



Boulder County Subregional Forum

Draft Transit Vision

March 9, 2026



What We'll Cover Today

- 1 Framing the Transit Vision
- 2 Draft Vision & Goals
- 3 Principles & Key Connections
- 4 Looking Ahead

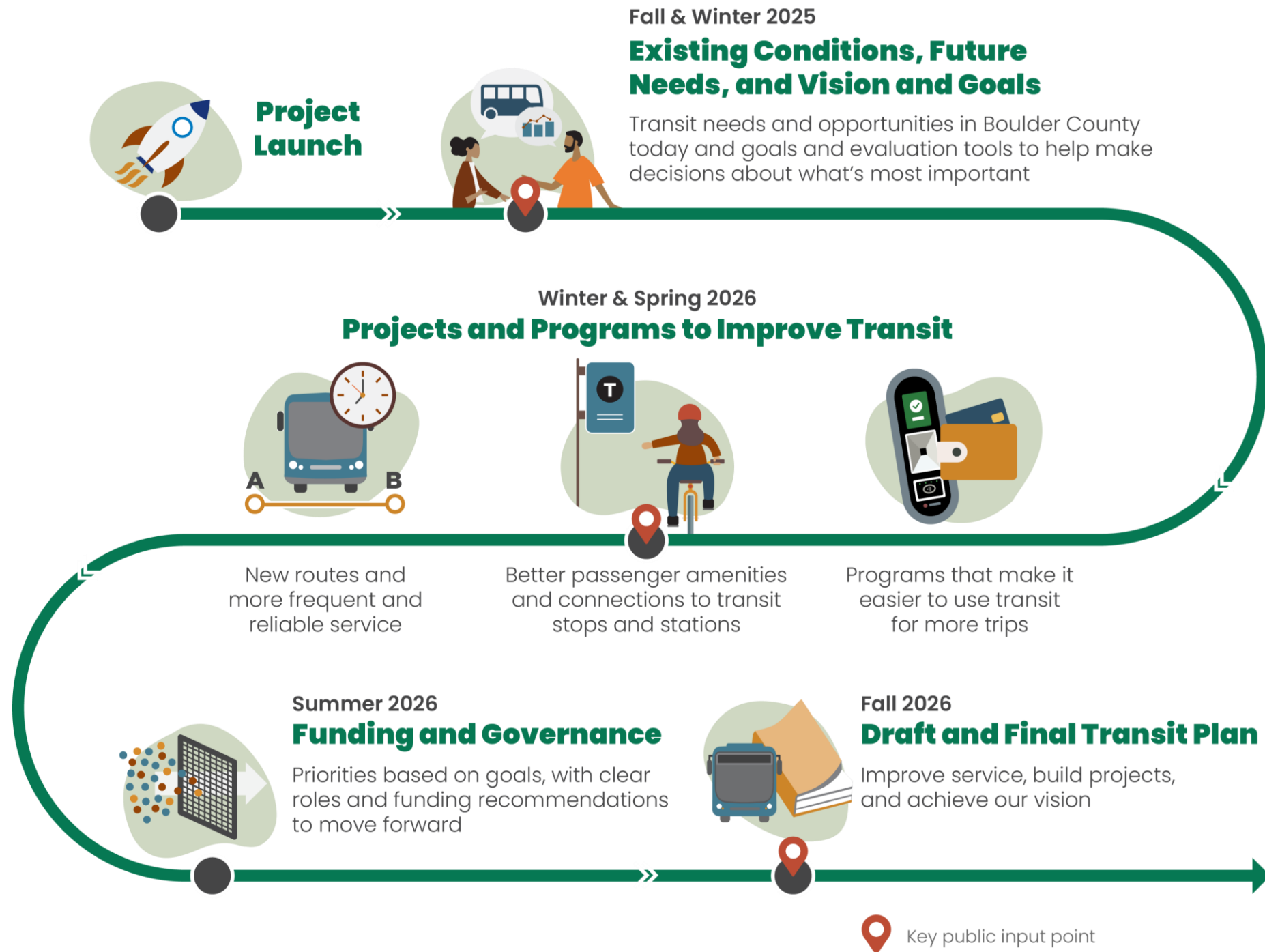




Framing the Transit Vision

Our Work

- Outreach
- Field work
- Data analysis
- Best practices
- Transit strategies
- Scenarios
- Clear priorities
- Funding and phasing
- Implementation



State of Transit Findings

- The **diversity of services and providers** offers significant coverage, but frequency, reliability, and legibility are challenges
- Ridership on most routes remains **below 2019 levels**, although micromobility and paratransit use has grown substantially
- Regional and key corridor services meet many needs and should be complemented with **more services to everyday destinations**
- **On-demand services** fill gaps in southeast Boulder County and Longmont but are expensive to provide
- **Recreational and seasonal routes** are among the highest ridership County-operated routes, pointing to high demand and expansion opportunities



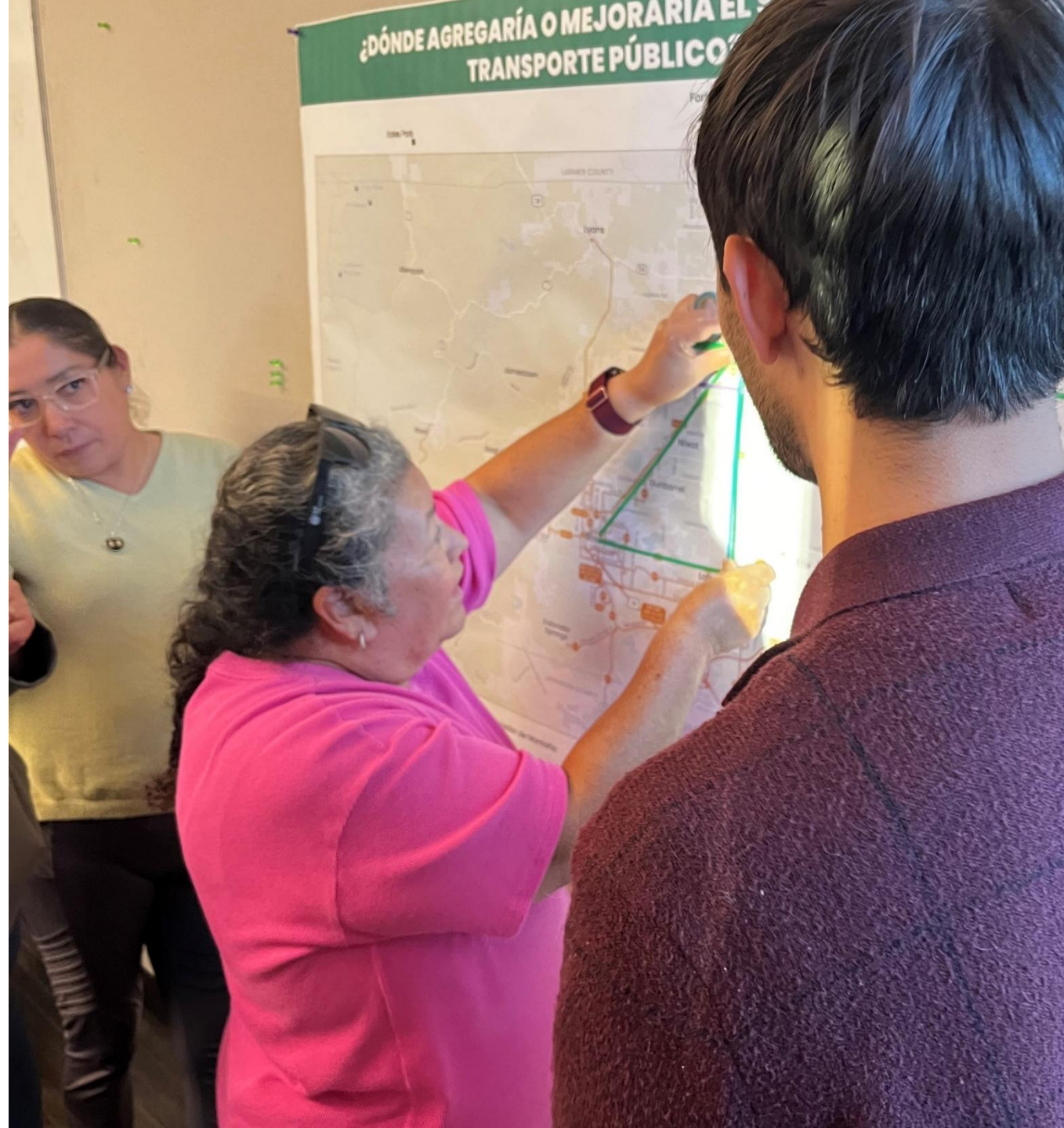
State of Transit Findings

- **Rural and** low-density **suburban areas** lack transit services today and have demographic markers of transit need
- Current and future transit **demand in dense activity areas** makes a strong case for high-frequency service
- **Boulder and Longmont remain primary hubs** for all types of trips, and major gateways carry large numbers of travelers
- **Service patterns could be better aligned** with changes to trip-making, especially early morning and evening
- **First/last-mile** accessibility and connectivity—including through **micromobility** services—is an important area of focus



The Transit Vision ...

