



State of Transit in Boulder County: Briefing Book

April 2026



State of Transit in Boulder County: Briefing Book

This briefing book summarizes the transit context, key findings, and next steps presented in the State of Transit in Boulder County Report. It lays the groundwork for a new transit vision for Boulder County, which will outline priority improvements to make it easier and more desirable to take transit.

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What is Linking Boulder County?

Linking Boulder County is a vision and action plan to make public transit easier and more useful for people in and around Boulder County. It will help public transit meet the needs of our growing county today and over the next 15 years.

Our county is a desirable place to live, work, and play but faces challenges. Those include rapid growth, a lack of affordability, new travel patterns, and transit service that has not kept pace with our community's needs. We know that high-quality, universally accessible public transit is the foundation of a sustainable, equitable mobility system.

This plan is the first time Boulder County has set a detailed countywide vision for transit, and it's an important opportunity. While the Regional Transportation District (RTD) provides most of the county's service today, we have an opportunity to think differently about what transit funding and governance might look like in the future.

Linking Boulder County is...



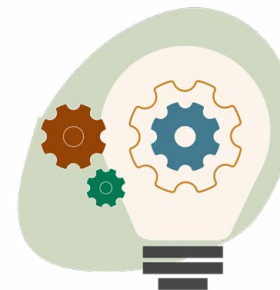
A vision for transit service in Boulder County that is high quality, universally accessible, and equitable.



A road map for transit service expansion, including specific actions and how they will be funded and implemented.



A strategy to address the County's transit needs and opportunities today and in the coming years.



A reflection of what the community hopes to see and is excited to support.

What factors shape transit in Boulder County?

Boulder County is a diverse and rapidly changing region within the Denver metro area and Colorado's Front Range. We are recognized for leadership in climate action, equity, and multimodal transportation—transit service is an important part of our approach. But it's challenging to make transit a good travel option for all kinds of trips.

Our county's current transit system was designed when most jobs required a daily commute, and Longmont, Louisville, Lafayette, Erie, and Superior were affordable bedroom communities. Over the last 30 years, Boulder County's land use and travel patterns have shifted, and the impacts of climate change have made it even more important to reduce greenhouse gas emissions.

These factors are influencing transit in Boulder County:



Clear Values

Linking Boulder County unfolds in the context of strong values, current strategies and successes, and emerging opportunities.



Quality of Life

Public transit can help create resilient transportation options that support a better quality of life for all residents.



Growth and Affordability

The affordable housing crisis has created travel patterns that are challenging for current transit providers to serve.



Regional Context

Today, current services don't meet the diversity of needs. Doing so requires delivering new service and capital projects.



Local Commitments

Boulder County communities have adopted transportation plans that envision more transit service than what RTD can provide.

What do we mean by “transit?”

When we talk about transit, we’re taking an inclusive approach. That means fixed-route, on-demand, paratransit, and seasonal and recreational services, such as buses operated by RTD, shuttles to parks and

trailheads, and shared vehicles like Ride Free Lafayette and RIDE Longmont. It also includes support for people accessing and riding transit, including bikes and scooters, stops and amenities, and high-quality information.

The types of transit services we’ll explore include the following:



Fixed-route service follows a set schedule and route, serving designated stops.



Source: City of Longmont

On-demand service is a shared-ride service that responds to rider requests within set zones.



Paratransit is a demand-responsive, curb-to-curb service available to eligible people with disabilities who are unable to use fixed-route services.



Source: City of Boulder

Micromobility refers to shared devices, like Lime scooters and Boulder BCycle, that complement transit services.

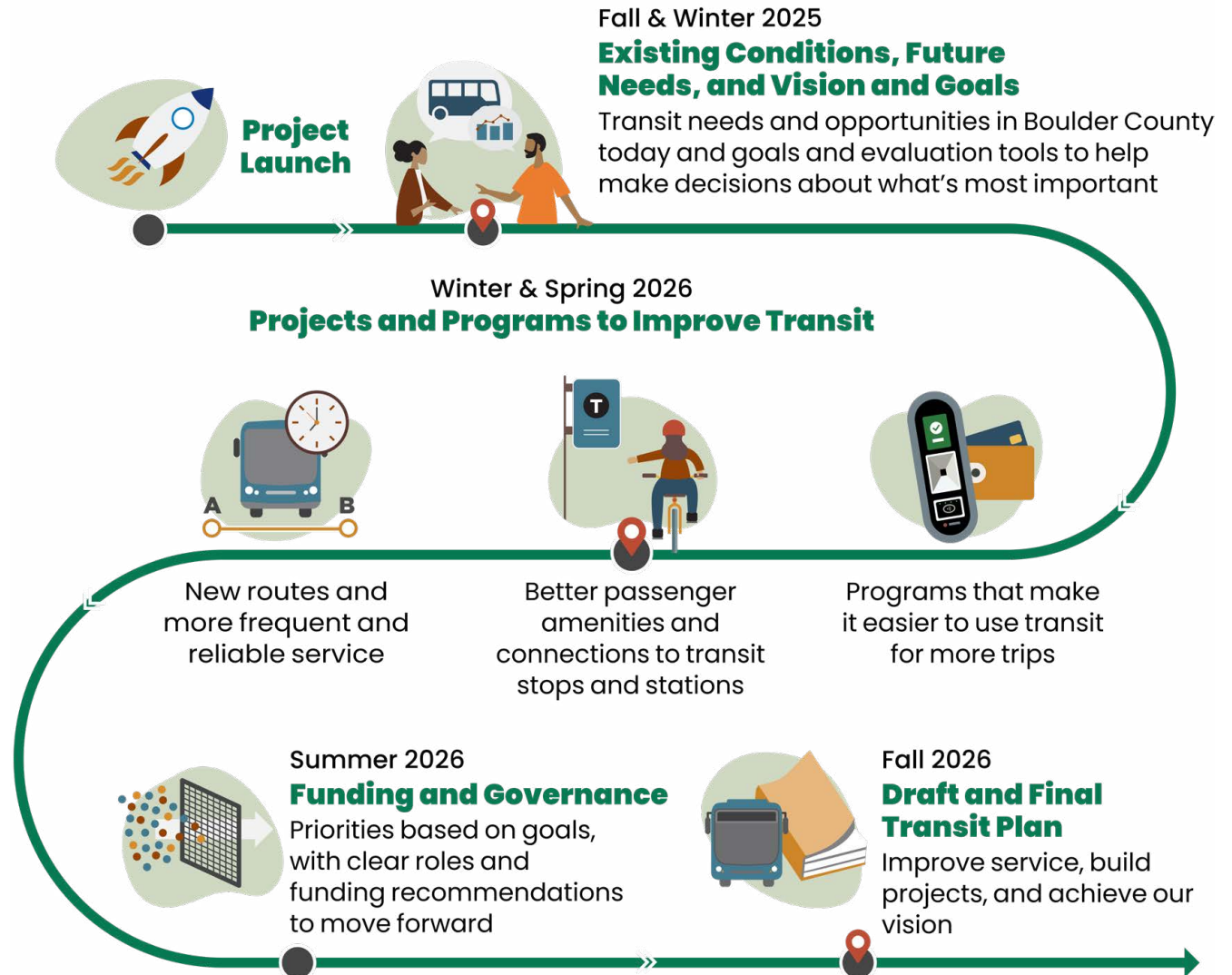
What does this plan include?

Linking Boulder County is an opportunity to think carefully about transit improvements across the county. This includes building on existing and planned services, and making sure new projects meet community needs.

Linking Boulder County will look at many strategies to improve transit. We'll consider changes to the existing bus service, new routes or types of services, and better connections to transit, such as bikeshare programs. We'll also explore projects to improve stops and stations and programs or policies that encourage people to use transit.

Based on a shared vision, Linking Boulder County will provide a roadmap that includes clear recommendations and metrics. We will work together to prioritize future projects and programs and identify funding sources to make it all happen. And most importantly, we're inviting you along for the ride.

Project Timeline



 Key public input point

Who is guiding Linking Boulder County?

We are working with four committees to shape Linking Boulder County. We formed two Community Advisory Committees—one English language and one Spanish language—specifically for this project. The Subregional Forum Technical Advisory Committee and Subregional Forum serve as our technical and policy committees.

We also want to hear from people across Boulder County. Our planning process includes a meaningful public outreach plan to involve diverse communities and build on feedback you've already provided.

Our first round of community outreach in fall 2025 gathered transit needs and priorities. Community members across the county consistently asked for improved transit frequency, reliability, comfort, and safety. People also hoped for more service to the airport, to cities and towns beyond Boulder, and to more recreational activities in the mountains.



Our Community Advisory Committees are providing input and guidance of all aspects of Linking Boulder County.













Who provides transit service today?

Since 1974, RTD has been the main provider of transit in Boulder County. While RTD routes carry the most riders, there are now 12 providers of fixed-route, on-demand, and paratransit services in the county. They all meet specific needs. Some local transit routes connect places within communities. Other routes help people move across the county or to regional destinations, such as Denver Union Station or Denver International Airport.

