



City of Longmont Transportation Advisory Board

Phase 1 Outreach & Initial Existing Conditions Findings

March 9, 2026



What We'll Cover Today

- 1 Project Overview
- 2 Phase 1 Outreach Findings
- 3 Existing Conditions Highlights
- 4 Next Steps



Questions to Consider

- Do the **results of the public outreach** resonate with you? How do the themes reflect what you hear from Longmont residents?
- Do any of the **existing conditions findings** surprise you? How well do they match what you see and experience?
- What do you feel are the **biggest areas of opportunity or concern** as you consider the findings so far?
- What **trends or factors** do you expect to play a role in transit delivery, travel behavior, or City or County capacity to support transit?





Project Overview

Linking Boulder County is ...

- **A vision** for transit service in Boulder County that is high-quality, universally accessible, and equitable
- **A strategy** to address the County's transit needs and opportunities today and in the coming years
- **A road map** for transit service expansion, including specific actions and how they will be funded and implemented
- **A reflection** of what the community hopes to see and is excited to support

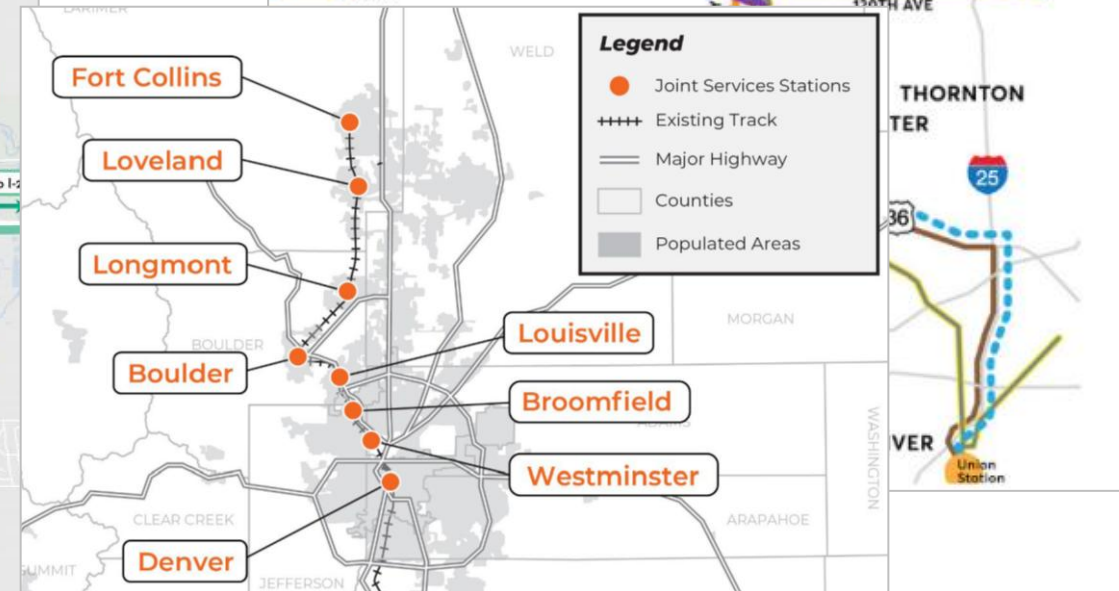
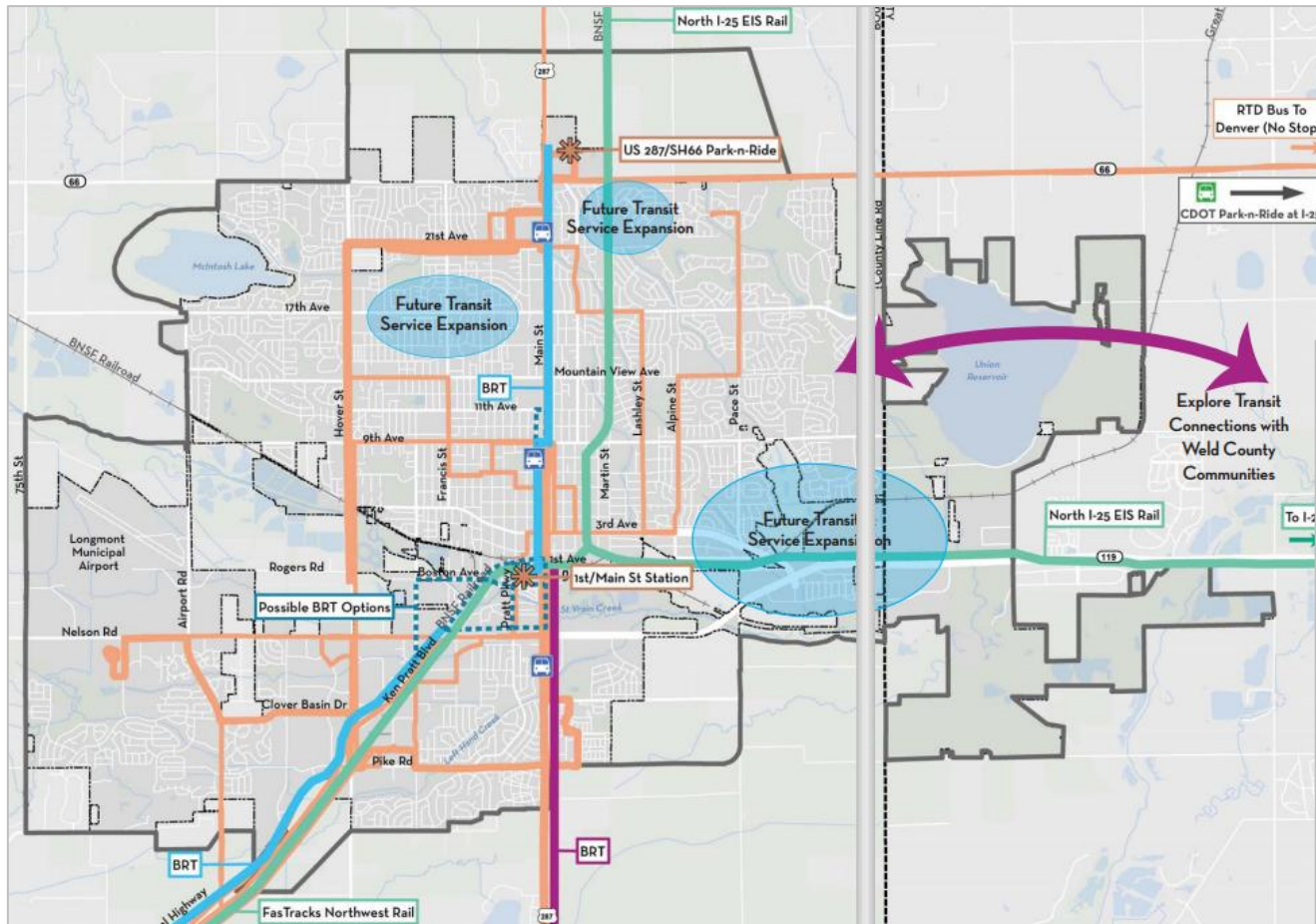