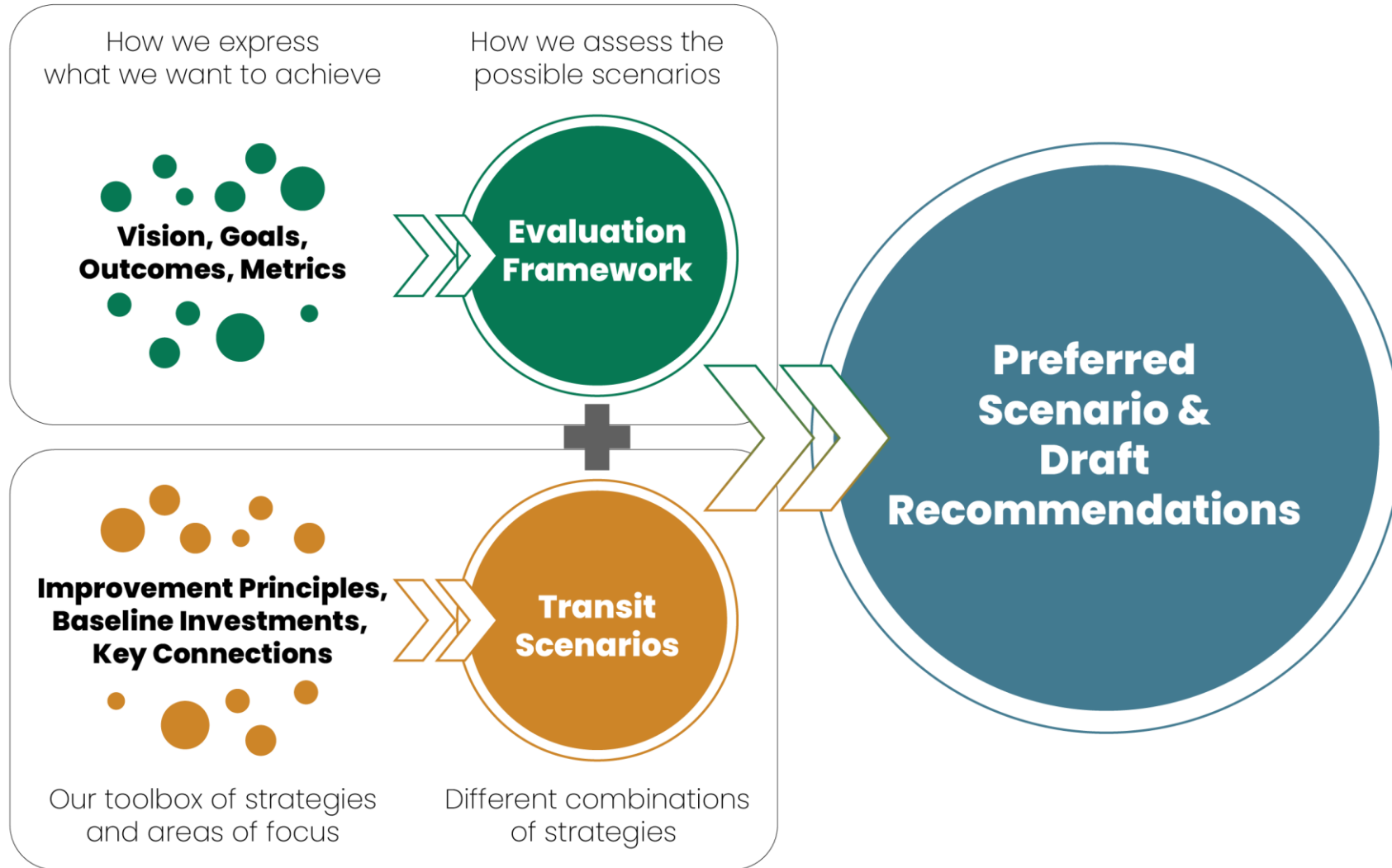
- Establishes **guiding principles** that express what you hope transit can mean to and do for Boulder County
- Helps to shape **goals, evaluation criteria,** and **performance measures**
- Identifies **key connections** (but not modes or specific projects) and service expectations
- Sets **parameters** for the types of transit improvement strategies that will be considered and evaluated



Inputs to the Vision



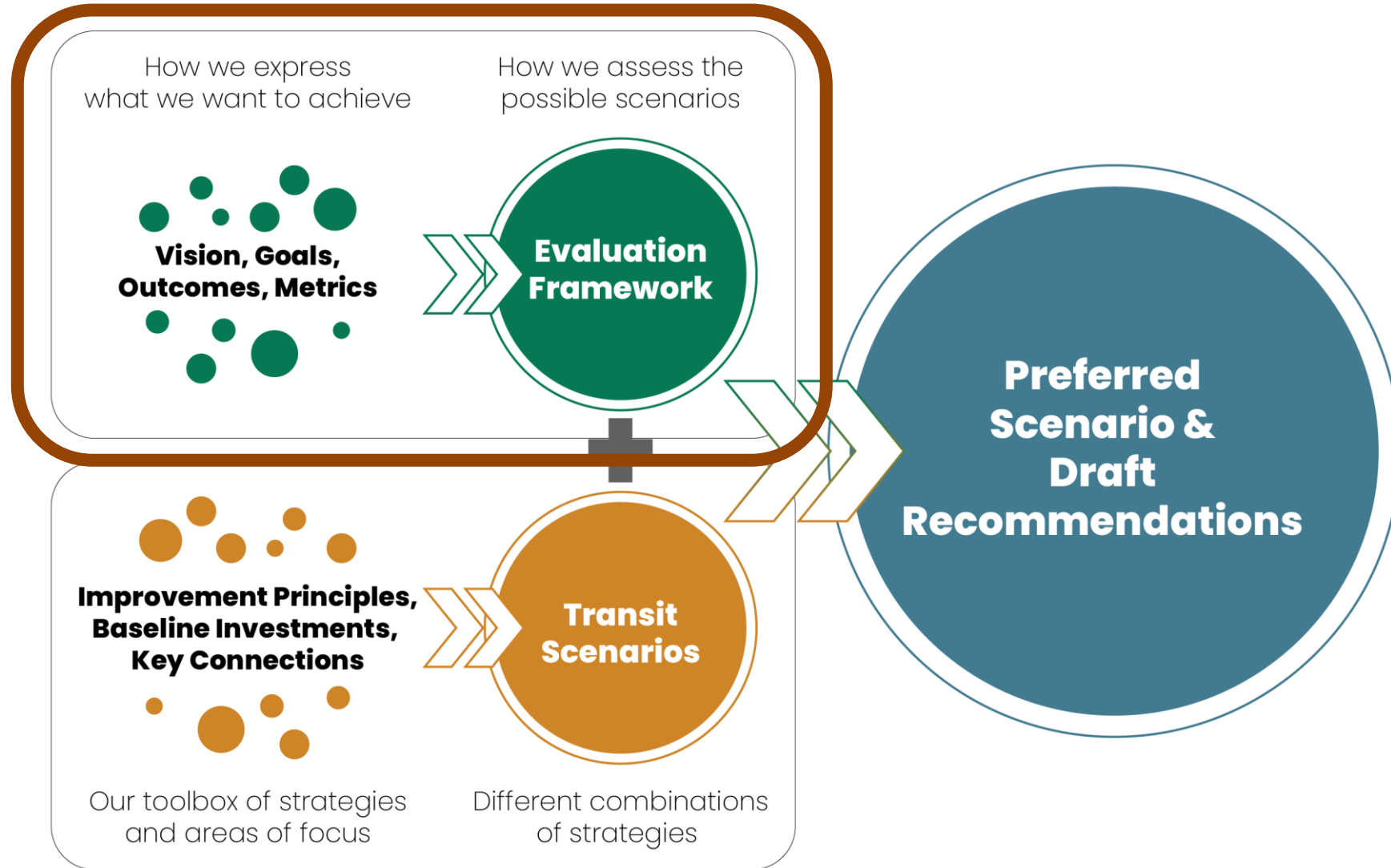
How We Use the Vision





Draft Vision & Goals

How We Use the Vision



Draft Vision Statement

Inspiring and giving direction.

A vision statement is future-based and is meant to inspire and give direction. It describes the anticipated long-term results of Linking Boulder County and conveys the purpose of this planning effort.

In Boulder County, transit is not just transportation: it is a right. By providing high-quality, equitable, and dignified transit services, we expand access to more destinations, support our community's health and wellbeing, and create a more resilient Boulder County.

Draft Transit Goals

Articulating what we want to achieve.



Connected

Connect people to all that Boulder County offers.



Competitive

Make it easier and more desirable to take transit.



Sustainable

Create a resilient transit system for today and tomorrow.



Equitable

Help all Boulder County residents prosper.

Goals are ambitious and are realized over time. Desired outcomes make goals more concrete, describing specific changes we seek. Metrics help to define progress.



Connected

Connect people to all that Boulder County offers.