“I don’t think that there are a lot of ‘missing links’ that need to be filled by transit. Rather, transit options need to be more frequent, more reliable, safer, and more connected to the amenities they serve.”

— Fall 2025 Survey Respondent

Current Transit Providers In Boulder County

Providers	Fare-Free Service	Fare-Based Service
	323 324 326 327	204 205 206 208 225 228 AB1 AB2 AB3 Access-on-Demand Access-a-Ride BOLT BOUND DASH FF1 FF2 FF4 FF5 FlexRide GS JUMP LD1 LD3 LX2 NB SKIP
	Eldo Shuttle Hessie Shuttle Lyons Flyer Ride Free Lafayette	
	Mountain Rides Gold Hill Climb	
	Park-to-Park	HOP
	HOP 2 Chautauqua	
	FLEX	
		RIDE Longmont
		Bustang Estes Bustang North
	Buff Bus S Buff Bus W Buff Bus ECX Buff Bus RX Buff Ride* Will Vill Late Night	
CU Student Government	CU NightRide*	
	NedREC	
	Taxi Vouchers	
	Via Paratransit	

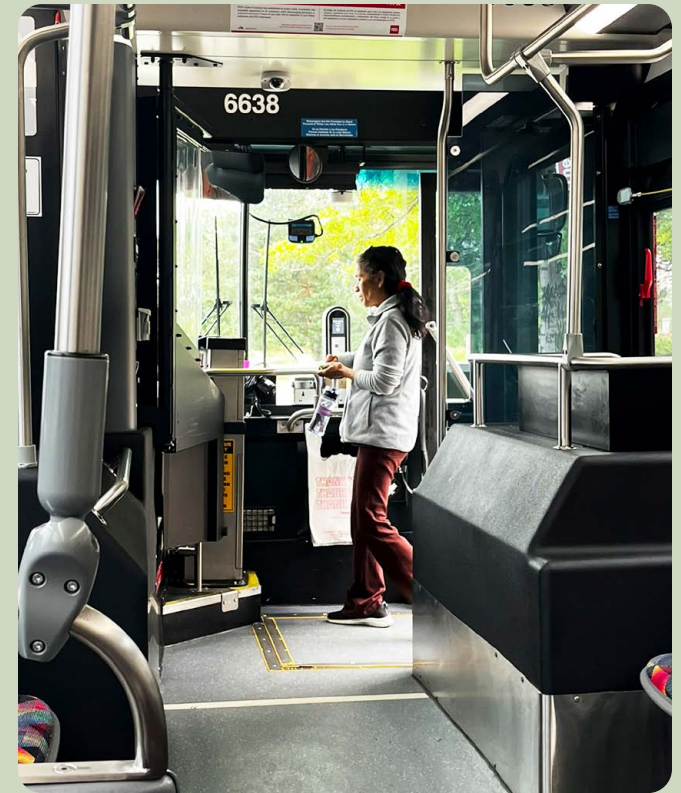
- Local Route
- County Route
- Regional Route
- Paratransit Service
- On-demand Service
- Seasonal Service

*Seasonal, on-demand transit services

How do we pay for transit?

Funding for transit serving Boulder County includes permanent and temporary funding, as well as one-time grants. Understanding current and potential funding sources will help us develop realistic recommendations that can be implemented. Today, transit funding comes from seven sources:

- ✓ **Federal:** Grants through the Federal Transit Administration and other federal agencies support transit capital and operating costs.
- ✓ **State:** The Colorado Department of Transportation (CDOT) distributes both federal and state grants and operates Bustang bus service.
- ✓ **Regional:** The Metropolitan Planning Organization, DRCOG, provides grants for capital and operating costs using federal and state funds.
- ✓ **County:** Boulder County has a permanent 0.1% transportation sales tax, with 15% dedicated to transit service and 10% to regional corridors, including transit capital improvements.
- ✓ **Municipalities:** The City of Boulder (0.6%) and City of Longmont (0.75%) have permanent, dedicated funding sources for transportation, which fund transit services in those cities. The City of Boulder has an additional time-limited sales tax (0.15%) for transportation.
- ✓ **Farebox Revenue:** Farebox revenue, generated by rider fares, is a flexible source of funding for both capital and operating costs.
- ✓ **Other:** CU Boulder Student Fees and funding from Eldora Mountain Resort support specific transit services.



A passenger pays their fare while boarding Route 204 in Boulder.

Want to learn more?

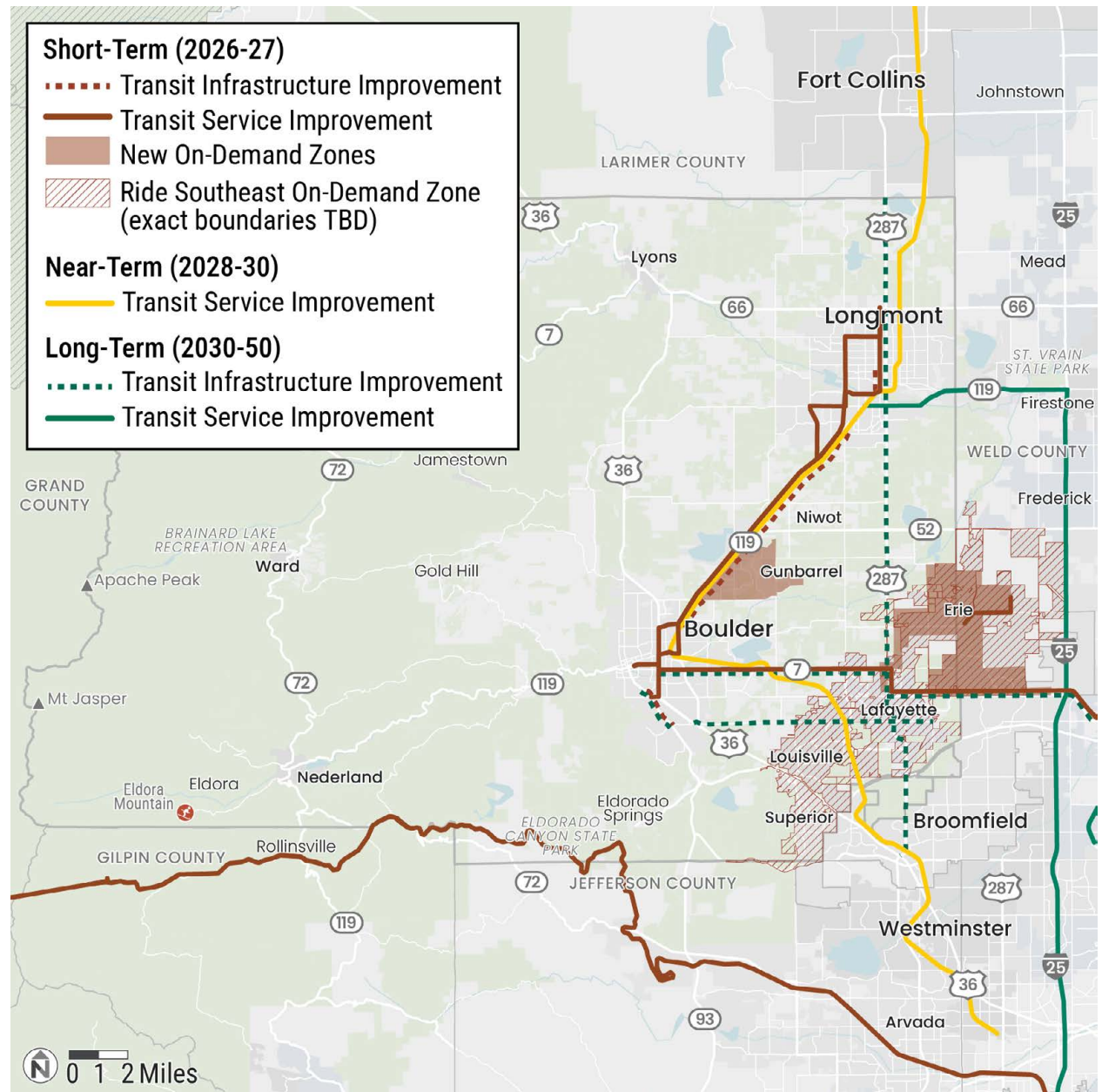
Chapter 2 of the State of Transit Report provides an overview of the transit context in Boulder County. It outlines transit providers, regulations, funding, and policies that will help to shape Linking Boulder County.

What transit improvements are assumed?