What We Mean by "Transit"



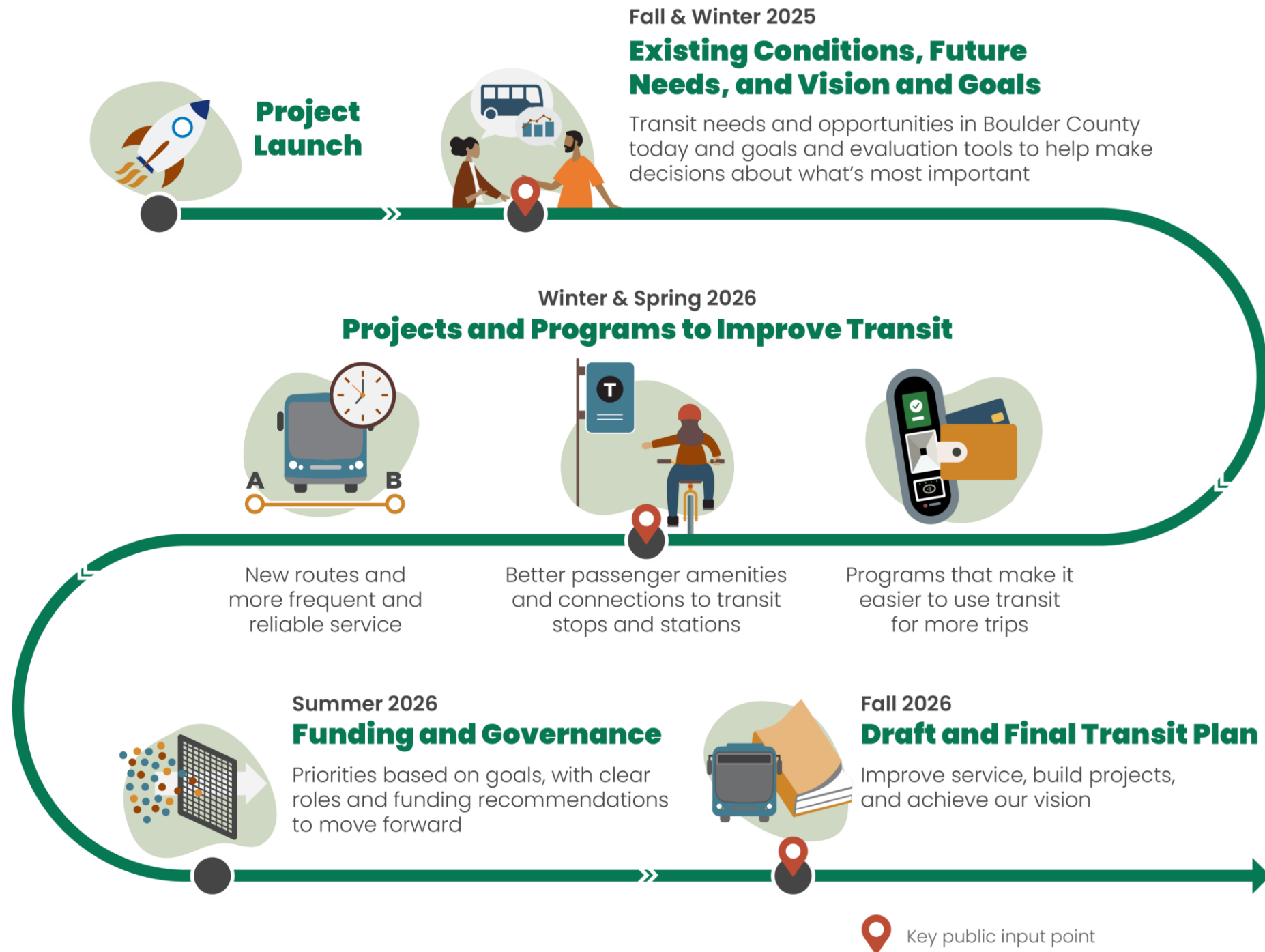
Building Blocks

The Northwest Area Mobility Study, Joint Service Passenger Rail (and Front Range Passenger Rail), and Envision Longmont are informing Linking Boulder County.