- Provide **dignified, reliable, and affordable** transit
- Better connect people to their **daily needs**
- Increase access to **affordable housing** and underserved areas
- Improve transit connections with surrounding counties to develop a stronger **regional system**
- Integrate with **land use** and community hubs
- Strengthen **first/final mile connections** and seamlessly integrate networks
- Embrace opportunities to **innovate** and explore new technologies

Example Metrics:

- ✓ Increase in number of people with access to transit
- ✓ Increase in number of jobs near transit
- ✓ Increase in number of regional trips
- ✓ Increase in number of people who can walk, bike, or roll to transit
- ✓ Reduction in access gaps near transit stops



Competitive

Make it easier and more desirable to take transit.

- Provide **convenient service** that appeals to many
- Improve transit service **quality, safety, frequency, and reliability**
- Make transit travel times **competitive with the auto** in key corridors
- Improve the **experience** of taking transit
- Improve the quality of **stops and stations**
- Integrate **mobility options** across services, operators, and modes
- Provide travel **information that is easy** to find and understand

Example Metrics:

- ✓ Increase in annual ridership
- ✓ Increase in transit service hours
- ✓ Increase in access to frequent transit
- ✓ Decrease in transit travel times
- ✓ Increase in customer satisfaction
- ✓ Increase in stops with enhanced amenities
- ✓ Increase in accessible information



Sustainable

Create a resilient transit system.

- Reduce greenhouse gas **emissions and vehicle miles traveled**
- Improve **climate resilience** and adaptability
- Develop reliable and predictable **revenue** streams
- Expand **partnerships** within the county, with neighboring jurisdictions, and with providers
- Streamline transit **decision-making** and governance
- Increase County **capacity** to deliver transit
- Optimize **regional** transit service investments

Example Metrics:

- ✓ Decrease in GHG emissions, VMT, and SOV mode share
- ✓ Increase in funding for transit
- ✓ Increase in regional transit investments
- ✓ Increase in transit productivity and cost efficiency
- ✓ Decrease in transit project delivery times



Equitable

Help all Boulder County residents prosper.

- Create a transportation system **responsive to the needs** of people who rely on transit
- Improve **accessibility** of transit services and facilities
- Contribute to **equitable opportunities** and outcomes for all people
- Provide a **diversity of services** to link people and geographies
- Make it **safe and easy** to access transit
- Support the **vitality** of Boulder County's centers
- Use transit to enhance **healthy, complete** communities

Example Metrics:

- ✓ Increase in transit access and investments for vulnerable communities
- ✓ Increase in accessible routes and facilities
- ✓ Decrease in fatal and serious injury crashes
- ✓ Increase in service to affordable and workforce housing

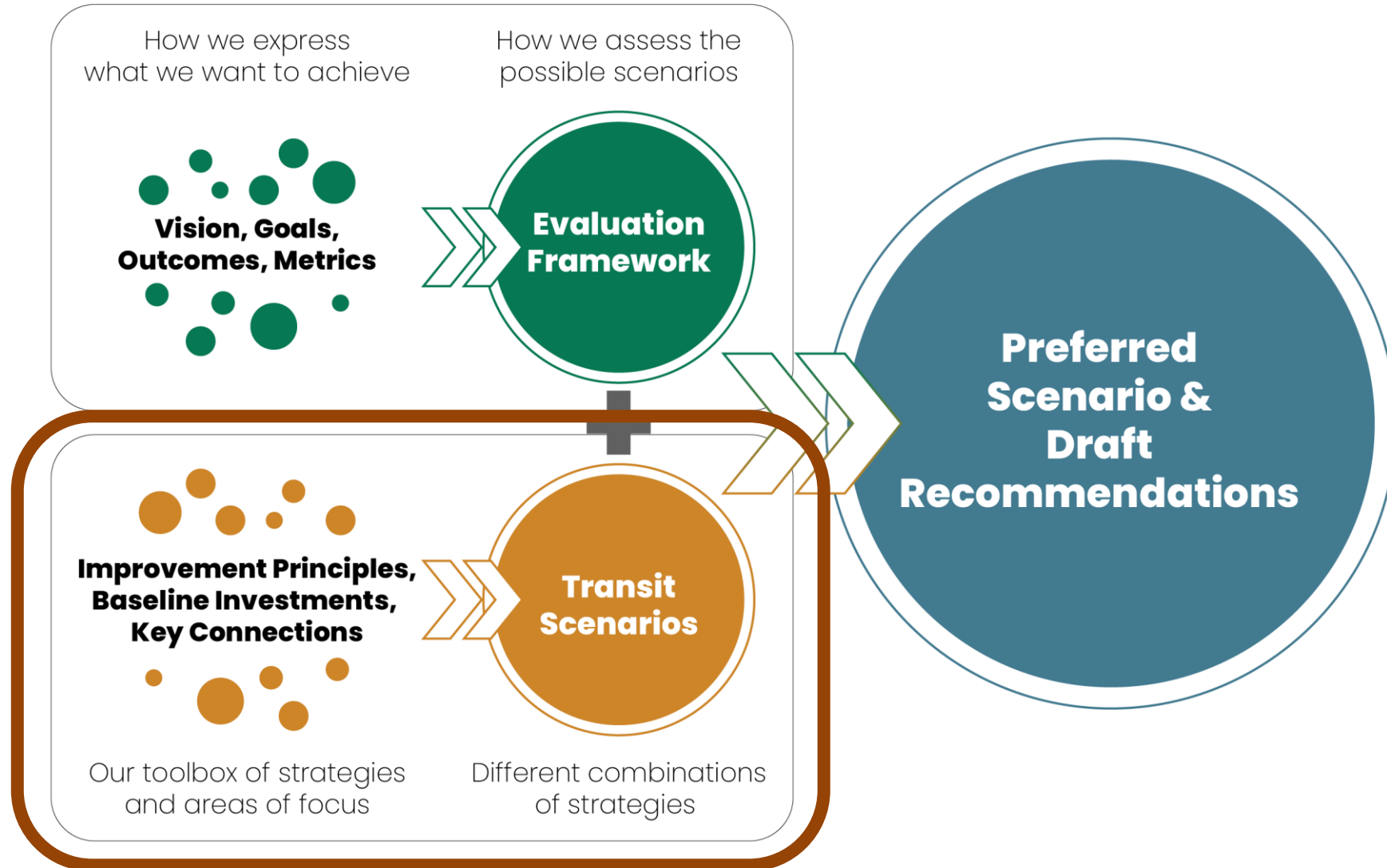
How well do the goals and desired outcomes capture what you hope this plan will achieve?

What value would you place on different goals? Which one is our north star?



Principles & Key Connections

How We Use the Vision



Draft Principles

Establishing the building blocks.

Transit improvement principles outline what's needed to make transit a competitive option. They point to the types of investments we'll consider, both today and long term. They require tradeoffs as we shape scenarios.

- **Improve existing services**
- **Respond to changing travel patterns**
- **Expand the network**
- **Develop high-capacity transit services**
- **Make transit easier to use**
- **Improve access to transit**



Key Connections in Boulder County

Identifying where improvements are needed.

The transit vision for Boulder County is illustrated in two maps.

Baseline Transit Enhancements

Highlights areas with currently planned and/or funded transit service or infrastructure improvements, either in the near- or long-term