Previous plans—including the Northwest Area Mobility Study and local cities’ transportation and transit plans—have recommended new and enhanced transit services and infrastructure across Boulder County. These committed transit improvements are part of the starting place for Linking Boulder County:







- CO 119 Diagonal Flyer Bus Rapid Transit (BRT) Corridor
- CO 7 Boulder to Brighton BRT Corridor
- On-demand services: Ride Gunbarrel, Ride SouthEast, and the Erie Bee
- Broadway Corridor Project in Boulder
- Coffman Street Mobility Improvements in Longmont
- Joint Service Passenger Rail: Denver-Boulder-Longmont-Fort Collins
- Mountain Rail: Denver-Winter Park-Steamboat

Projects Assumed in Linking Boulder County

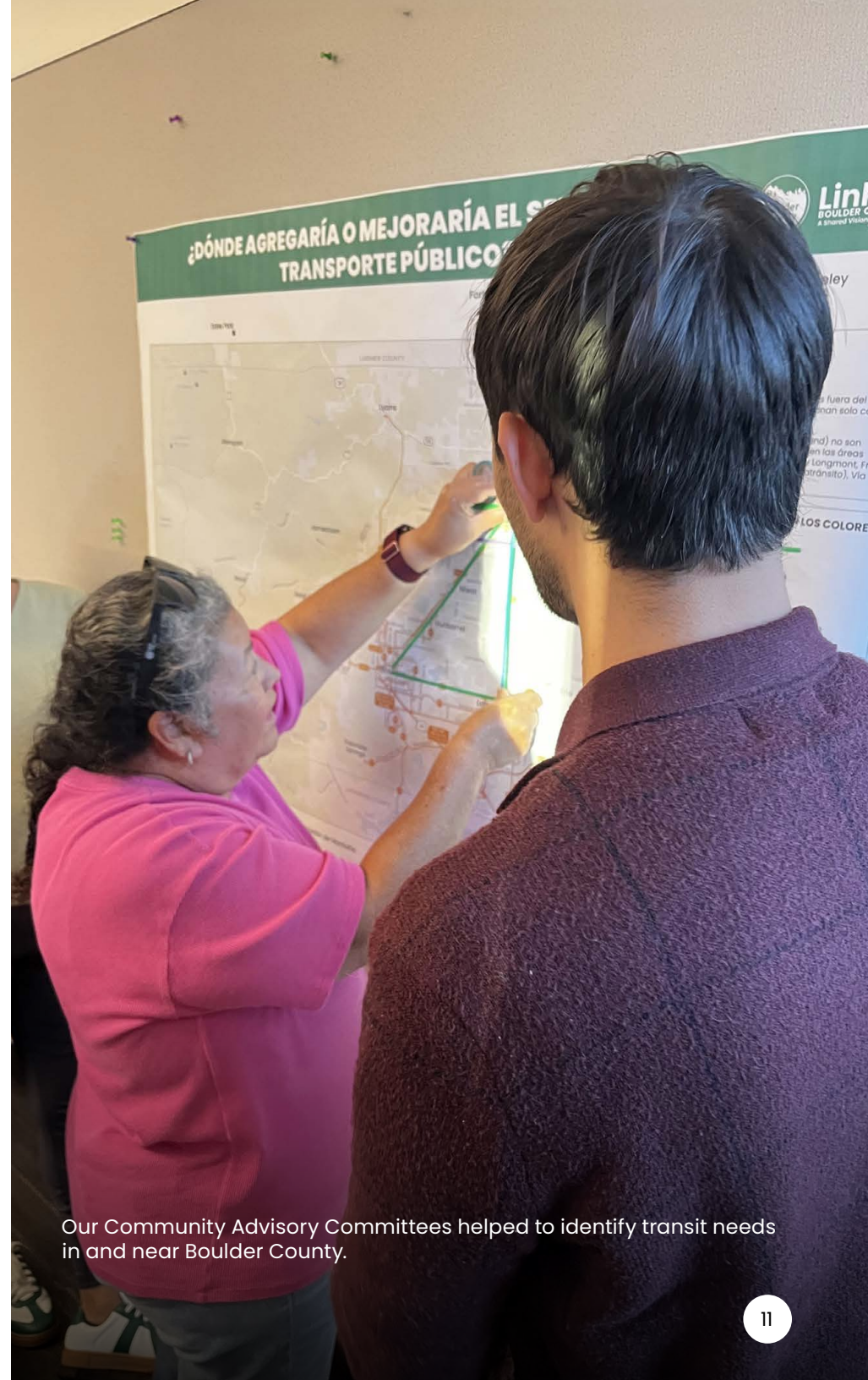


What have we learned?

The State of Transit in Boulder County explored all elements of the county's transit system:

-  Where and what types of service operate today
-  How many people ride different transit services
-  How well transit serves our diverse communities
-  The stops, stations, and amenities that support transit riders
-  Accessibility and walking, rolling, and biking connections to transit
-  The ways people's travel behaviors have changed since COVID-19
-  Current and future markets for transit, including key gaps

This section highlights key findings and the ways they'll inform potential improvements to Boulder County's transit system.



Our Community Advisory Committees helped to identify transit needs in and near Boulder County.

The Transit Network is Complex

Transit service in Boulder County is delivered by 12 operators providing 54 services, including fixed-route, general public on-demand, and paratransit services. This results in an extensive network, but one that can be challenging to understand and use.

Our cities and towns have adopted transportation plans that envision more transit service than what RTD can provide. Some are funding and implementing their own services and programs. For example, we have Boulder's HOP circulator, Longmont's microtransit and free local bus service, partnerships with Via Mobility Services to operate The Climb, and seasonal routes like the Hessie Shuttle to help meet our unique travel demands.

Want to learn more?

Chapter 3 of the State of Transit Report provides a detailed review of the public transit services operating in Boulder County today, including the services in each part of the county.



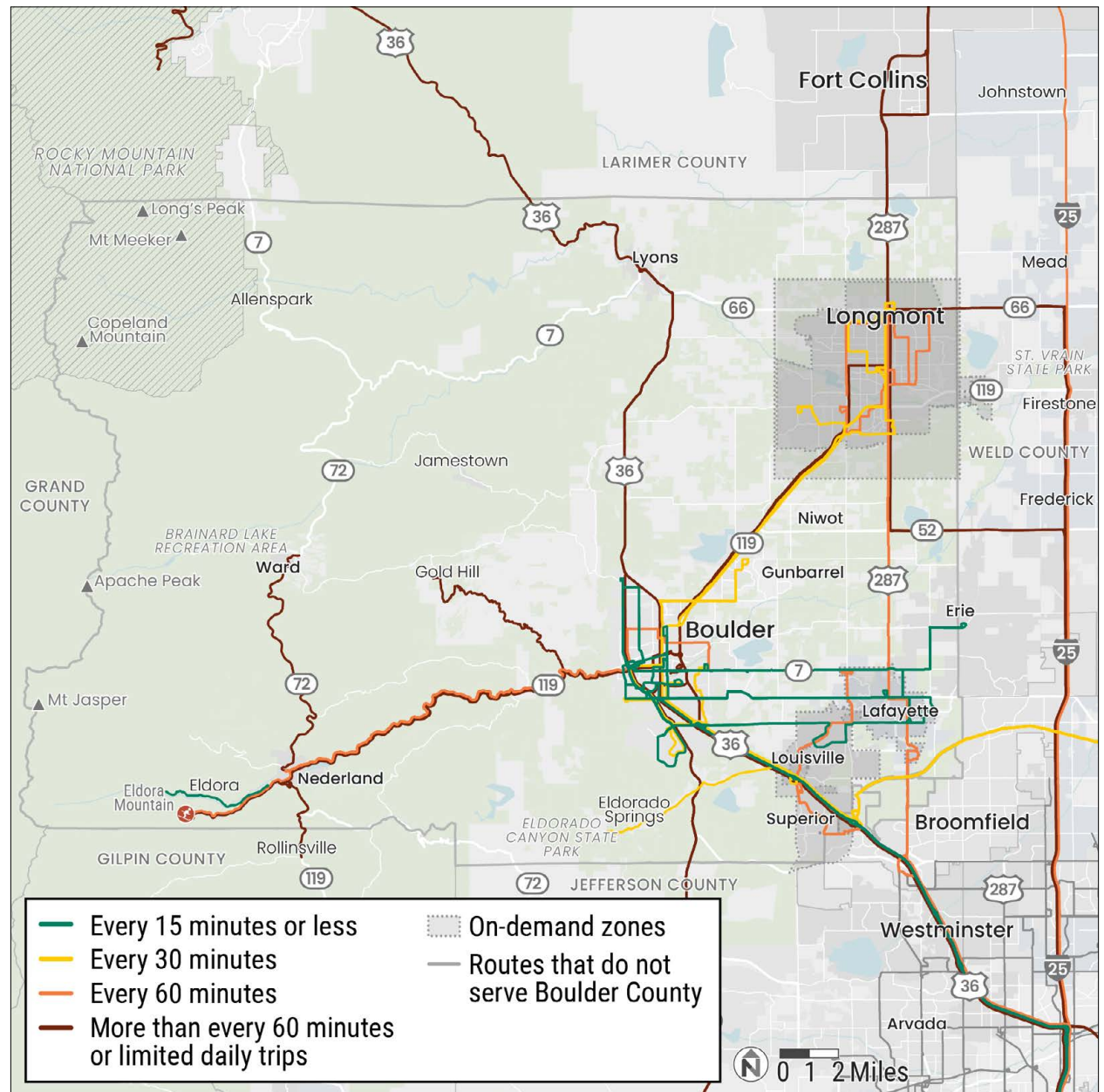
Multiple operators provide transit services in Boulder County, ranging from smaller, seasonal services to regional fixed-route services such as Transfort's FLEX.