Our Work

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

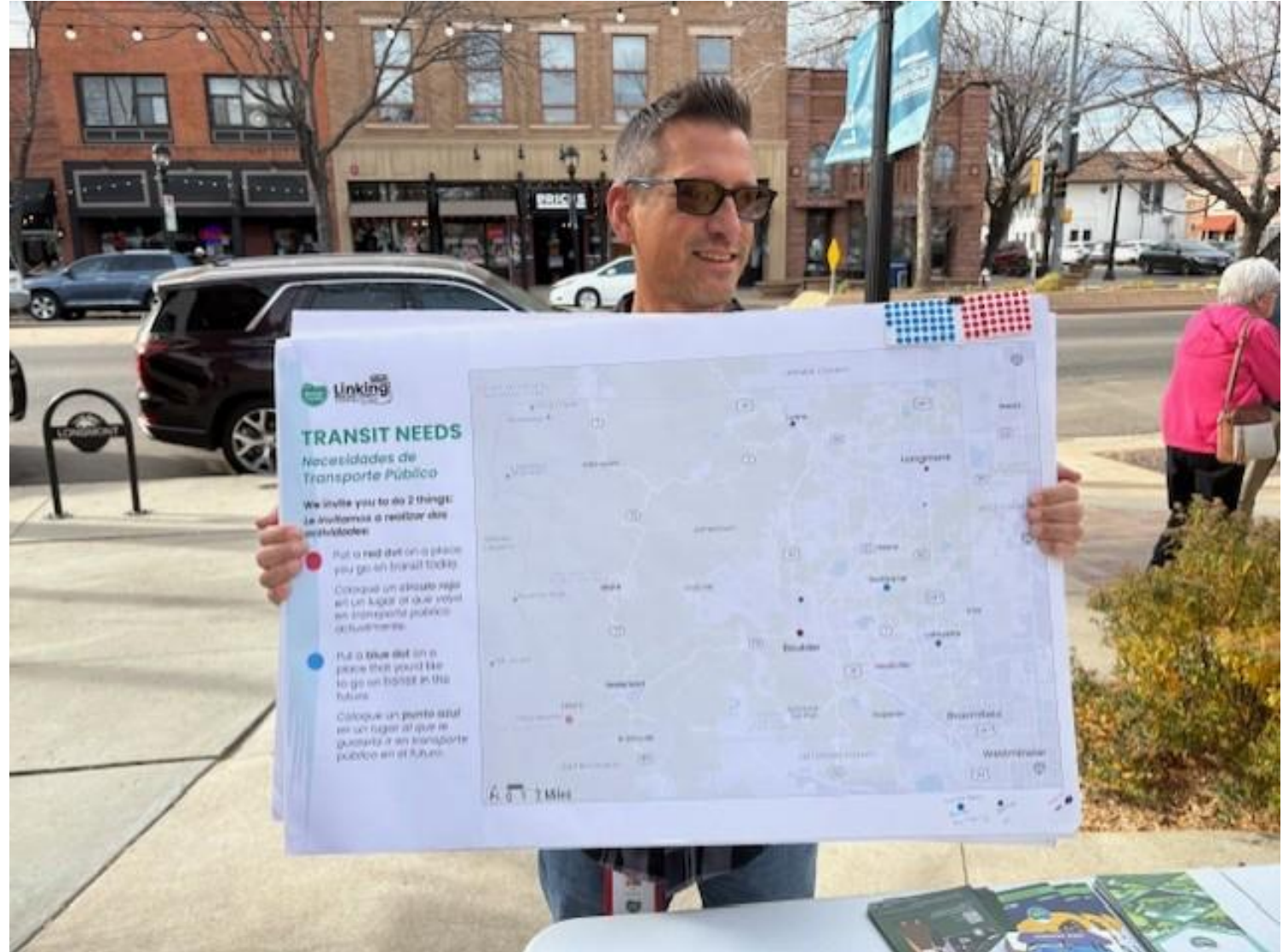




Phase 1 Outreach Findings

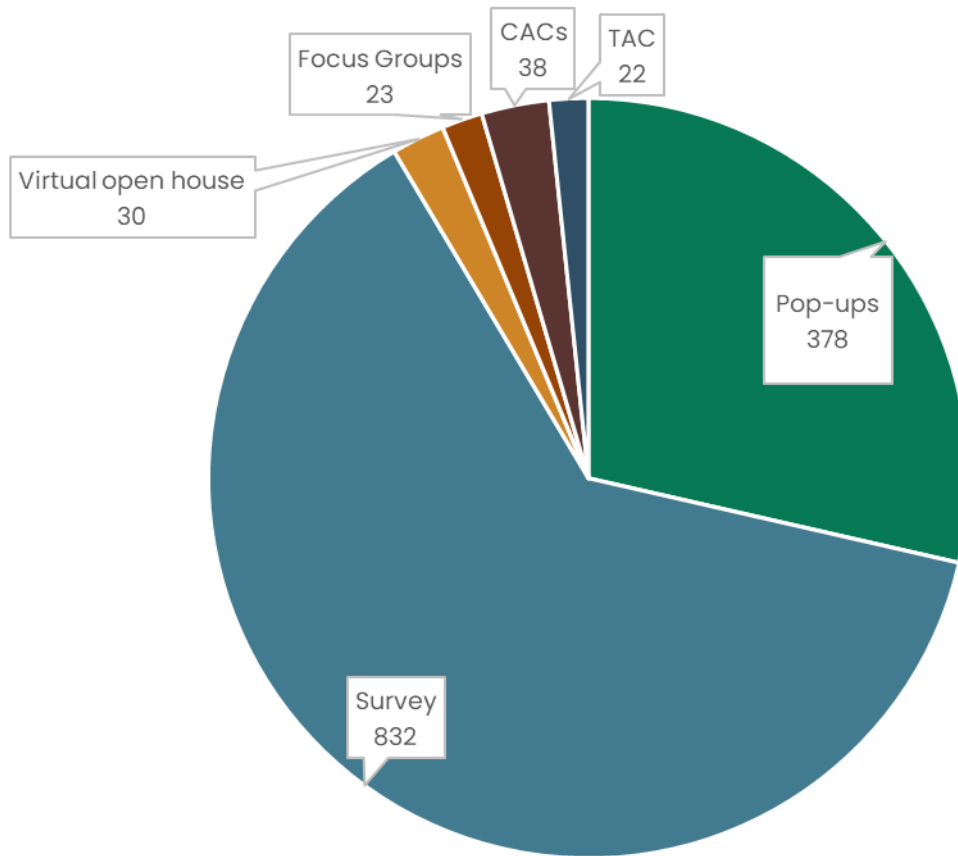
Phase 1 Outreach: Oct 15 to Nov 20

- Website launch
- Transit Needs survey
- 6 focus groups
- 5 pop-up events
- 1 virtual open house (Nov 6)
- 2 Community Advisory Committee meetings
- Email blasts
- Social and traditional media
- TransitApp marketing
- Share Kits for partners