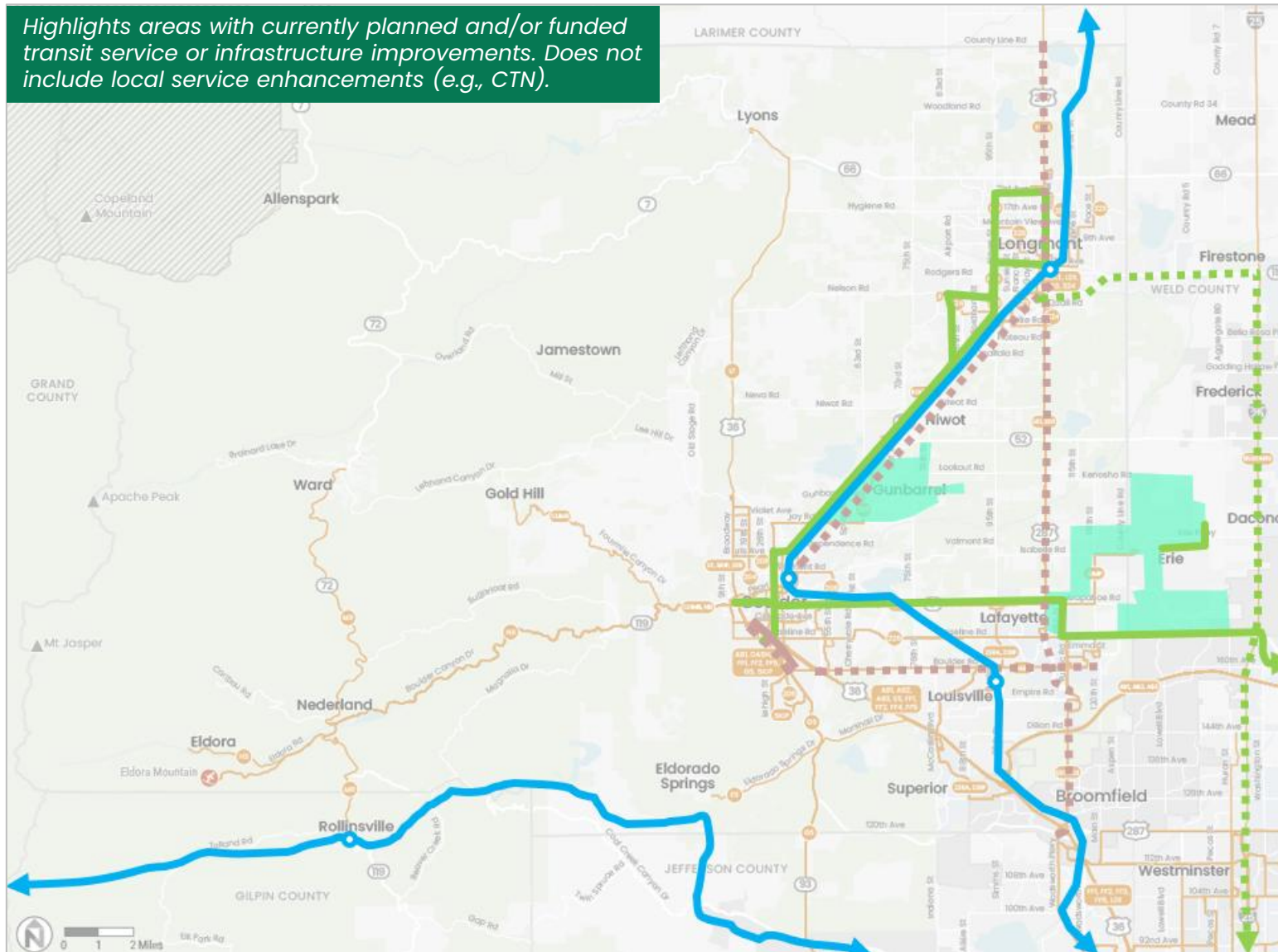
Key Connections

Identifies new and essential network connections that will play an important role in achieving the Linking Boulder County vision and goals

The lines on the Key Connections map represent connectivity rather than mode. The draft map is based on input from the Community Advisory Committees, broad public outreach, and findings from the State of Transit report. While it does not capture every need, especially new and enhanced connections within communities, it points to areas of focus.

Baseline Regional Transit Enhancements

Highlights areas with currently planned and/or funded transit service or infrastructure improvements. Does not include local service enhancements (e.g., CTN).



Rail



Bus



Infrastructure Improvement



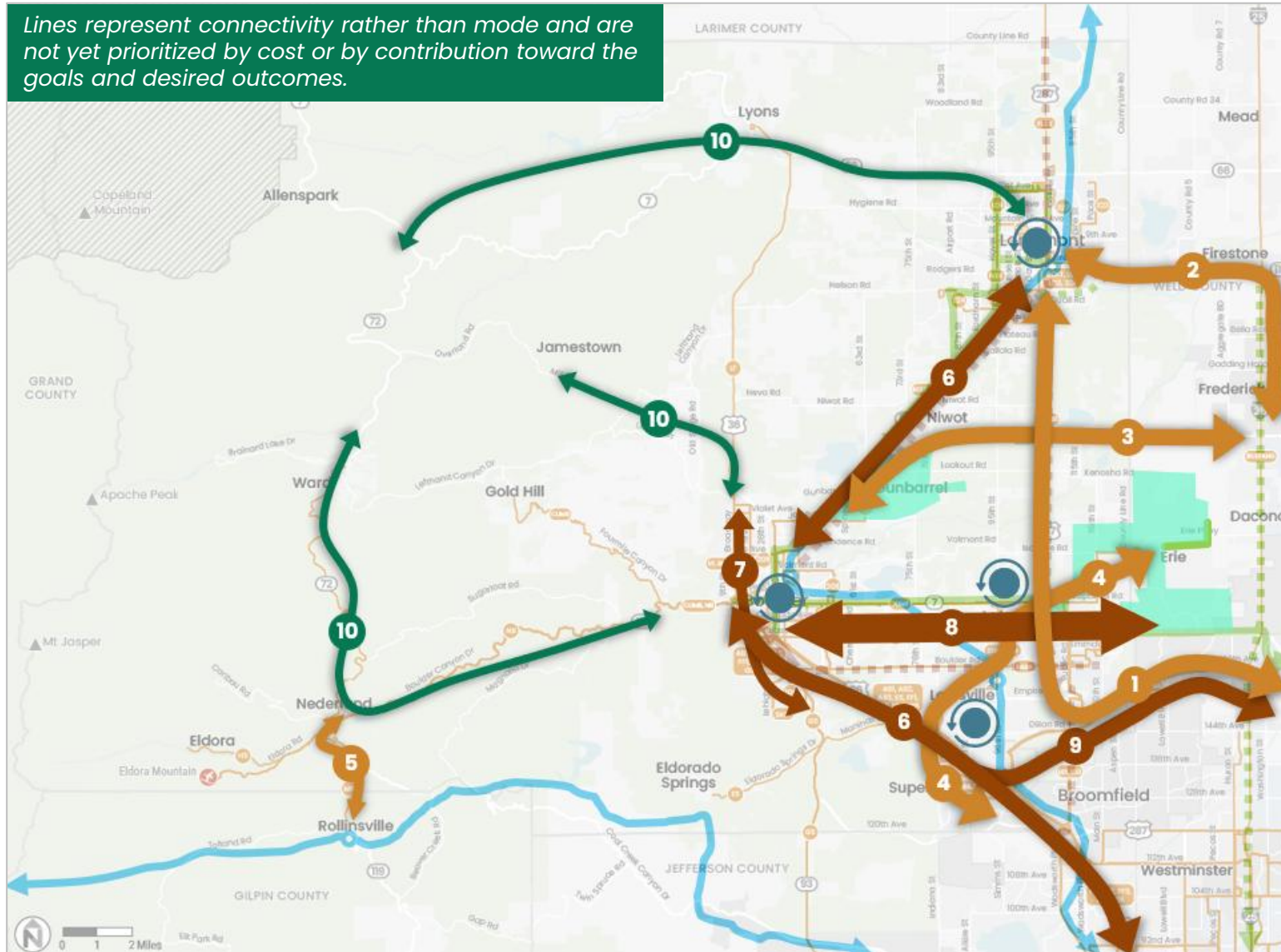
On-Demand Zones



Long-term (dashed)