Local Service Coverage & Quality Varies

Today, local fixed-route transit service is heavily concentrated in the City of Boulder, which is home to some of the county's highest-performing routes: the SKIP, BOUND, and HOP. As shown in the map, most service that runs every 15 minutes or better is in Boulder, on routes to cities in southeast Boulder County, and between Boulder and the Denver metro area along US 36.

Longmont is served by both local fixed-route and on-demand services, while Lafayette, Louisville, and Superior are largely served by on-demand zones and longer county routes. There are several parts of the county without any transit service, including Niwot (outside of CO 119), Jamestown, and Allenspark.

Existing Transit Service in Boulder County (by Peak Frequency)





The NB3 route and Mountain Rides Shuttle connect at Nederland Park-n-Ride.

In Boulder County’s mountain communities, transit service connects to Boulder and the broader region. RTD’s main service in this area is the NB route that follows CO 119 between Nederland and Boulder. In the winter, some trips extend farther west to serve Eldora Resort. The County provides the Gold Hill Climb and Mountain Rides routes in partnership with Via Mobility Services, and the Lyons Flyer links Lyons to Boulder on weekdays. These routes are critical to connect residents in rural areas to jobs and services.

What We Heard: Western Boulder County and Mountain Communities

In our fall 2025 survey, Nederland residents identified more frequent service as their top transit need, while Jamestown residents highlighted the need for transit to serve new areas. Survey respondents from Nederland noted the importance of better service for people with disabilities and older adults, service earlier in the day between Nederland and Boulder to support airport trips, and new service to Gilpin County.

CU Boulder is Served by Diverse Mobility Options

The University of Colorado Boulder (CU Boulder) is well served by both fixed-route and on-demand services. While this plan is not focused on CU Boulder services, they are an important part of the transit network in Boulder. Micromobility use is also very high among students, due to free BCycle memberships and access to many Lime scooters on and around campus.

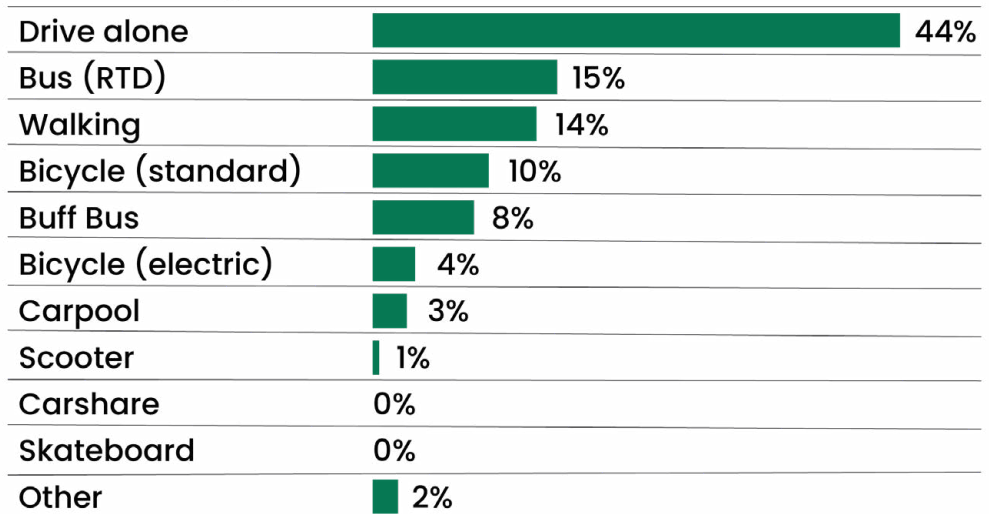
As one of the county’s most important destinations, people make many trips to and from the campus throughout the year. The 1,100+ students, faculty, and staff who responded to the 2025 CU Boulder Transportation Survey reported driving alone (44%) and riding RTD buses (15%) as the ways they usually travel to campus.



BCycle stations are located throughout the City of Boulder, including on the CU Boulder campus.

Self-Reported Mode of Travel to and from CU Boulder (2025)

What is typically your main mode of transportation for commuting to and from CU Boulder? (n=1,183)



Data Source: CU Boulder

On-Demand & Paratransit Services Fill Gaps

There are five general public on-demand services in Boulder County today. RTD provides three FlexRide zones in Superior, Louisville, and Longmont. Boulder County provides a similar service in Lafayette, and the City of Longmont provides RIDE Longmont.

In 2026, the Town of Erie will launch the Erie Bee, an on-demand service within Erie and connecting to the JUMP route (linking Erie, Lafayette, and Boulder). The County

will launch Ride Gunbarrel to supplement the Route 205, and Ride SouthEast's service will cover Superior, Louisville, Lafayette, and Erie.

RTD and Via Mobility Services provide paratransit services, including Access-a-Ride, Access-on-Demand, and Via Paratransit. Ridership on RTD's services now exceeds 2019 levels by 40% due to an increase in Access-on-Demand ridership and more demand for flexible service options.



FlexRide provides on-demand service to several communities in Boulder County, and youth ride for free.



Through Boulder County's Mobility for All program, the Peak Ride Volunteer Driver Program helps to address the transportation needs of mountain and canyon communities.



The Hessie Shuttle is one of the most popular transit services operated by Boulder County.



The NB connects skiers to Eldora Mountain Resort, including extra trips on heavy snow days.

Seasonal & Recreational Services are Popular

The western part of Boulder County is home to state and national parks, recreational areas, and smaller towns and unincorporated areas. The County's recreational routes—particularly the Hessie Shuttle—are among our highest ridership services. Other seasonal services are also popular, including the Eldo Shuttle and service to Eldora Mountain.

The success of these specialized services points to high demand and opportunities for expansion. Many popular recreational destinations are not accessible by transit, which puts pressure on the limited parking facilities near trailheads in national, state, county, and local parks.

Service Reliability Impacts Productivity

It's helpful to understand how efficient routes and services are in terms of productivity (passengers per hour of service) and cost effectiveness (cost per rider). Most RTD fixed-route and on-demand services in Boulder County were less productive in 2024 than in 2019. The routes that have the highest ridership and are most productive—such as the SKIP, BOUND, and Flatiron Flyer—are also the most cost effective. Understanding changes in productivity and cost per passenger can help identify routes that may need changes or investments.

In our transit needs survey, people named frequency, reliability, and speed as their top priorities. When buses come more often and have travel times similar to driving, people use transit for more trips, increasing productivity.

Transit priority measures are treatments that give buses priority in the right-of-way. They are limited in the county today, although there are plans for exclusive bus lanes on key corridors in Boulder and transit signal priority along US 287. Today, the Broadway corridor in Boulder has the most transit delay and would benefit from speed and reliability improvements.



A bus is stuck in traffic on Broadway. (Image Source: City of Boulder)