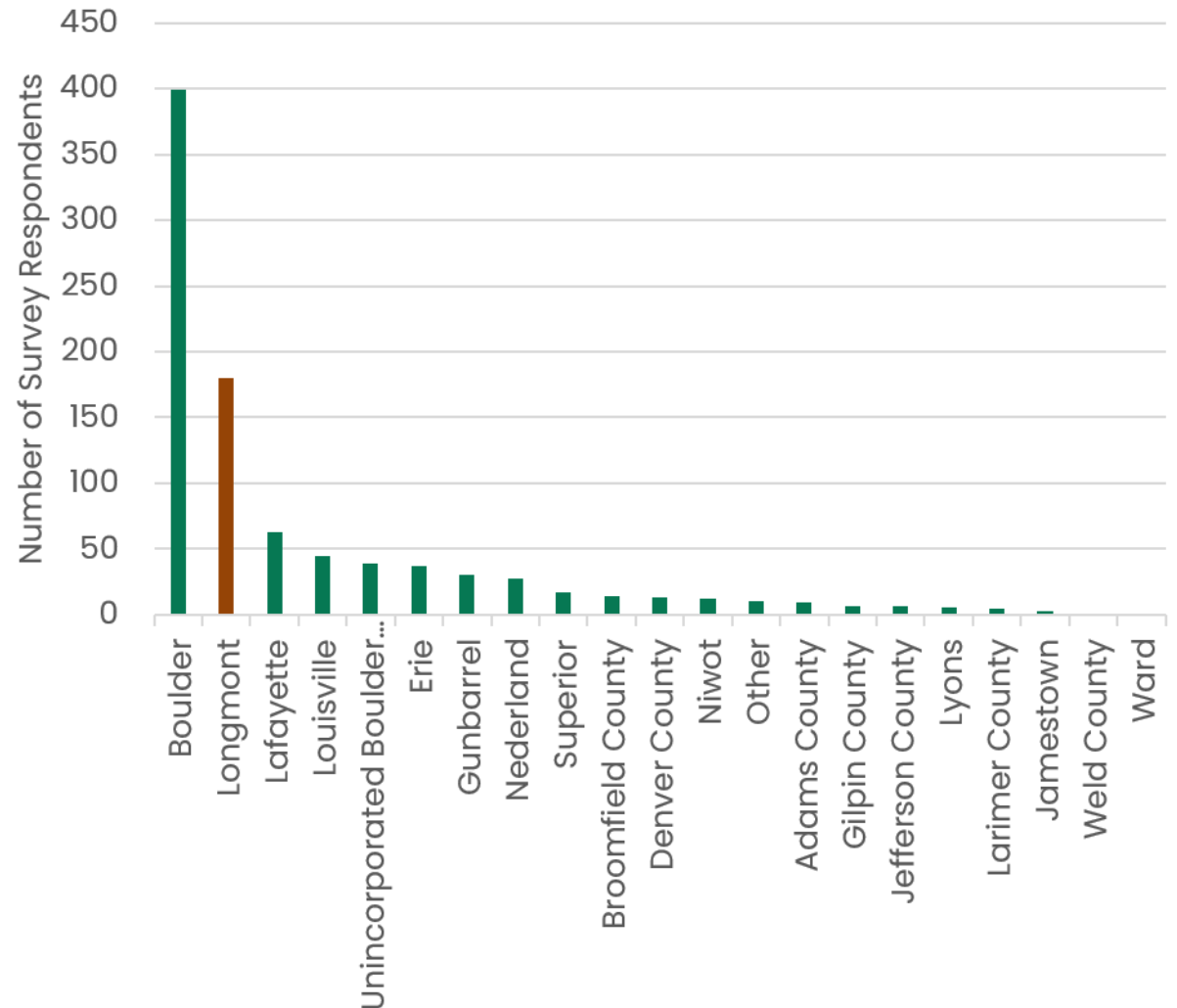


Who Participated: Activity & Location

Number of Touchpoints by Outreach Medium



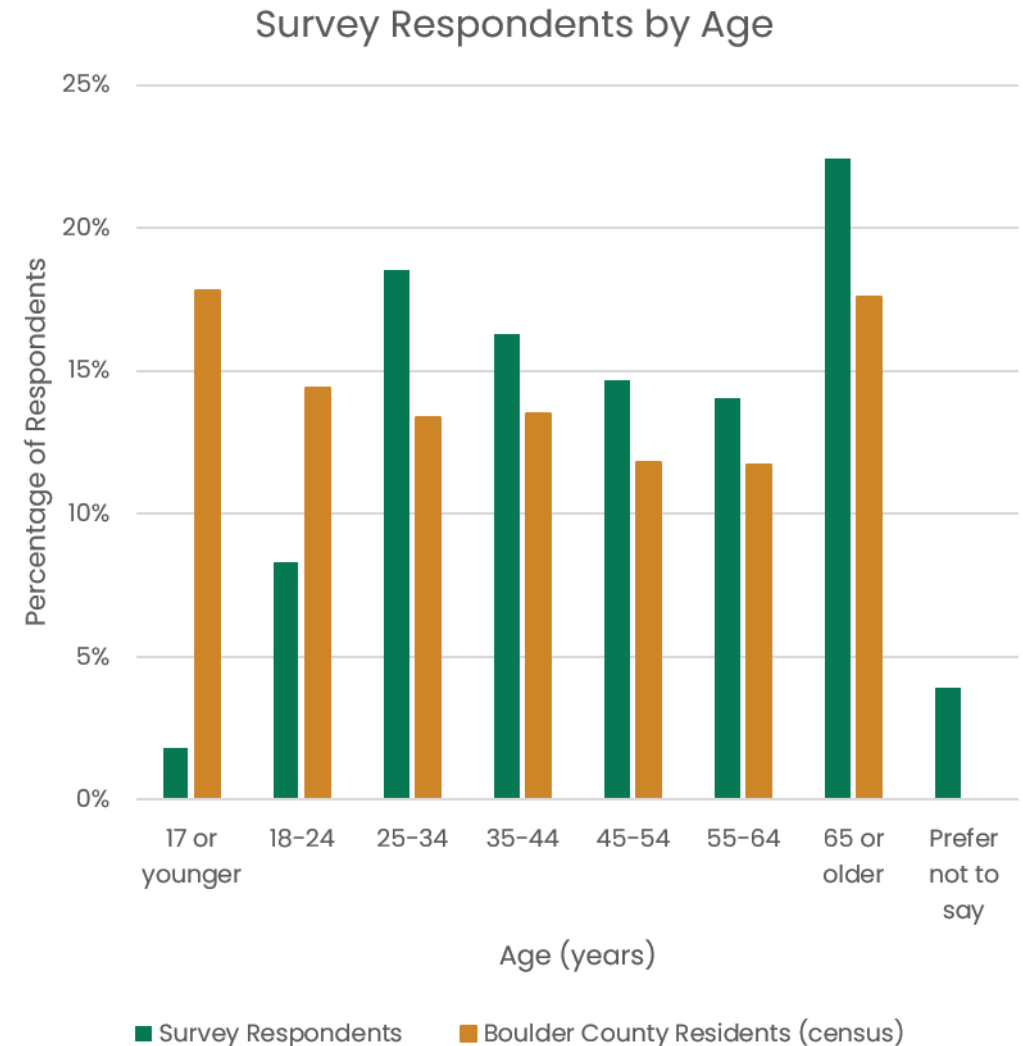
Survey Respondents by Home Location



1,323 touchpoints across all Phase 1 activities

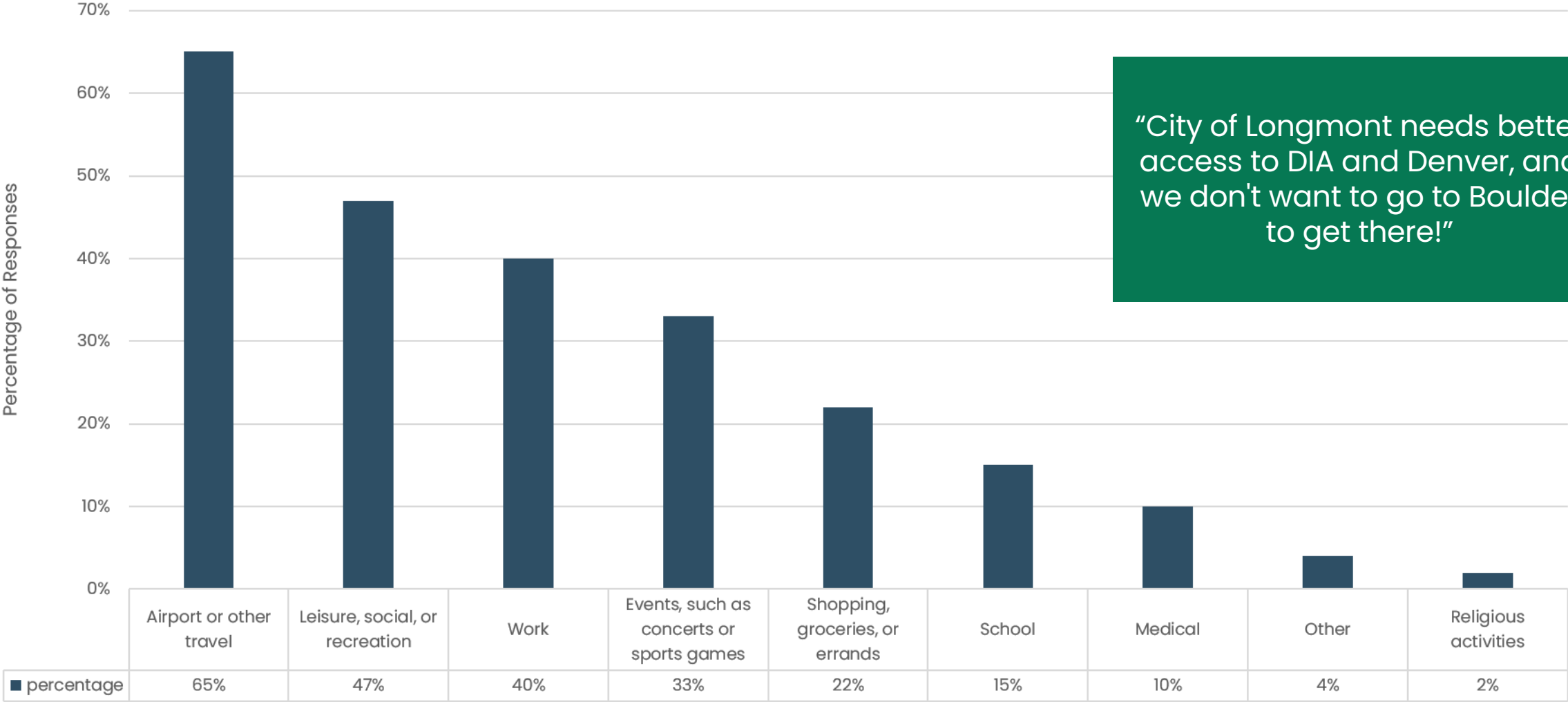
Who Participated: Respondent Demographics

