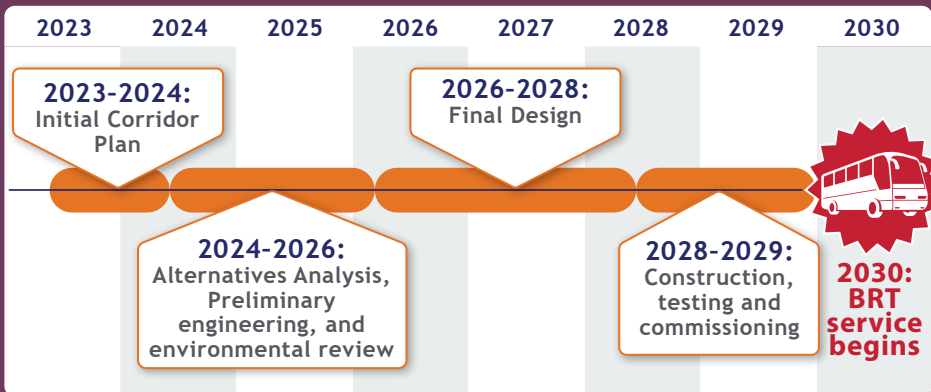
Multimodal

Improve access to travel options beyond the single-occupant vehicle

Why BRT on Colorado Boulevard?

Colorado Boulevard is one of RTD's highest ridership bus routes. Currently, buses on the corridor experience significant delays, resulting in long travel times. BRT will reduce transit travel times and improve reliability.

Project Timeline



CONTACT INFO:

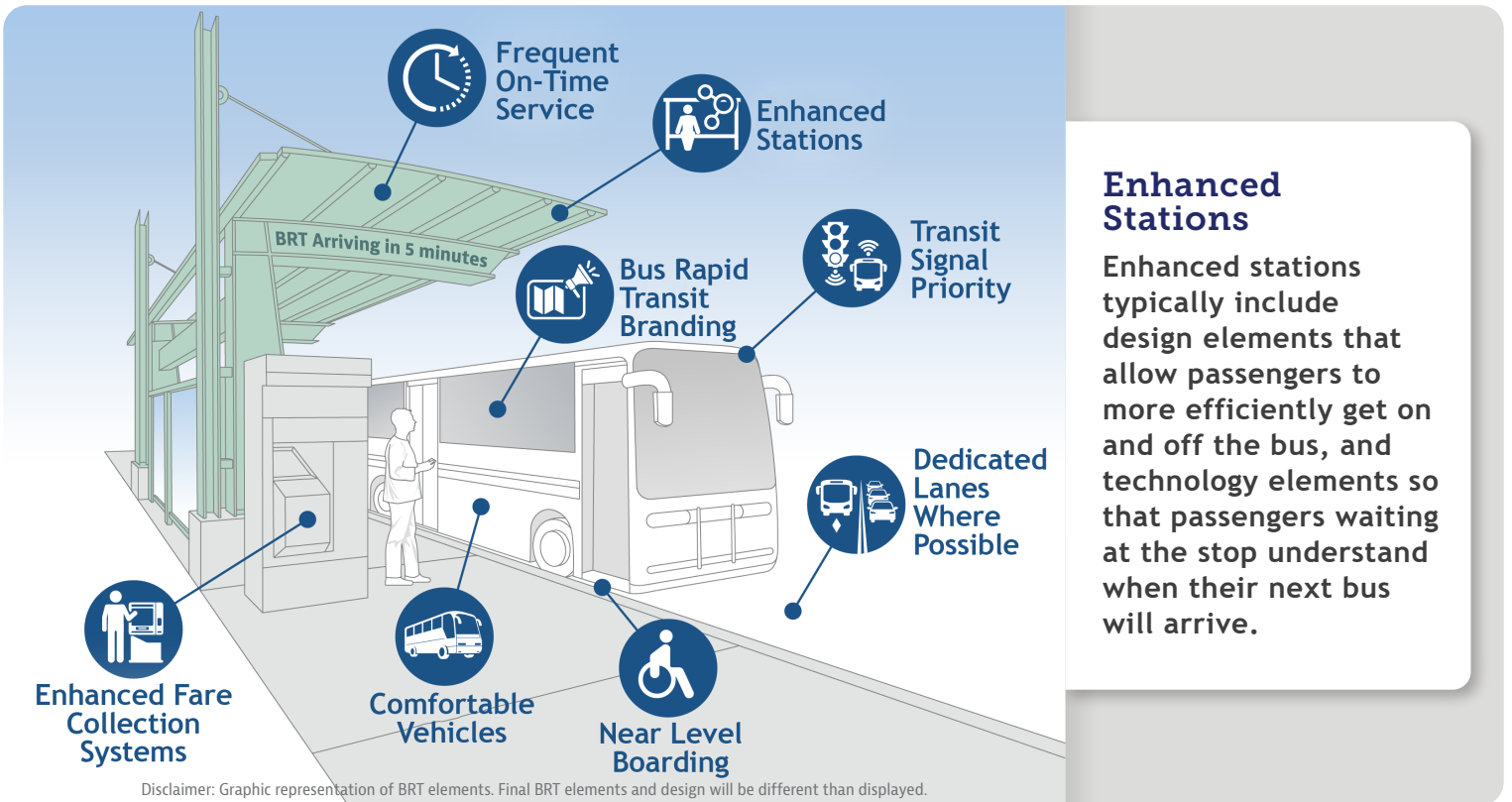
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- Potential Mobility Hub
- Existing & Funded Rapid Transit Line and Station
- BRT Projects in Progress
- Existing BUSTANG Station

Why BRT?

The Colorado Department of Transportation plans to explore options for improving travel along Colorado Boulevard with attractive and efficient BRT service. The BRT routes will enhance transportation options on state highways and improve connections to the region's passenger rail system. To meet CDOT's commitment to reduce greenhouse gas emissions, CDOT is building BRT on several major arterials in the Denver Metro area. BRT achieves high-quality service by combining the capacity and efficiency of a light rail with the flexibility, cost, and simplicity of a bus. BRT will improve transit for existing riders and add high-quality service for new ones.

What does BRT look like?



Potential BRT Configurations Being Explored



Mixed-Flow BRT

Utilizes enhancements such as bypass lanes, queue jumps, and transit signal priority. Bypass lanes and queue jumps are located at targeted intersections where buses typically experience significant delays. They provide priority to buses to reduce delay experienced.

Transit Signal Priority (TSP) allows buses to communicate with traffic signals as they approach an intersection. This allows the bus to proceed through an intersection more efficiently.



Side Running Bus Lanes

Side running bus lanes allow buses to move through the corridor reducing delays from general traffic congestion. Right turning movements onto all side streets, businesses, and driveways are maintained as vehicles are allowed to use the bus lane to turn right.



Center Running Bus Lanes

Center running bus lanes provide uninterrupted bus travel throughout the corridor by eliminating interactions with general traffic and typical traffic congestion. This reduces delays and overall transit travel times, especially when combined with TSP, and allows for a shared center platform at each stop instead of requiring a stop for each direction.