Ridership & Mode Share Fall Short of County Goals

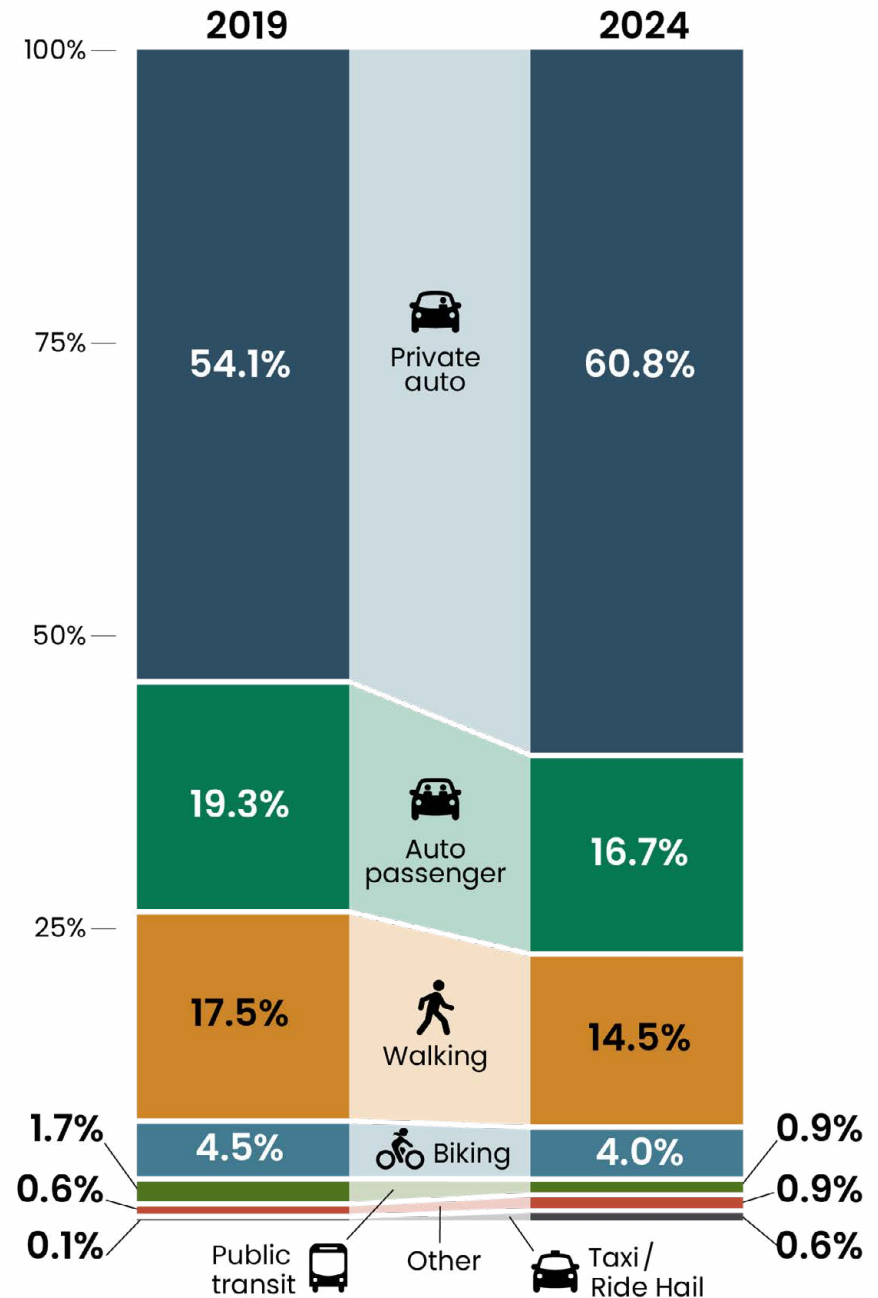
Today, over 77% of trips within Boulder County and more than 90% of trips entering or leaving the county are by private vehicle. Public transit trips were less than 1% of trips within the county in 2024, or about half of what they were in 2019. This decrease may be due to reduced transit service, slower transit travel time, perceptions about taking transit, and/or changes in how often people commute since the pandemic.

What We Heard: Transit Needs

“If there were more buses and more service areas with better, more timely transfers, then we would use the buses more often. As a whole, Longmont city has done a good job of making buses accessible and useful, but even here I would like to see a few more routes. As a family we use buses almost entirely on the weekends.”

—Fall 2025 Survey Respondent

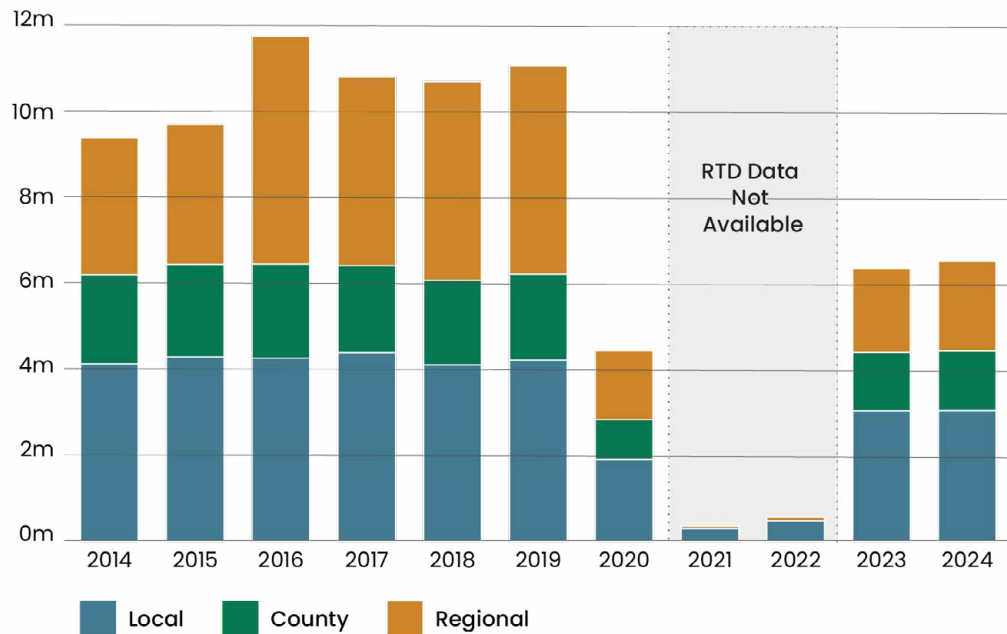
Mode Share for Trips within Boulder County (Weekday)



Between 2014 and 2024, fixed-route transit services in Boulder County averaged 7.6 million annual riders. RTD services carry more than 90% of all passengers in the county. The City of Boulder has the second largest share of transit riders, with its HOP and Park-to-Park services carrying 9% of riders.

Transit productivity declined across nearly all services from 2019 to 2024, with the steepest drops on several Longmont routes and the Boulder-Nederland (NB) route. Fixed-route ridership in 2024 remained well below pre-COVID levels, at just 55% of 2019 levels.

Annual Fixed-Route Ridership by Route Purpose (2014-2024)



Ridership on local bus routes in Boulder has rebounded more quickly than on regional routes.

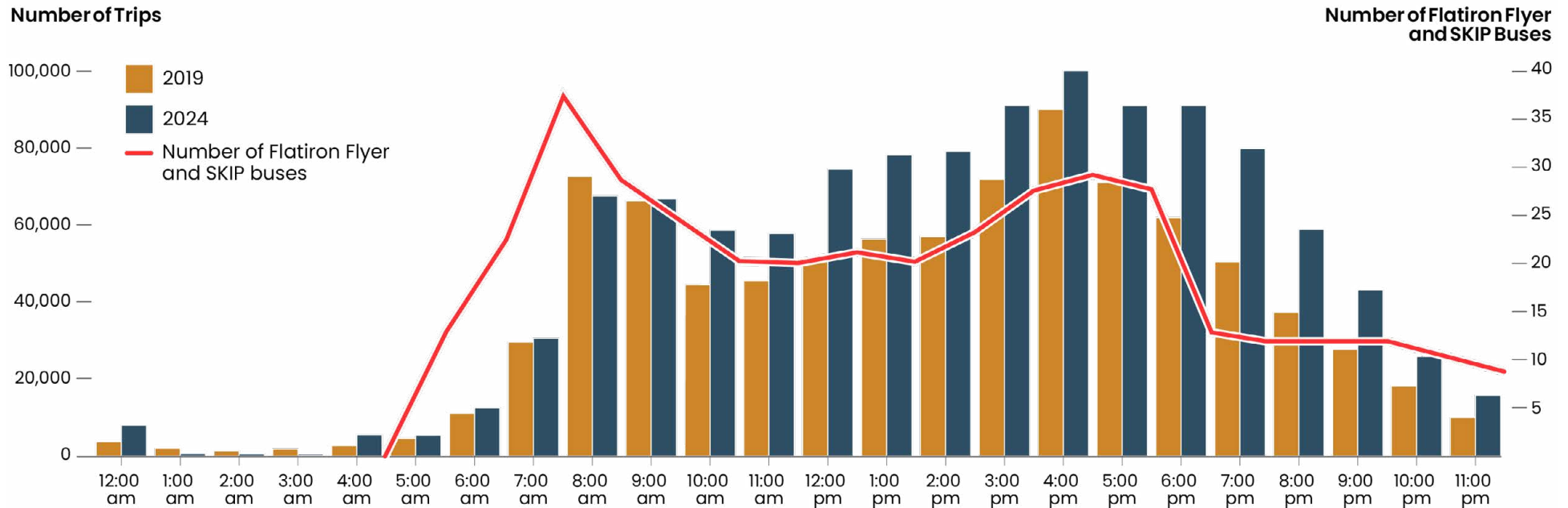
Travel Patterns Have Changed

Weekday travel patterns within Boulder County have shifted post-pandemic, mirroring national trends. The total number of daily trips has increased from approximately 890,000 trips in 2019 to nearly 1.2 million trips in 2024. Although people are making more trips, trip distances are shorter, keeping the number of vehicle miles traveled consistent.

The times of day people travel have also changed. Compared to 2019, trips are now more spread out across the day. In 2024, there was more midday and evening activity, and the traditional commute peaks were less significant. By comparison, most Flatiron Flyer and SKIP service—shown as a red line in the figure below—remains concentrated in the traditional rush hours.

Want to learn more?
 Chapter 6 of the State of Transit Report analyzes travel patterns within and to/from Boulder County. It provides important insights into where and how people move, highlighting opportunities to better meet travel needs.