- **White residents** were slightly overrepresented, while **Hispanic/Latino/a/e residents** were slightly underrepresented
- **Younger residents** were significantly underrepresented, **older residents** were overrepresented
- Most survey respondents were **low-frequency transit riders**, using transit only occasionally
- Younger respondents (age 18–35) were **more likely to be high-frequency** transit riders



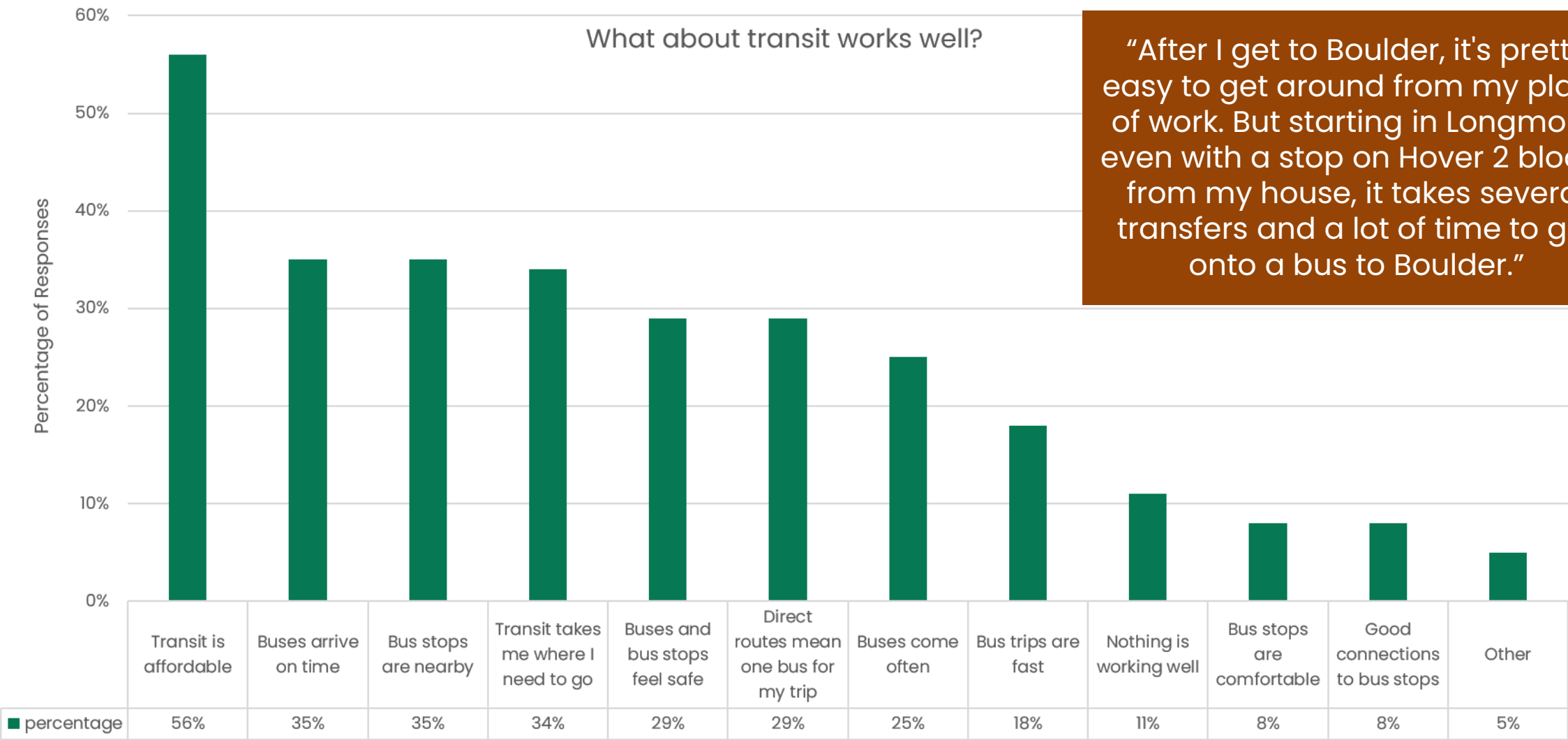
Transit Needs: Why People Ride Today

For what types of trips do you use transit today?



“City of Longmont needs better access to DIA and Denver, and we don't want to go to Boulder to get there!”