Draft Key Connections

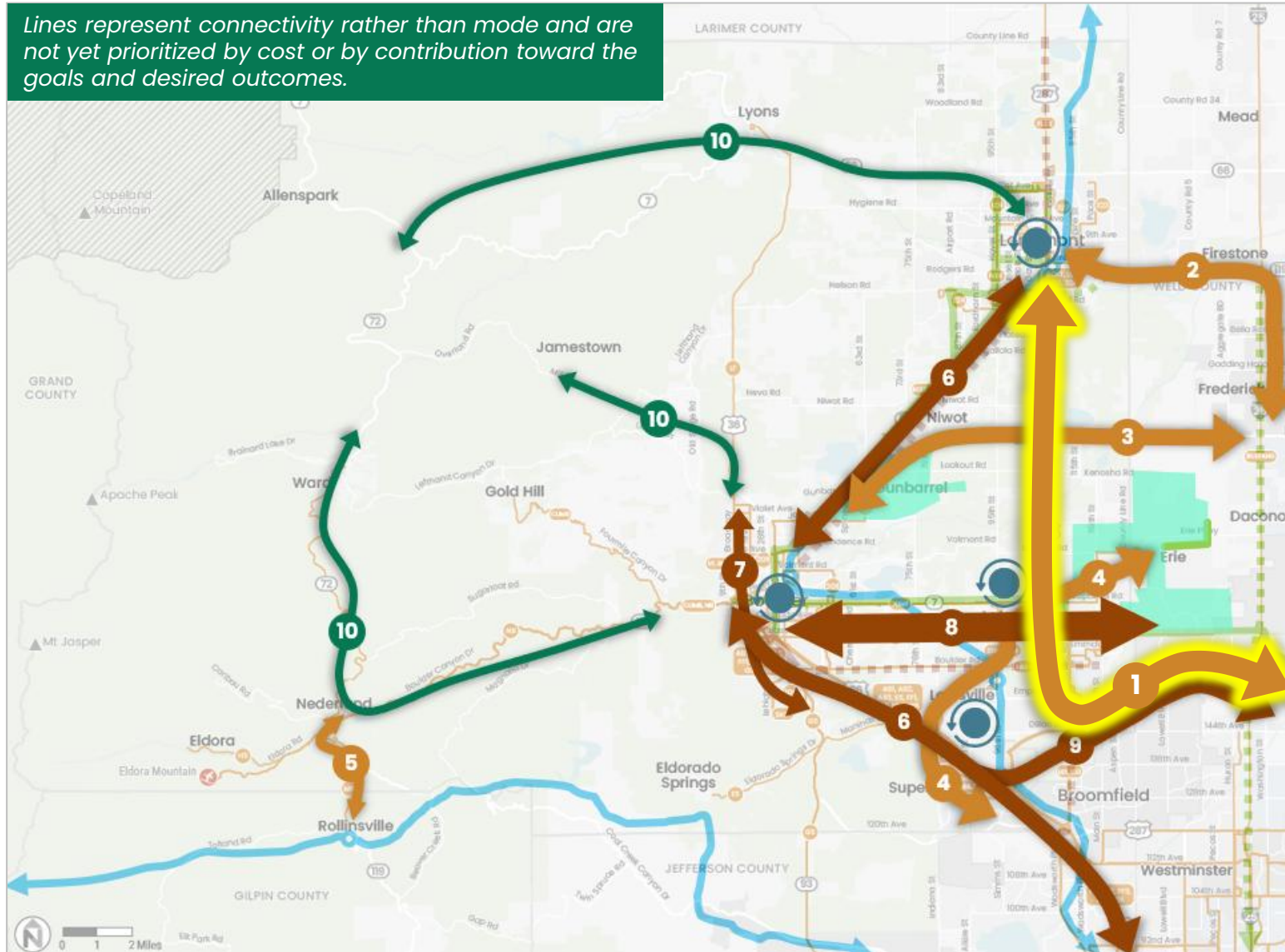
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-  New connection
-  Faster, more frequent, and more reliable connection
-  Limited or seasonal connection
-  Local service improvements
-  1 Longmont-Lafayette-DIA
-  2 Longmont-Weld County
-  3 Boulder-Weld County
-  4 SE Communities-Broomfield
-  5 Nederland-Gilpin County
-  6 US 36 and CO 119
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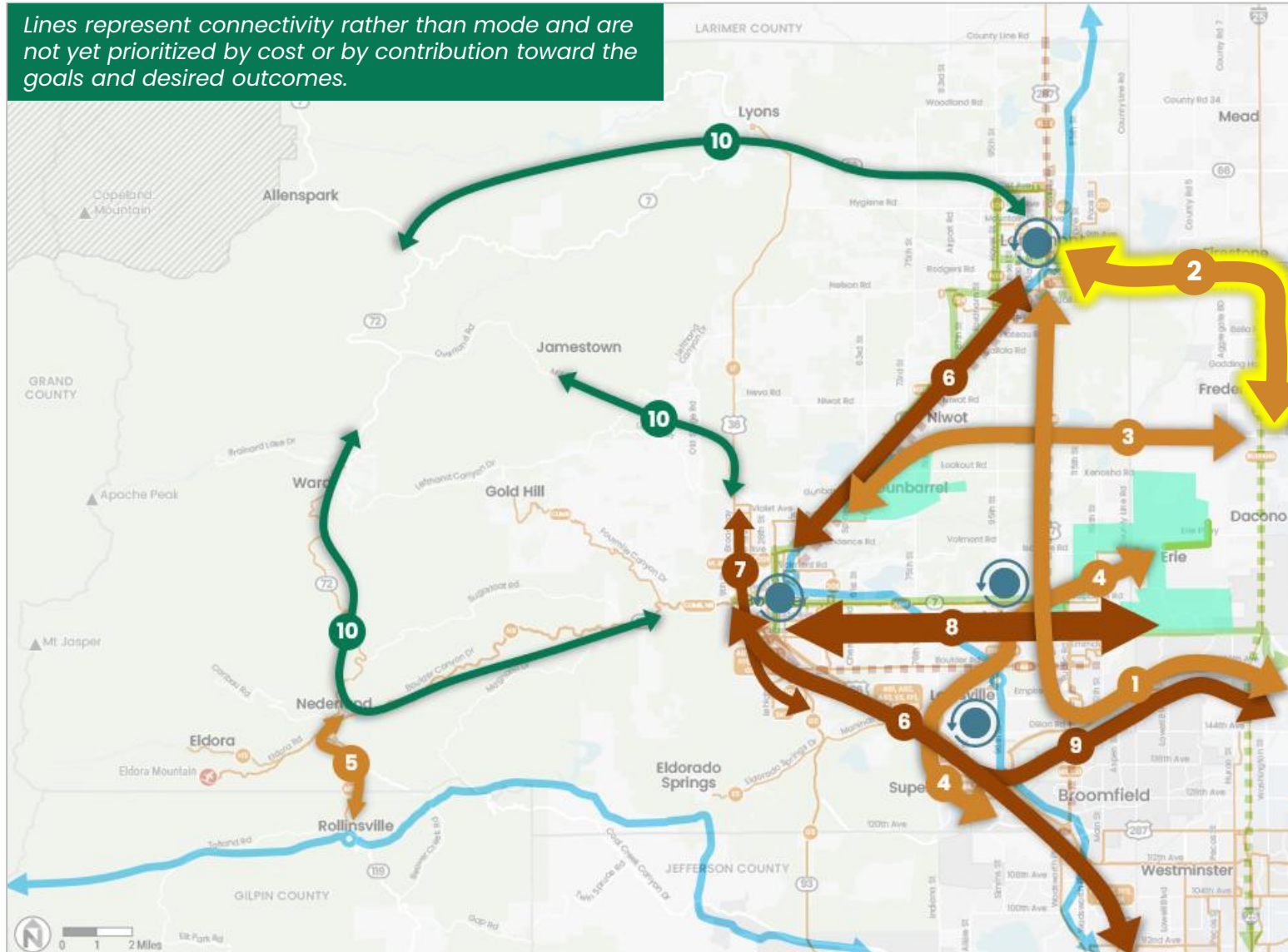