Time Distribution of Trips within Boulder County (Fall/Spring Weekday)



Access & Connections are Inconsistent

While one-third of streets in Boulder County have accessible sidewalks on both sides, about 12% of bus stops do not have sidewalks. Stops without sidewalks are usually in less urban areas, such as along CO 7, Baseline Road, South Boulder Road, and US 287. Some suburban areas—Jay Road in Boulder and parts of CO 7 and Baseline Road in Lafayette—also lack sidewalks.

Boulder County has more than 500 miles of bicycle facilities, ranging from on-street bike lanes to shared-use paths. Within the county, about 89% of bus stops are within ¼ mile of a bike facility. Better walking, rolling, and biking facilities could improve connections to transit.

Shared micromobility devices, such as bikes and scooters, expand the reach of transit but are currently only available in Boulder. Operated by BCycle and Lime, micromobility services generate a substantial number of trips, nearly matching the county's highest ridership transit services.

These services complement the transit network in Boulder by providing first- and final-mile connectivity to places not directly served by fixed-route transit. Bikeshare is currently being considered elsewhere in Boulder County to help support local transit service and bridge first- and final-mile gaps.



Lime scooters near bus stops provide a helpful first- and final-mile connection in Boulder.

First and Final Mile

First- and final-mile connections are the critical beginning and ending segments of a transit trip. The “first” mile is the distance between the place a trip starts and the nearest transit stop. The “final” mile is the distance from the stop where someone gets off the bus and their destination.

Stops & Stations Have Few Amenities

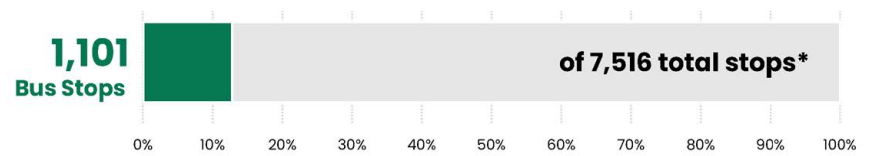
Boulder County transit stations and Park-n-Rides are key access points, especially for people who drive to connect with transit. Facilities range from high-capacity Park-n-Ride locations, such as Downtown Boulder Station and US 36 / Table Mesa Station, to smaller but important sites like the Nederland Park-n-Ride. Maintaining and improving transit amenities and information at these locations makes it easier for people to use transit.



Bus stop amenities vary across Boulder County. In some places, community members have provided seats to make waiting for the bus more comfortable.

Most RTD bus stops in Boulder County have few amenities, often just a sign. About half (47%) of the 1,101 RTD stops meet ADA accessibility requirements, with a landing pad and appropriate paths and access. Non-accessible bus stops are a barrier to transit use, especially for people with disabilities.





Bus Stop Amenities in Boulder County



Boulder County

- 4% of stops have no sign 
- 59% of stops have a sign only 
- 19% of stops have a sign/bench 
- 18% of stops have a shelter 

RTD System

- 3% of stops have no sign 
- 54% of stops have a sign only 
- 26% of stops have a sign/bench 
- 17% of stops have a shelter 

*Inventoried stops (regardless of active/inactive status)

Branding & Information Can Be Confusing

Transit branding is found on vehicles; at bus stops, transit stations, and Park-n-Rides; in digital applications; and on printed media. Clear and consistent branding makes it easier for passengers—both regular and occasional riders—to navigate the transit system.

Today, transit branding in Boulder County reflects the diverse system of local, regional, seasonal, and CU Boulder routes and services. Each of the 12 transit providers uses multiple brands across vehicles and bus stops. While branded buses can help to distinguish routes and make services more recognizable, branded vehicles often operate as other routes.

Today, transit passengers must use different mobile applications, fare systems, and accounts depending on where they are and the service they are riding. Since some transit services in Boulder County are easiest to access through mobile apps, people who do not have a smartphone or cell service in more remote locations may have difficulty booking or boarding.

Passenger information is also provided on printed maps and posters at bus stops and on digital signs at some stations. In the first phase of Linking Boulder County outreach, survey respondents noted that maps at stations and stops can be difficult to understand, especially for people who speak languages other than English.

Want to learn more?

Chapter 4 of the State of Transit Report describes Boulder County's transit amenities and facilities, highlighting opportunities to improve transit connections, accessibility, and the passenger experience.



Branded Flatiron Flyer buses often operate on other routes, such as airport and local services, which makes the branding confusing.

Current & Future Transit Demand is Strong

Transit service is often most successful when there are more people and jobs in one place. However, density is just one factor that helps to identify where transit investments are warranted.

The areas of Boulder County with **high population and employment density**—areas more likely to have stronger transit demand—include the following:

- Downtown and east Boulder
- Around the CU Boulder campus
- North Broadway in Boulder
- Gunbarrel near CO 119
- Central Longmont neighborhoods
- Commercial areas near Hover Street and CO 119 in Longmont
- Colorado Tech Center in Louisville
- Central areas of Lafayette and Louisville
- Along US 36



Main Street in Louisville has relatively high combined population and employment densities, reflecting the growth in southeast Boulder County.

Land Use Regulations

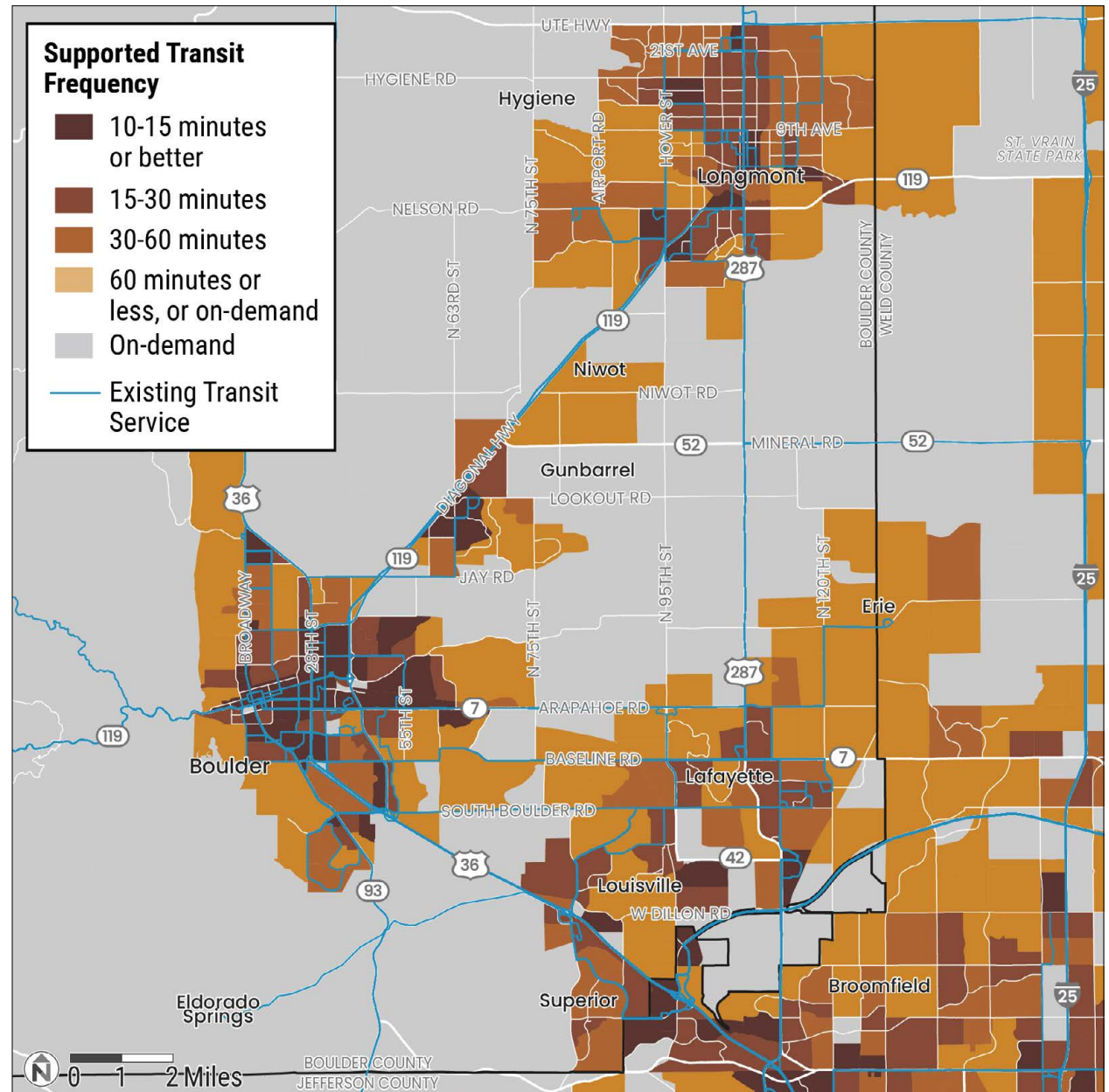
Several state laws encourage transit-oriented development, but implementation varies across jurisdictions. While all communities in Boulder County are advancing transit-supportive development, Boulder and Longmont are leading the way. You can learn more in Chapter 5.