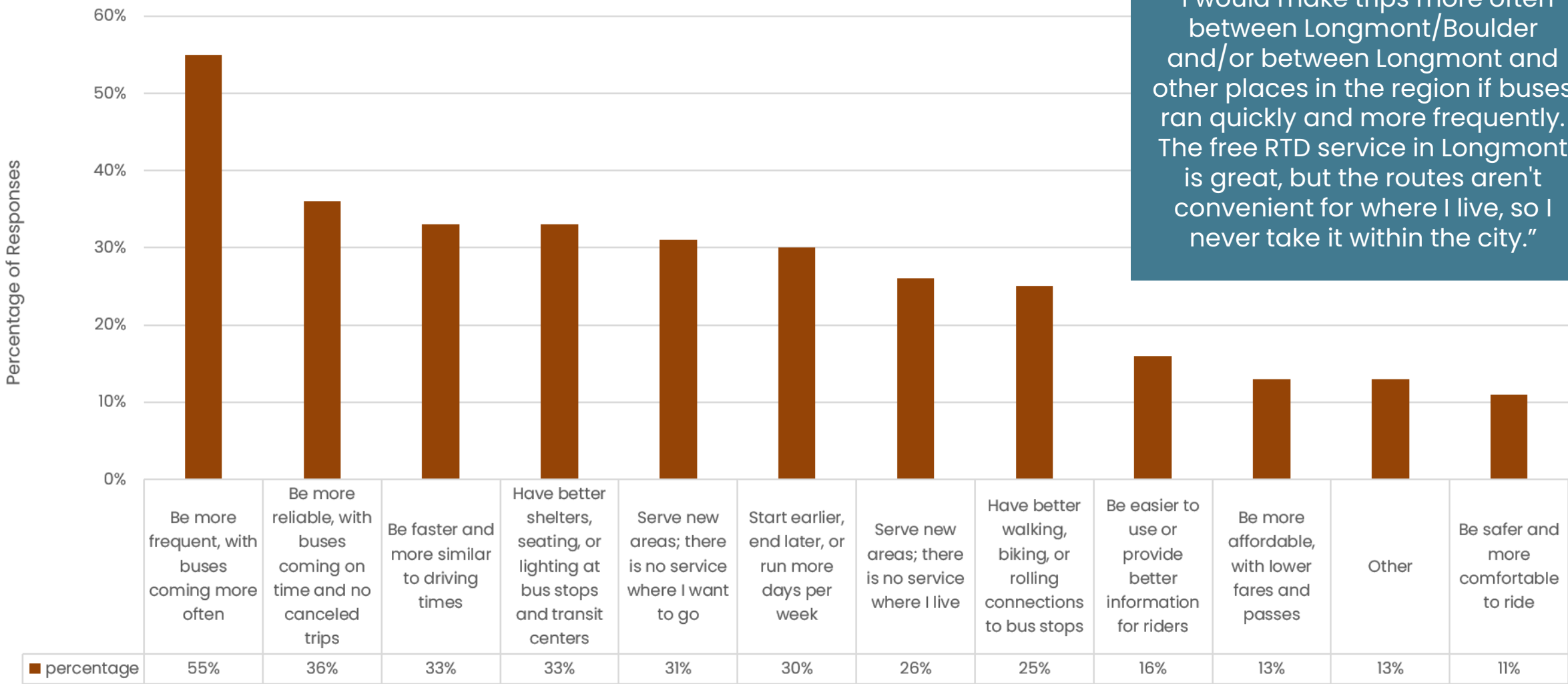
Transit Needs: What Works Well Today



“After I get to Boulder, it's pretty easy to get around from my place of work. But starting in Longmont, even with a stop on Hover 2 blocks from my house, it takes several transfers and a lot of time to get onto a bus to Boulder.”

Transit Needs: Opportunities for Improvement

What about transit needs to be improved?



Survey Takeaways: Key Themes



All Respondents

- More frequent connections between Boulder-Longmont and Boulder-Denver
- Better and more reliable airport services
- Improved experience at stops and stations



Car-Free Respondents

- Safer biking, walking, and rolling connections
- Better access to daily destinations, such as grocery stores and schools
- More frequent service with less time waiting for buses



Non-White Respondents

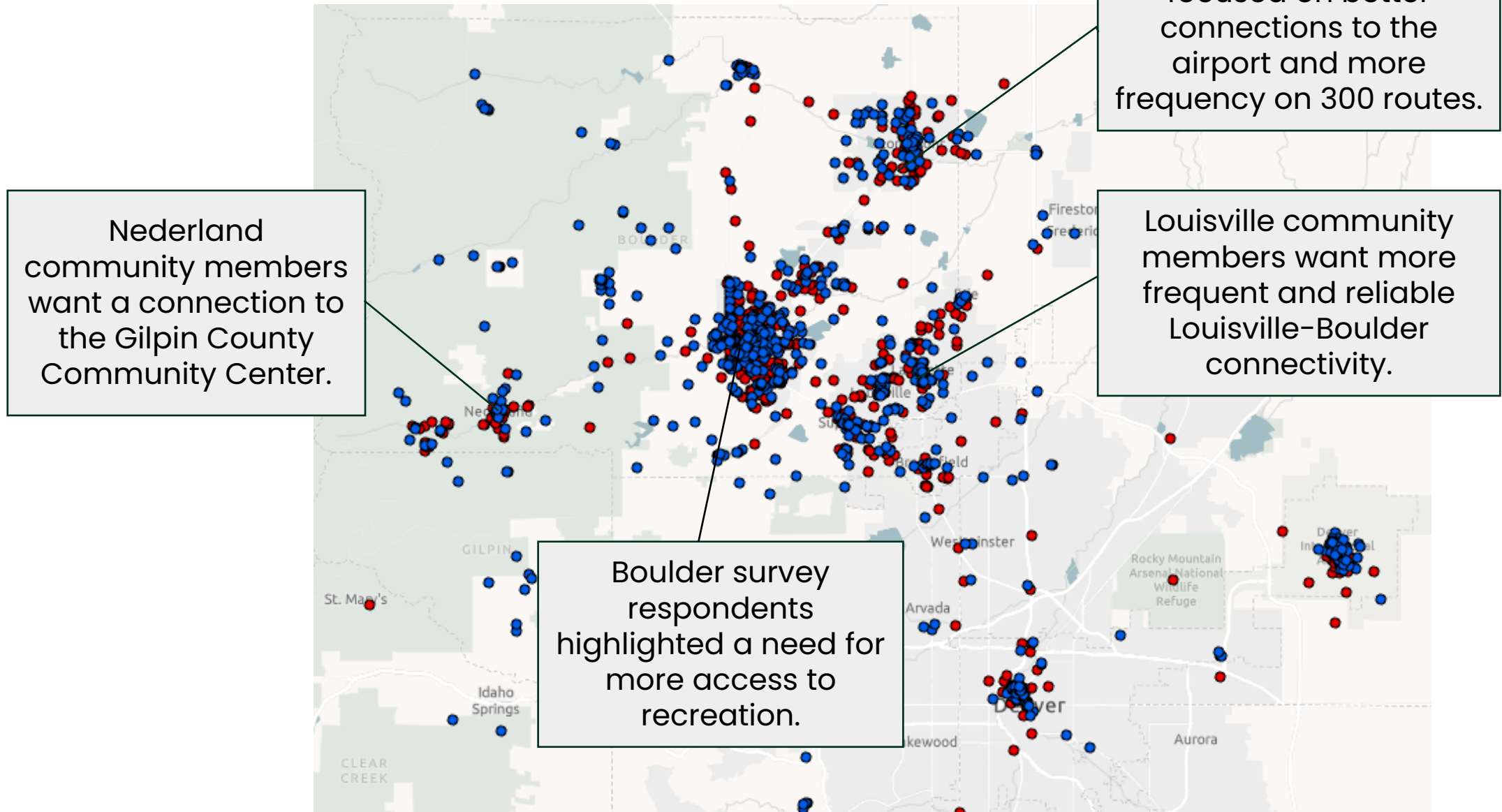
- More bus stops close to important destinations
- Better connectivity for short trips, especially when transfers are needed
- Improved intracity connections (vs regional)