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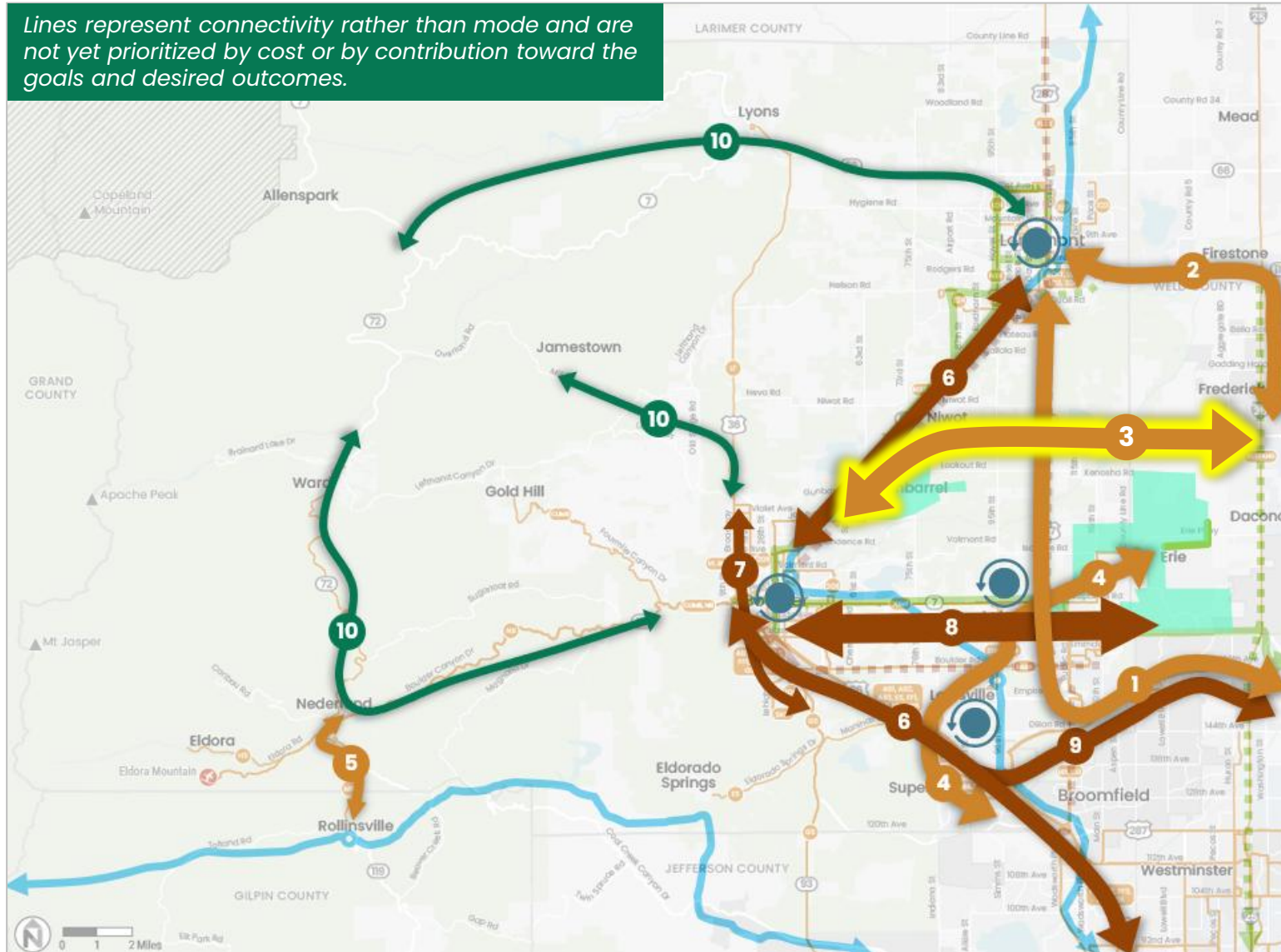
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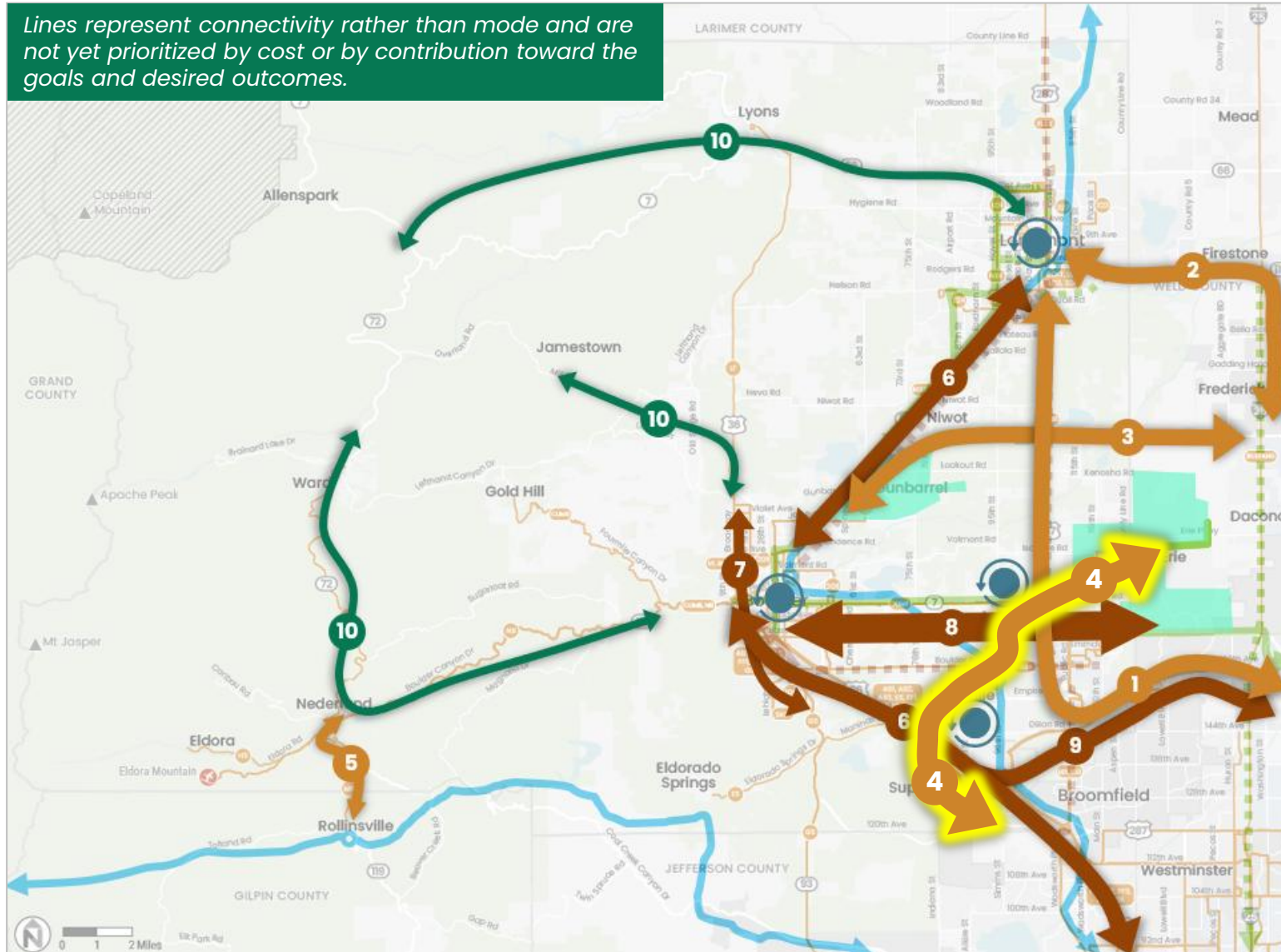
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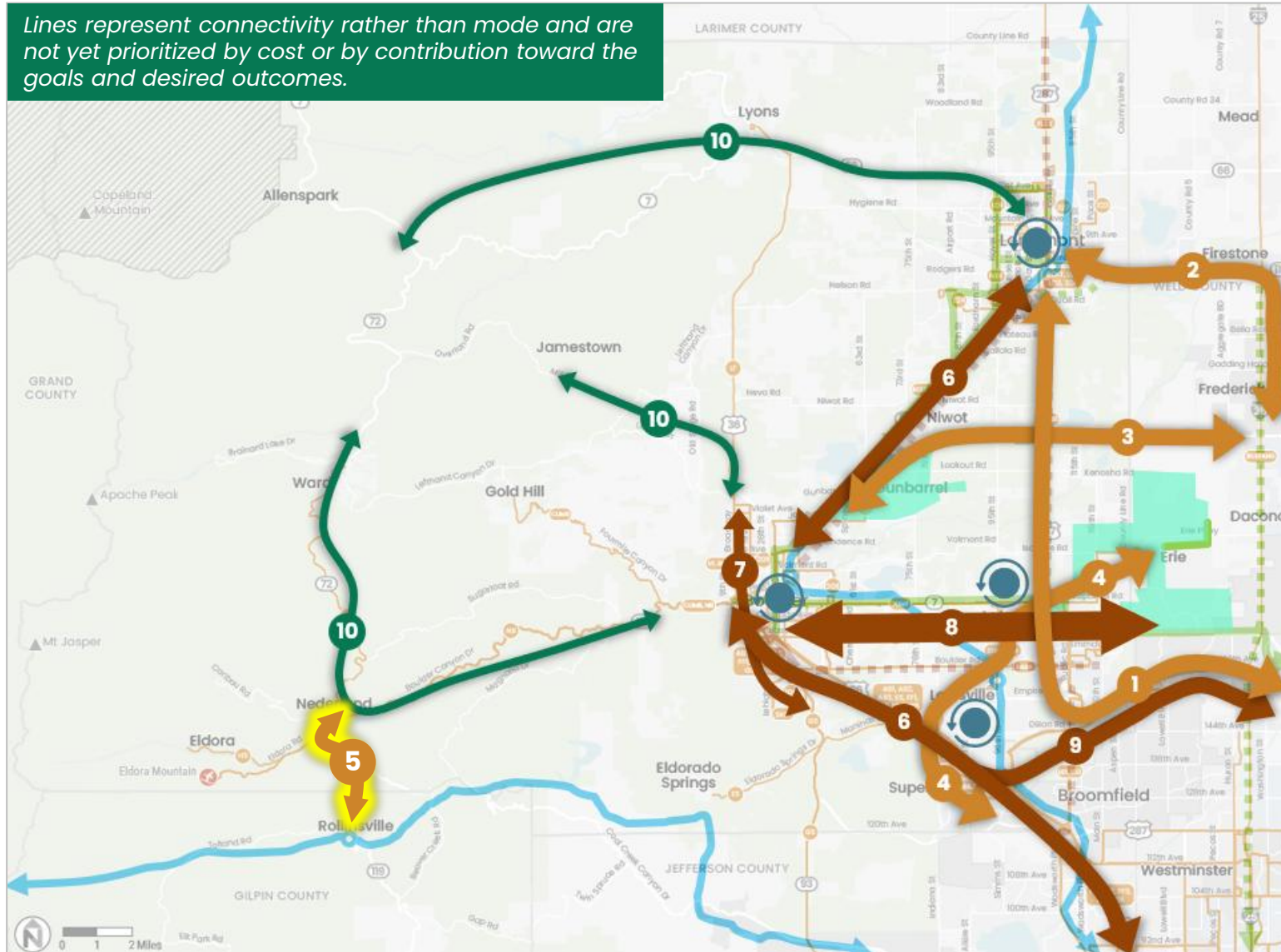
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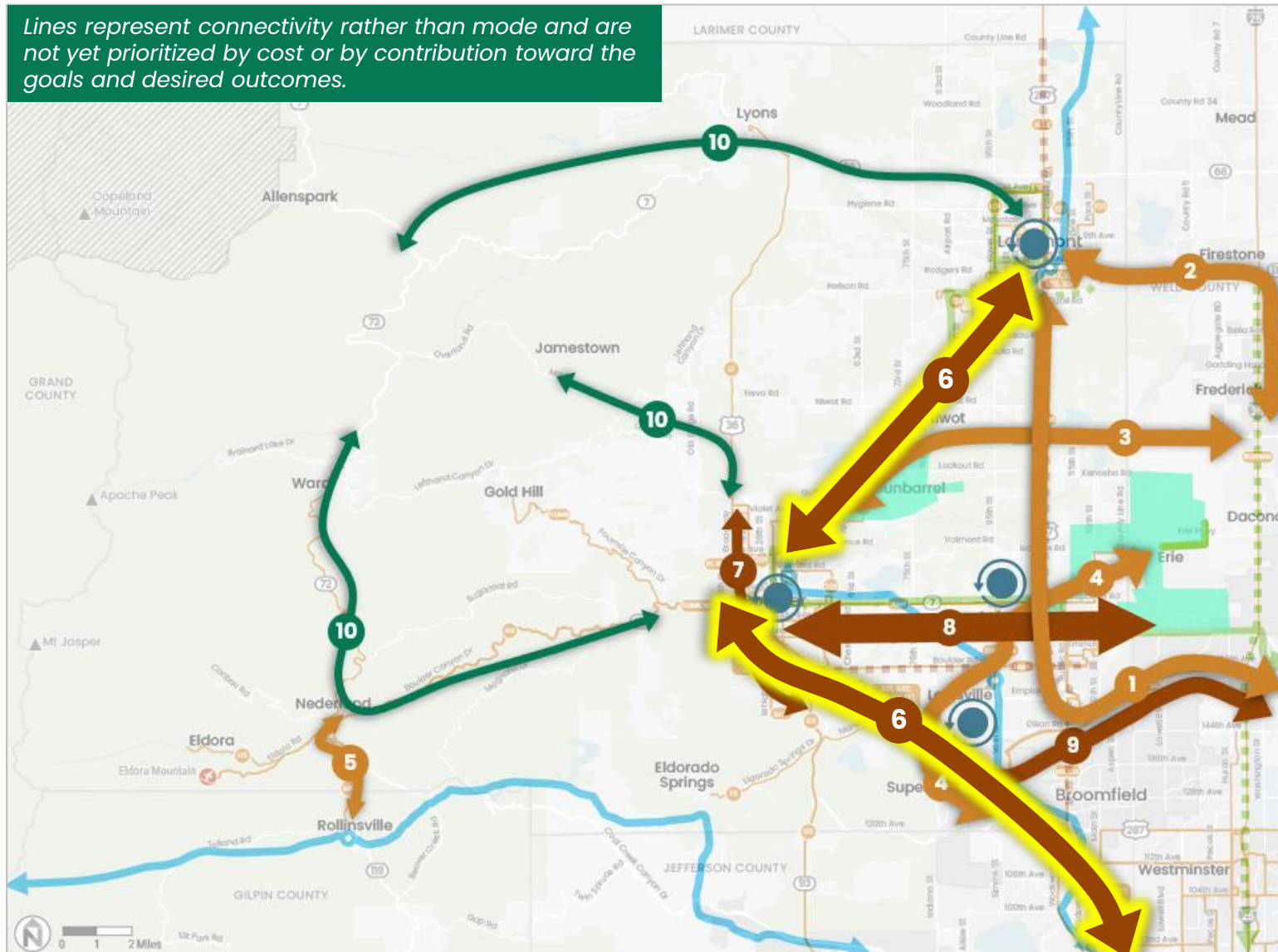
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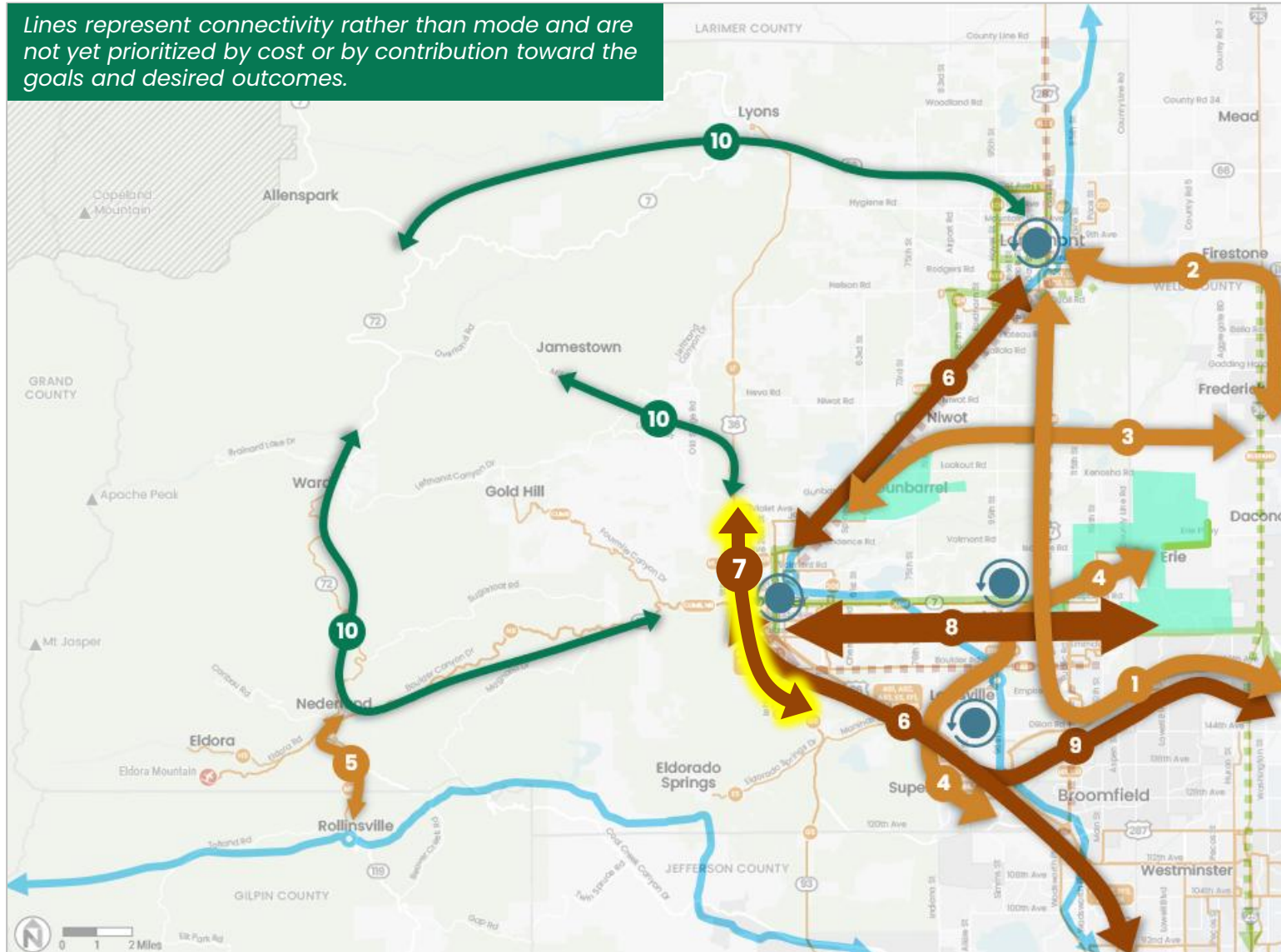