Shifts in population and employment help explain changes in transit need. These shifts point to areas where transit demand may grow and to the size of the potential transit market. Population growth expands the pool of potential transit riders, and employment growth helps identify where people may want to travel.

In Boulder County, we may see our population grow by 156% and the number of jobs increase by 61% by 2050. As a result, transit demand will increase in all urbanized areas in the county, especially in Gunbarrel around CO 119, in south and southwest Longmont, and in all four southeast communities.

This growth will put more pressure on transit to serve new areas and provide stronger regional connections. The map to the right shows the frequency of transit service that different parts of the county could support in 2050. For example, the job density of the Colorado Tech Center in Louisville could support transit service that operates every 10–15 minutes.

Areas with More Demand for Transit Service in 2050



Key Demographics Use Transit More Frequently

In addition to where people live and work—and where future growth is expected—socioeconomic characteristics also influence how likely people are to use transit. This is especially true of zero-vehicle and low-income households, two of the greatest indicators of transit demand.

When a large number of people from select demographic groups live in an area, the demand for transit is often higher than the population density might suggest. To reflect the importance of key demographic groups, we use a **Transit Propensity Index (TPI)** to create a transit-demand score that compares the groups listed at right to the total county population.

What We Heard: Key Demographic Groups

Respondents to the Linking Boulder County survey highlighted different priorities based on their demographic group and use of transit. People who are car-free, low-income, and/or non-white were more likely than others to emphasize the importance of connectivity to everyday destinations like grocery stores, schools, and medical services.

Transit Propensity Index Factors



Auto Availability: Residents without a car are 5.9 times more likely to use transit than the average Boulder County resident.



Income Level: Households with incomes under \$10,000 a year are 1.7 times more likely to use transit.



Race and Ethnicity: In Boulder County, Black residents are 2.7 times as likely to use transit as the average resident. Asian residents and Hispanic residents are 1.6 times and 1.1 times more likely to use transit, and white residents are somewhat less likely (0.9 times) to use transit.

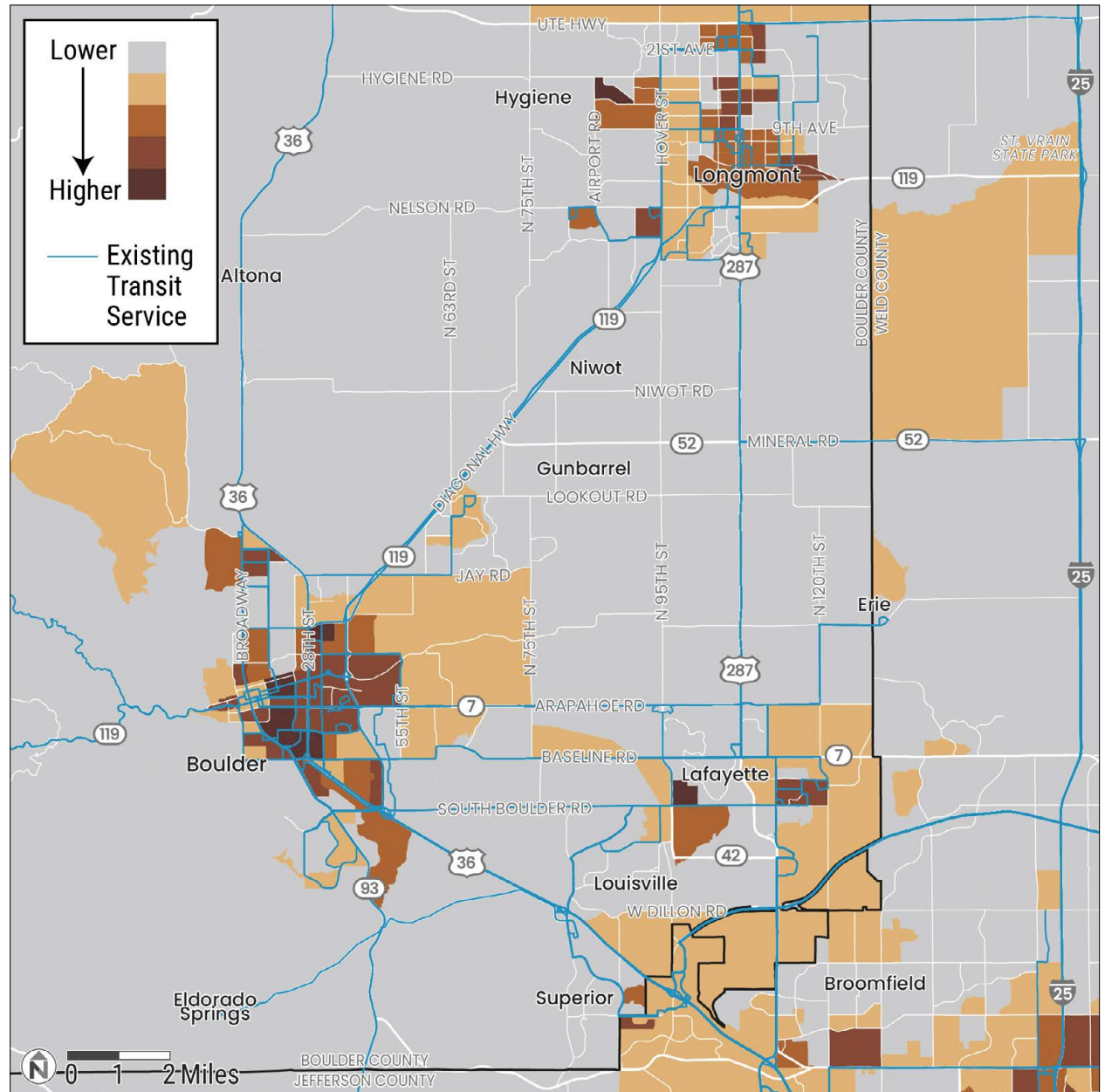


Foreign-Born Status: Boulder County residents born outside of the United States are 1.3 times more likely to use transit.

What We Heard: Car-Free Respondents

The fall 2025 Linking Boulder County survey asked people about their transit needs. Respondents who do not own a vehicle highlighted the need for safe and convenient walking, biking, and rolling connections to transit. They also highlighted the importance of access to daily destinations like grocery stores and schools. Responses from car-free community members were more focused on frequent service and the need to spend less time waiting for buses than responses from the people who do own vehicles.