Low-Income Respondents

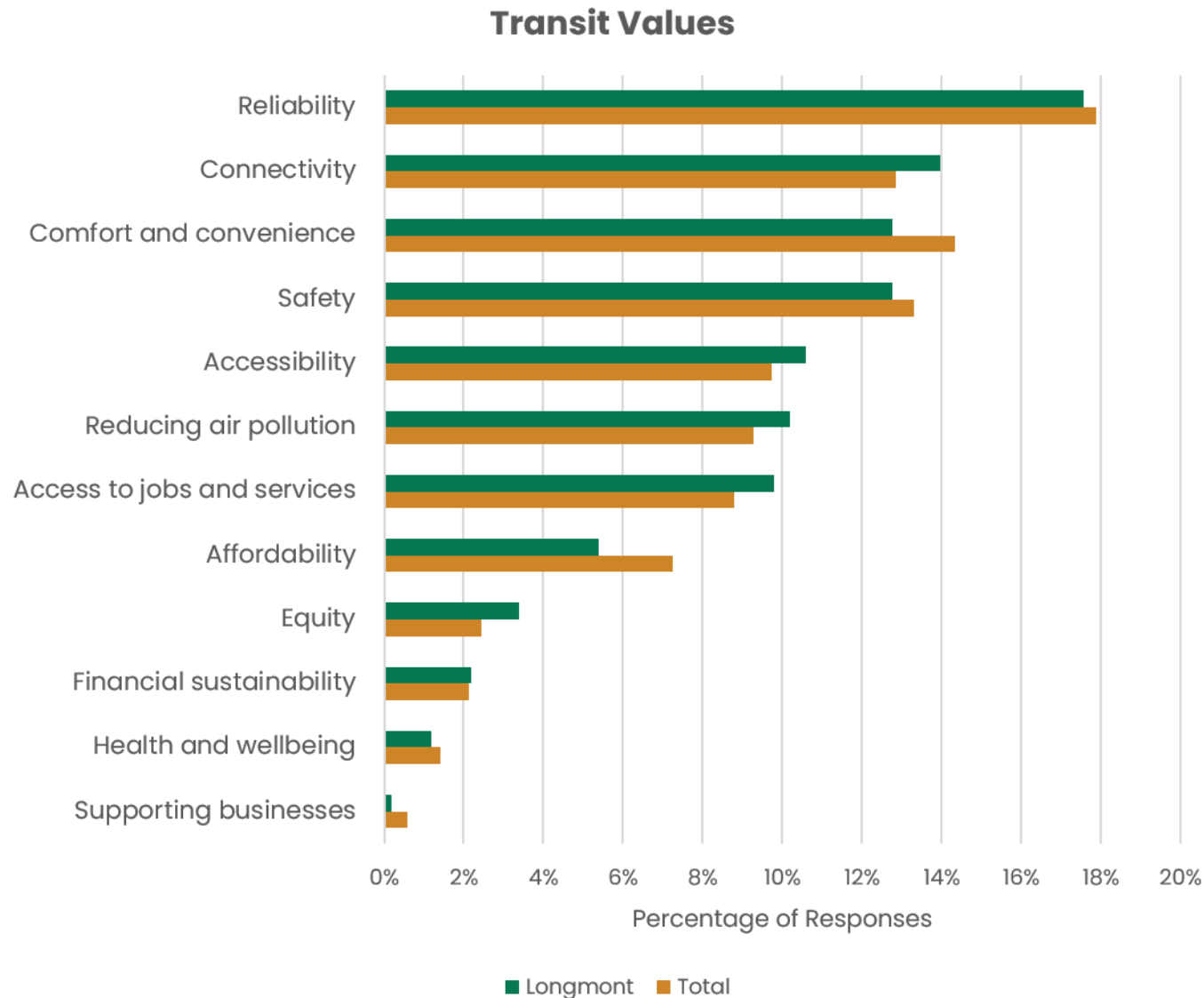
- More early-morning and late-night service for shift workers
- Direct routes to workplaces, grocery stores, and medical services
- More comfortable bus stops

