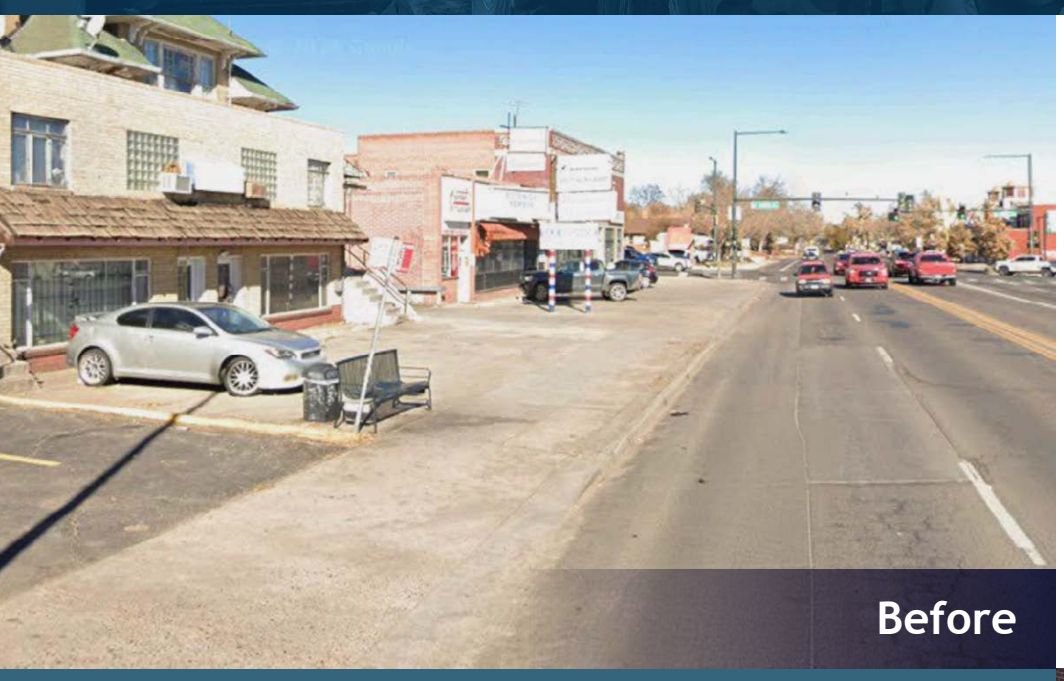
COLORADO
Department of Transportation

Proposed Phasing Approach for Federal Boulevard BRT


Before

The **Colorado Department of Transportation (CDOT)** is committed to implementing the **Federal Boulevard Bus Rapid Transit (BRT)** project.

Because full project funding has not yet been identified, CDOT is prepared to deliver the project components in **phases** as funding is secured and made available at the time of construction.

Purpose of the Phased Approach

This approach focuses on delivering **meaningful transit improvements** within available resources—targeting the **highest delay locations** for transit and serving the **greatest number of users** along the corridor. This proposal intends to complete enough infrastructure to implement the BRT service plan by 2030, with further capital improvements to be constructed in later phases.

After

Phase 1 Description

- **Implements BRT service plan (100% operating plan)**
- **Focuses later phases on completing capital infrastructure**
- **Roadway/Transit Signal Priority (TSP)/civil infrastructure Alameda Ave to 52nd Ave**
- **Queue jumps between 20th Ave and 50th Ave**
- **14 BRT station pairs Alameda Ave to 52nd Ave**
- **5 BRT station pairs north of 52nd Ave (locations TBD)**
- **Interim stations for remaining 17 station pairs north of 52nd Ave and south of Alameda Ave**
- **6 articulated buses**
- **Maintenance facility upgrades to accommodate articulated vehicles**
- **Connection to future stadium district at Burnham Yard**

*Phases may be adjusted based on feedback from contractors, stakeholders, and public

We Want Your Feedback

Your input will help guide how CDOT prioritizes improvements in future phases. Please share your thoughts on prioritization of speed and reliability improvements, service frequency, and station upgrades by taking the online survey to share your feedback:

Or visit
codot.gov/projects/studies/denvermetrobrt/federalbrt/federal-blvd-comments