Areas with Demographic Groups More Likely to Use Transit

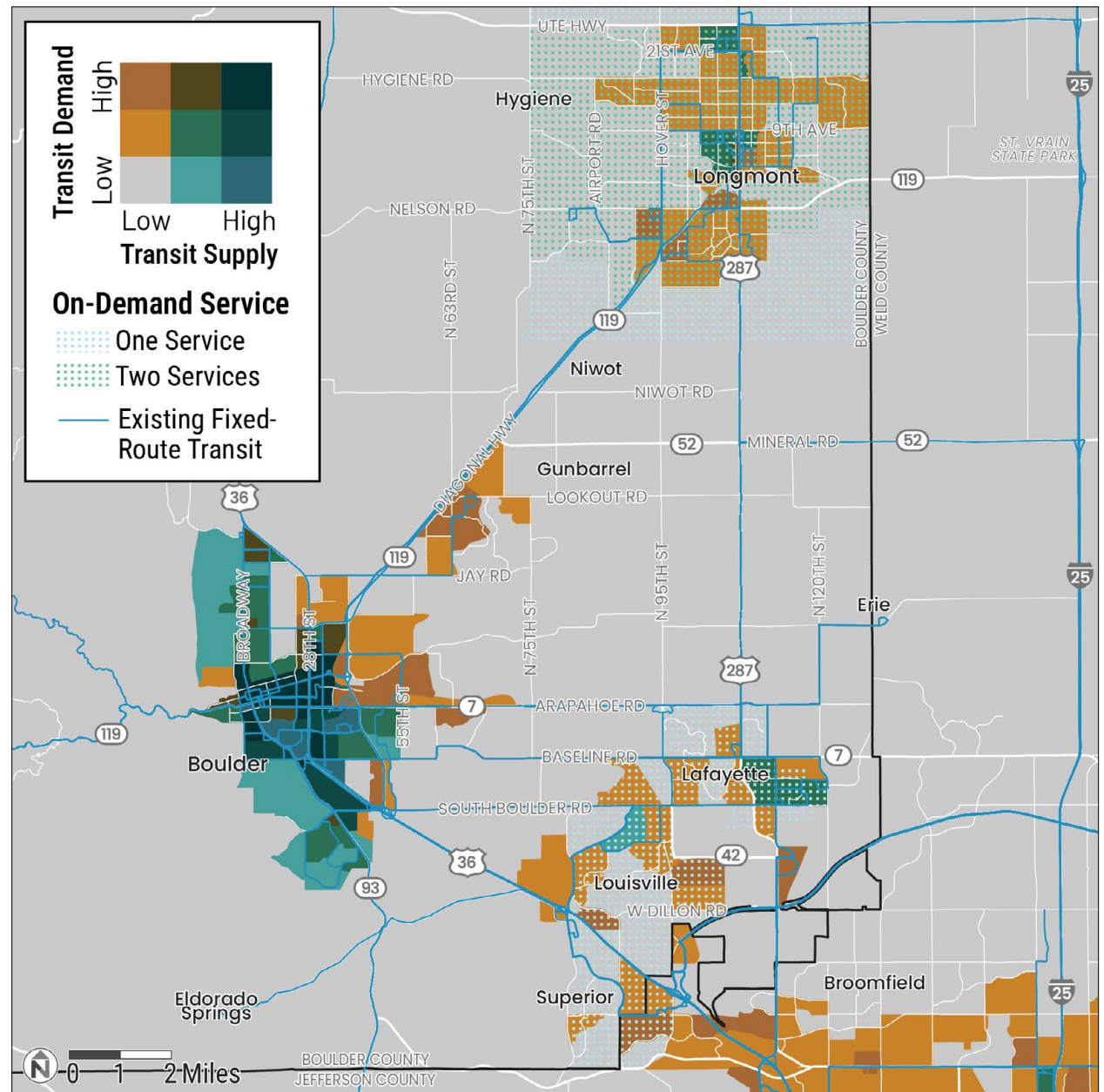


Current Service Has Gaps

To highlight transit gaps in Boulder County, we compared areas of transit need and areas with high population and employment density to existing transit service levels. Across our analyses, we saw gaps that are highlighted in the map to the right.

- Most of **Longmont** shows moderate unmet demand, especially west of Hover Street and east and southwest of downtown, although two on-demand services help to fill some gaps.
- **Gunbarrel** near Lookout Road and 63rd Street shows significant unserved demand, primarily due to employment densities.
- In **Boulder**, there is significant need east of Foothills Parkway between Arapahoe Avenue and Valmont Road, as well as in areas along Foothills Parkway near Table Mesa Drive and US 36.

Transit Service Gaps in Boulder County





Since the Marshall Fire, Superior has seen an influx of new development near US 36 & McCaslin Station.

- **Louisville and Lafayette** have unmet needs along South Boulder Road, in central Lafayette east of Public Road and around Good Samaritan Hospital, and in Louisville at the Colorado Tech Center.
- In **Superior**, there are gaps near the intersection of Rock Creek Parkway and Coalton Road and near US 36 & McCaslin Station, largely due to higher-density, mixed-use development.

Want to learn more?

Chapter 5 of the State of Transit Report takes a deep dive into the markets for transit service in Boulder County and the gaps between existing transit services and demand, highlighting areas for potential improvements.

How do we plan for the future?

The future of public transit in Boulder County will be shaped by both internal and external forces, from financial and operational challenges to economic, technological, environmental, and social trends. Understanding these factors, and what they could mean for transit operations and ridership in the county, will help to shape the Linking Boulder County transit vision.

Want to learn more?

Chapter 7 of the State of Transit Report describes the primary internal and external factors that are shaping and may contribute to the ways transit is funded, delivered, and used in Boulder County in the coming years.



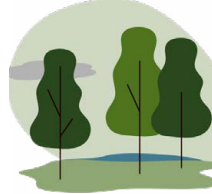
Funding and Financial Stability: Of the internal factors influencing transit demand, none are more important than the need to identify sustainable sources of transit funding. RTD's budget shortfall and limited County resources require a creative funding strategy.



Shifting Demographics and Travel Trends: The population of Boulder County continues to grow and change, as do the times at which people are traveling. Since COVID-19, people have been making more trips throughout the day, presenting opportunities to serve new transit riders.



Affordability and Sustainability: Boulder County is experiencing an affordability crisis that is pushing people farther outside our urban centers. This stretches the limits of our transportation infrastructure and creates new challenges for meeting sustainability goals.



Environmental and Climate Pressures: Public transit can help to reduce greenhouse gas emissions in Boulder County. Transit also plays an important role in creating a resilient mobility system that supports people during emergencies, including floods and wildfires.

What comes next?

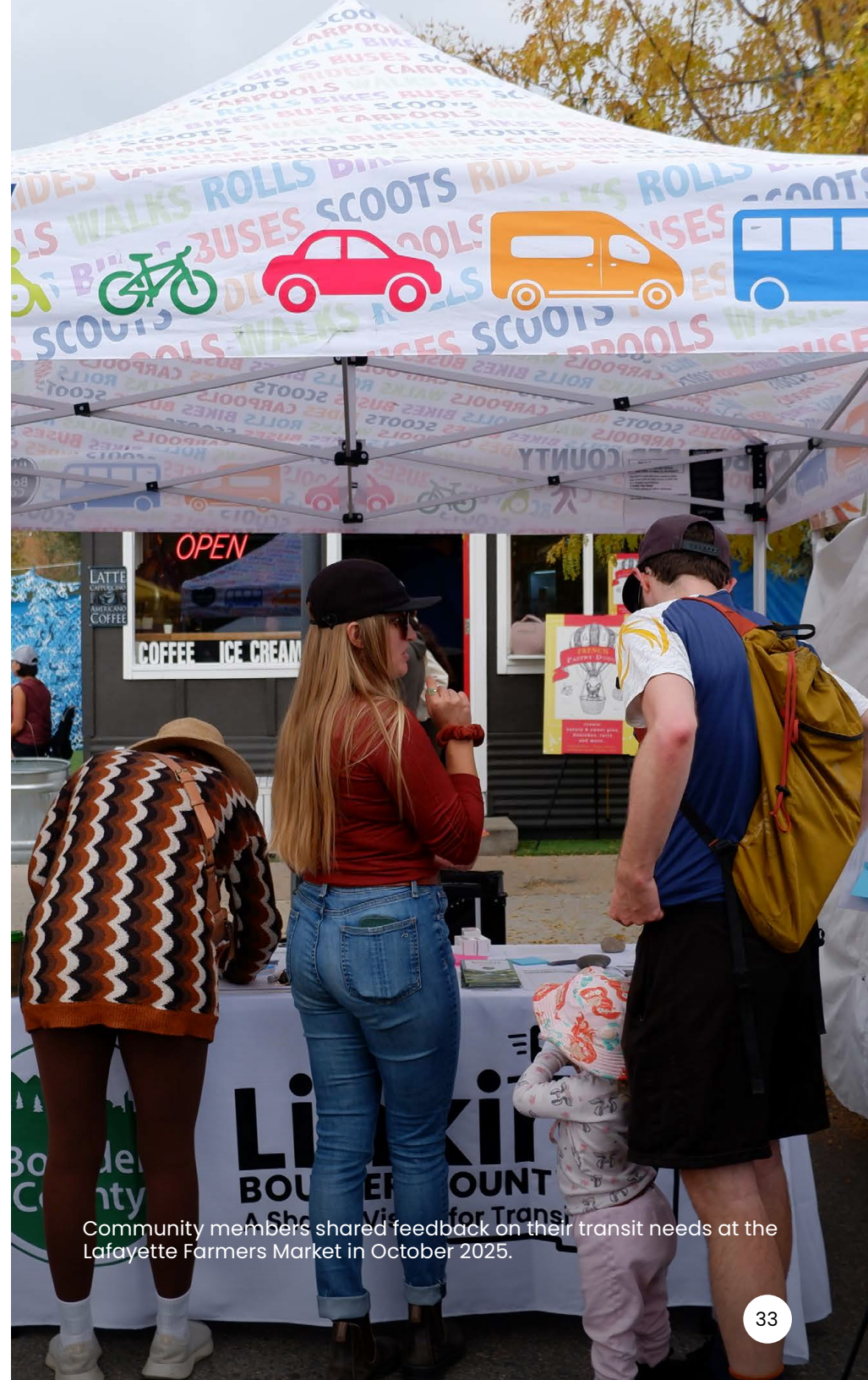
Shaping a transit vision for Boulder County requires a careful balance between service and infrastructure investment; new and expanded policies, programs, and incentives; thoughtful use of new technologies and connections to other modes; and the ability to respond to evolving social and economic realities.

Success will require adaptability, innovation, and collaboration across government and private sectors, along with a focus on equity and sustainability. It will also require input from you!

The Linking Boulder County Transit Vision will express what our community hopes transit can mean to and do for Boulder County. Building from past plans, community input, and the State of Transit Report, the vision will include clear goals, principles for improving service, and a map of key connections.

Get Involved

You can help to shape the Linking Boulder County Vision and the plan's recommendations by participating in an upcoming outreach activity. Visit our website to learn more: <https://boco.org/LinkingBoulderCounty>



Community members shared feedback on their transit needs at the Lafayette Farmers Market in October 2025.

