



CO 7 Multimodal Corridor Brighton to Boulder



Bus Rapid Transit (BRT)

Corridor Recommendations

The ultimate vision for the CO 7 Corridor is to provide Bus Rapid Transit (BRT) from Brighton to Boulder. BRT will provide a high-quality, bus-based transit system that provides fast, comfortable, cost-effective, and reliable transportation services. Compared to regular bus service, it is more reliable, convenient, and faster because it often operates in dedicated lanes and follows signals that prioritize buses over single occupancy vehicles.

Vision for BRT

The Corridor has three main guiding principles for improvements:

- 1 Improve Traveler Safety**
- 2 Improve Personal Travel Efficiency**
- 3 Improve Access to Multimodal Travel**

Capturing all three of these guiding principles, the vision for BRT is intended to be implemented along the entire CO 7 Corridor from Brighton to Boulder.

Although all of these improvements will not be happening immediately, the following recommendations will be considered as projects that are built to accommodate BRT service.

- > **Running Way:** Transit lanes from Boulder to US 287 and shared-use shoulders east of Lafayette.
- > **Intersection Provisions:** Bus queue jump lanes at major intersections and bus stations.
- > **BRT Stations:** 15 planned stations and an intermodal station at the I-25 Interim Mobility Hub to support first- and final-mile connections and microtransit infrastructure.
- > **Transit Oriented Development (TOD):** Land use plans, densities and mobility on demand (including microtransit) at the planned station locations supportive of bus transit.

Benefits of BRT

- > **Time saving:** Using public transit lessens traffic congestion and improves travel times for both vehicle drivers and transit riders.
- > **Cost-effectiveness:** Riders can save on gasoline, expensive repairs, and those without a vehicle at all avoid costly registration and insurance fees.
- > **Safety:** Passengers in a bus have a 67 times lower fatality risk than drivers or passengers in a car.
- > **Environmental benefits:** Taking public transit reduces carbon emissions.
- > **Personal free time:** Taking public transit frees up a passenger's time to read, study or enjoy entertainment on their electronic devices.





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I-25 Mobility Hub

The planned Mobility Hub at the I-25/CO 7 interchange is an essential and important intermodal facility for the CO 7 multimodal vision. The hub is a candidate project for enhancing multimodal connectivity for Bustang services along the Front Range/I-25 Corridor by CDOT's Division of Transit and Rail (DTR). This new hub is envisioned to include a center median station along I-25 with Park-n-Ride facilities accessed from CO 7 for transit service connections.

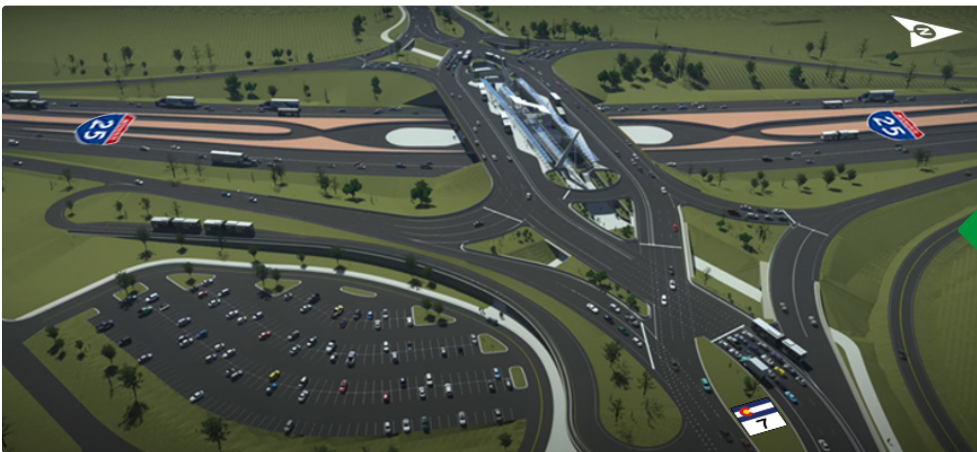
The conceptual design for the interchange reconstruction and reconfiguration, potentially included with the hub, includes direct intermodal connections between the future CO 7 BRT and the Bustang services. Eastbound and westbound BRT station platforms would be above I-25 within the reconfigured interchange. Pedestrian connections between the stations, the Park-n-Ride facilities, and the adjacent urban center are included in the hub's conceptual design. Upon completion, the hub would directly connect CO 7 Corridor travelers with services along the Front Range along I-25, enhancing mobility and travel options along each corridor.

In efforts to bring public transit service to the northern metro area, CDOT will construct an Interim Mobility Hub at I-25 & CO 7. It will provide a Park-n-Ride on the southeast corner, bus slip ramps for northbound and southbound I-25, and a pedestrian bridge over I-25. This will provide some public transit to the area until the full Mobility Hub can be built.

Transit Starter Service — First Step to the BRT

This project seeks to address traffic congestion on CO 7, which will only worsen in coming years, by providing two years of a transit starter service from Brighton to Boulder starting in 2026. With 10 stations over 26.6 miles, serving Boulder, Broomfield and Adams counties, this transit starter service will improve travel times, speeds, and reliability. Starting a culture of transit service and building up ridership on this starter service now will help show the demand and need for enhanced transit in this corridor. If successful, this service would be fully implemented along the corridor for transit users as the BRT service.

In the first year, there will be 30-minute headway service from 6 a.m. to 8 p.m. Monday through Friday. In 2027, service will be expanded to every day. The service will also connect to other regional and interregional transit routes, such as the Flatiron Flyer, FLEX, FlexRide, CDOT's Bustang service and the US-287 and CDOT North I-25 Mobility Hubs.



Rendering of final ultimate buildout of the I-25/CO 7 Mobility Hub