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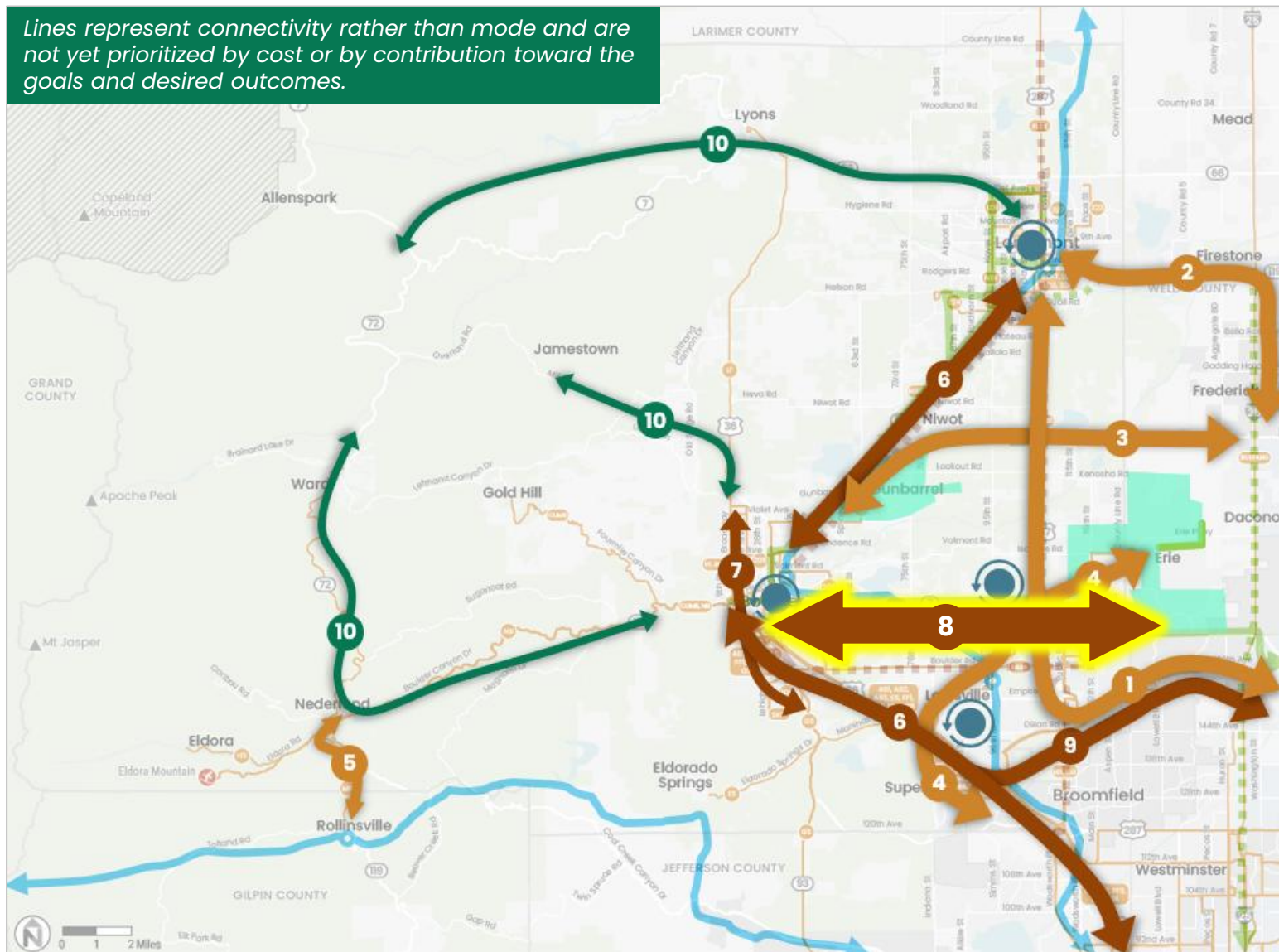
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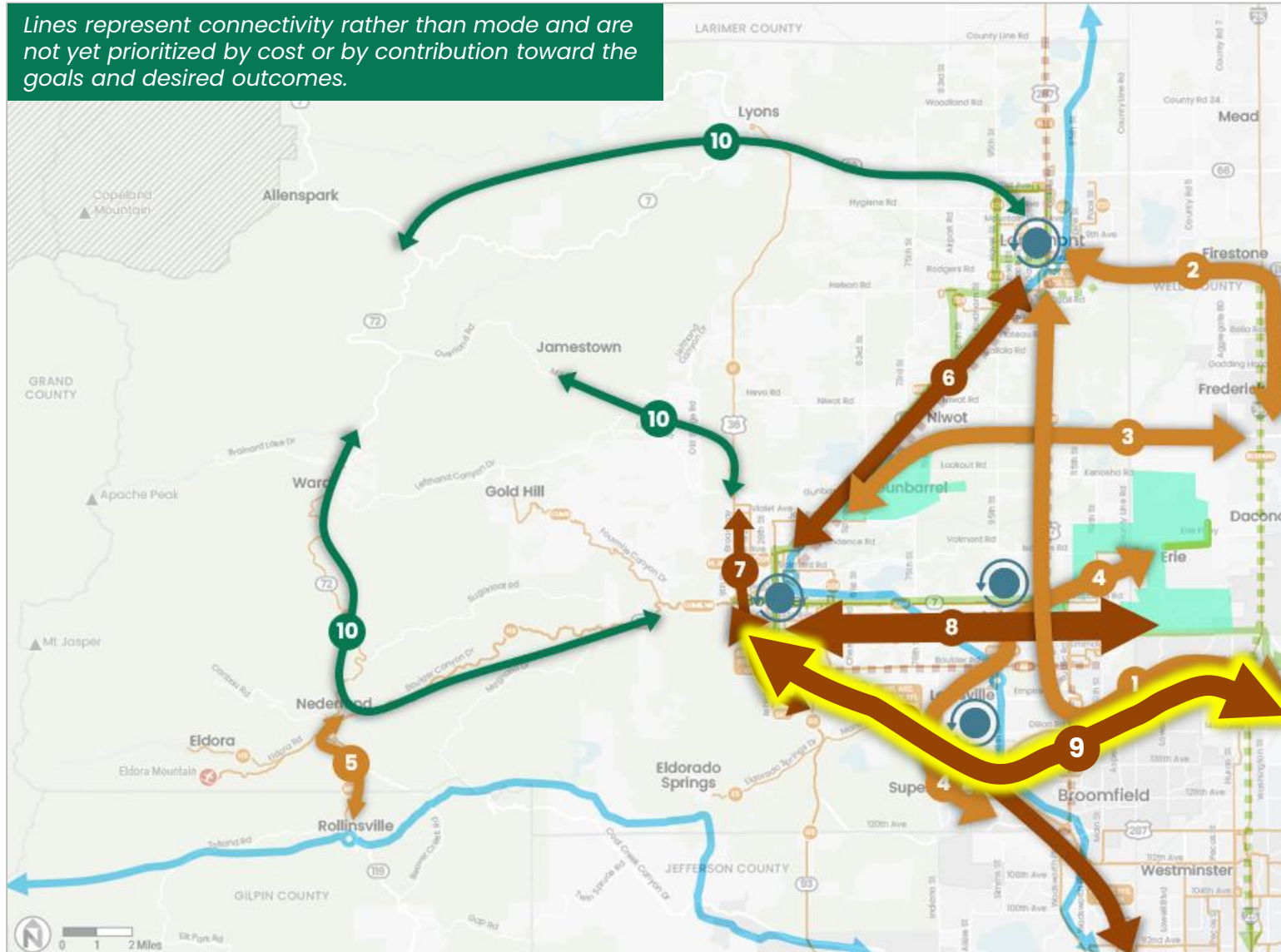
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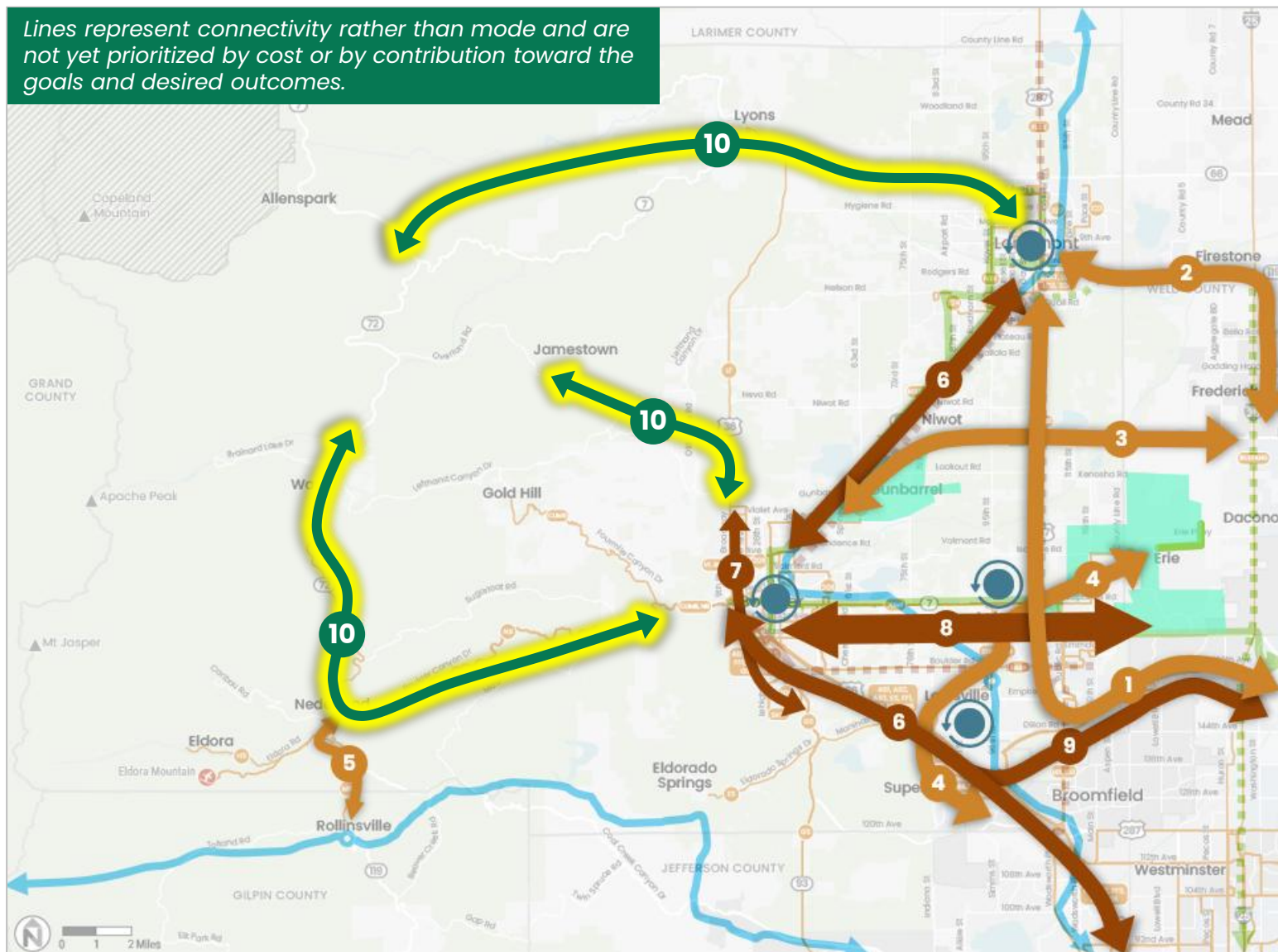
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Recognizing that we can't do everything in every location, which populations or geographies need to be prioritized?

What is the appetite for a bigger County role in transit delivery?



Looking Ahead

March & April

- Meet with Community Advisory Committees
- Finalize and publish State of Transit Report
- Conduct additional community outreach
- Refine draft vision, goals, and key connections
- Develop transit improvement strategies
- Create future transit scenarios
- Update equity framework

Next Forum Meeting

Review final Transit Vision
Discuss strategies and scenarios



Thank You!



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