Areas of Difference



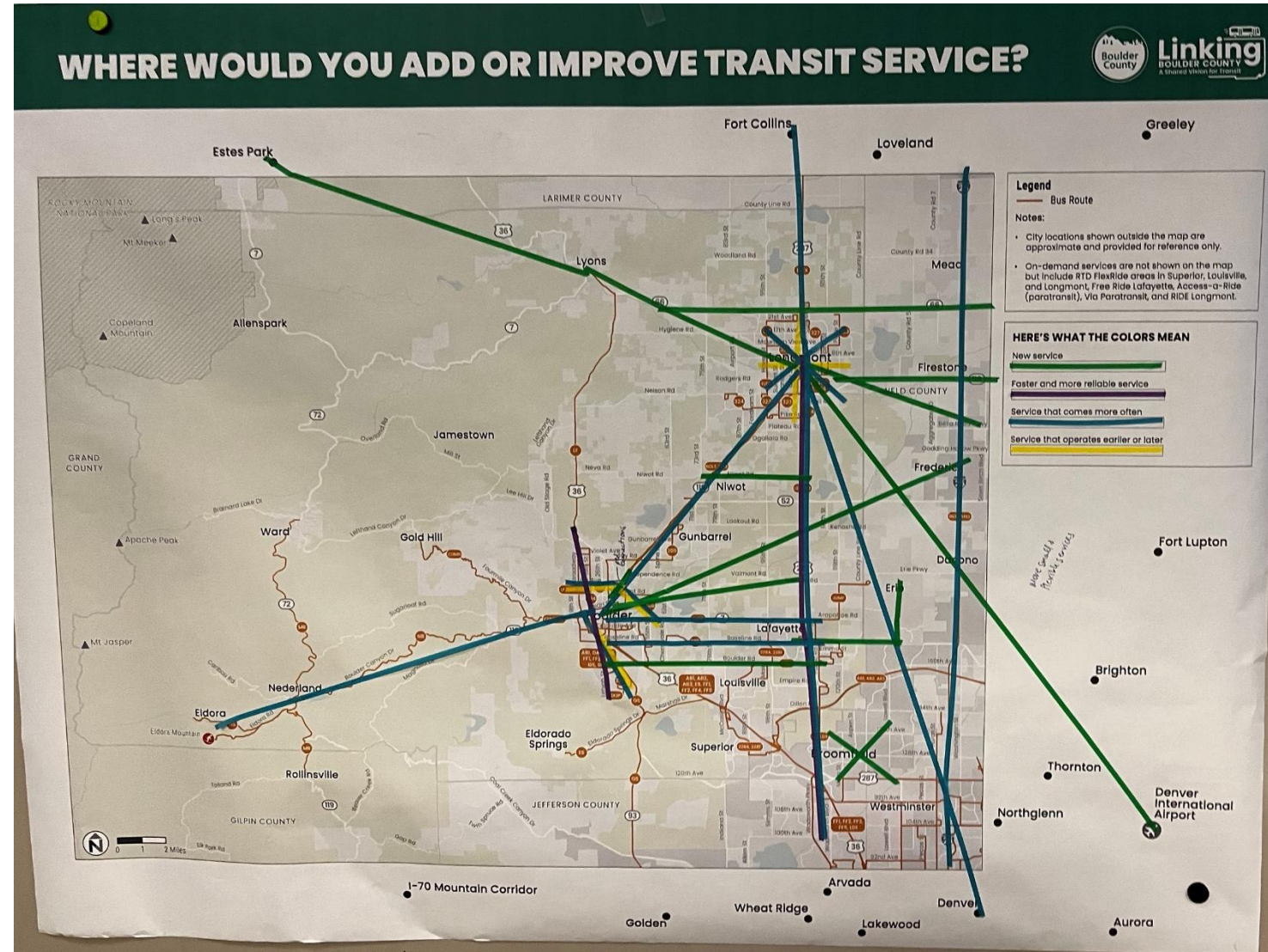
Themes from Longmont Respondents

- **Increased frequency and connectivity** on the 300 routes
- **Increased frequency and reliability** on the BOLT
- **Better coverage** of residential density in southwest Longmont
- Direct, fast, and reliable **service to the airport**
- More hours of service and a better experience on **RIDE Longmont**



Community Advisory Committees: Transit Needs

- Transit service today meets some needs very well. **However, it must serve commuters, students, and workers equally to be a travel mode of choice across Boulder County.** Connecting our cities and towns to the region will increase access to opportunity.
- Transit is not just transportation; **it is a right and a critical part of community life.** Many Spanish-language CAC members are from countries where transit is frequent and connected, and they feel that's what Boulder County needs.





Existing Conditions Highlights

Transit Services in Boulder County

- **54** separate routes/services
 - 24 fare-free
 - 30 fare-based
- **12** providers in Boulder County
- **5** public on-demand zones (+1 coming soon in Erie)
- **6** recreational/seasonal shuttles
- Multiple routes/services focused on the **CU Boulder** campus
- **Paratransit** services provided throughout much of the county

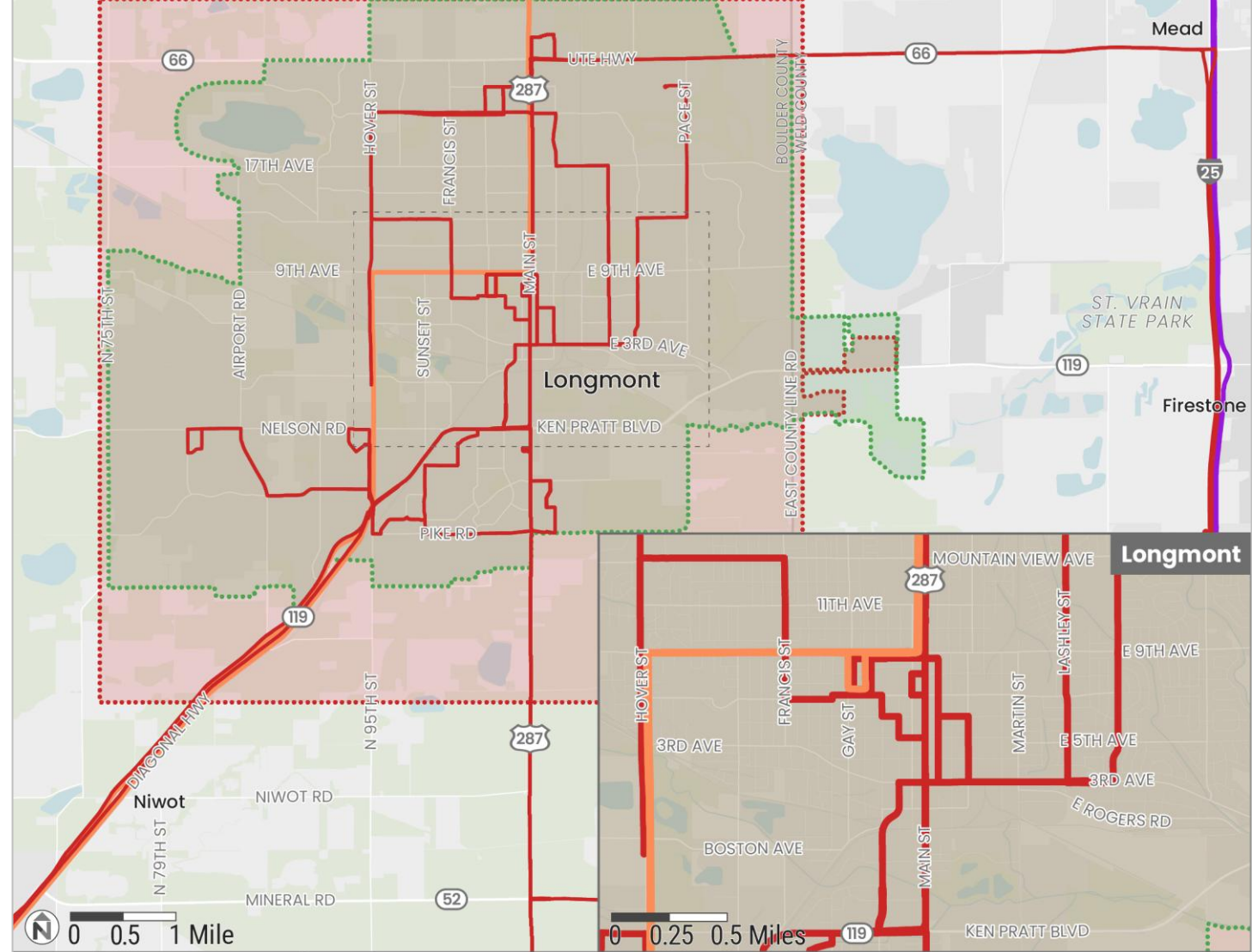
PROVIDERS	FARE-FREE SERVICE	FARE-BASED SERVICES
	323 324 326 327	204 205 206 208 225 228 AB1 AB2 AB3 Access-on-Demand: Access-a-Ride BOLT BOUND DASH FF1 FF2 FF4 FF5 FlexRide GS JUMP LD1 LD3 LX2 NB SKIP
	Eldo Shuttle Hessie Shuttle Lyons Flyer Ride Free Lafayette	
 	Mountain Rides The Climb	
	Park-to-Park	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*	
	Eldora Shuttle NedREC	
	Taxi Vouchers	
	Via Paratransit	

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

*Seasonal, on-demand transit services

Transit Services in Longmont

- Served by **regional and local fixed routes**; 300-series routes are free to ride
- Two **on-demand zones**
- Many ongoing and upcoming **improvements**
 - CO 119 multimodal and BRT corridor
 - Coffman Street multimodal improvements
 - Northwest Rail



Existing Transit Service

Transit in Longmont and Niwot by Provider

RTD

Transfort

CDOT

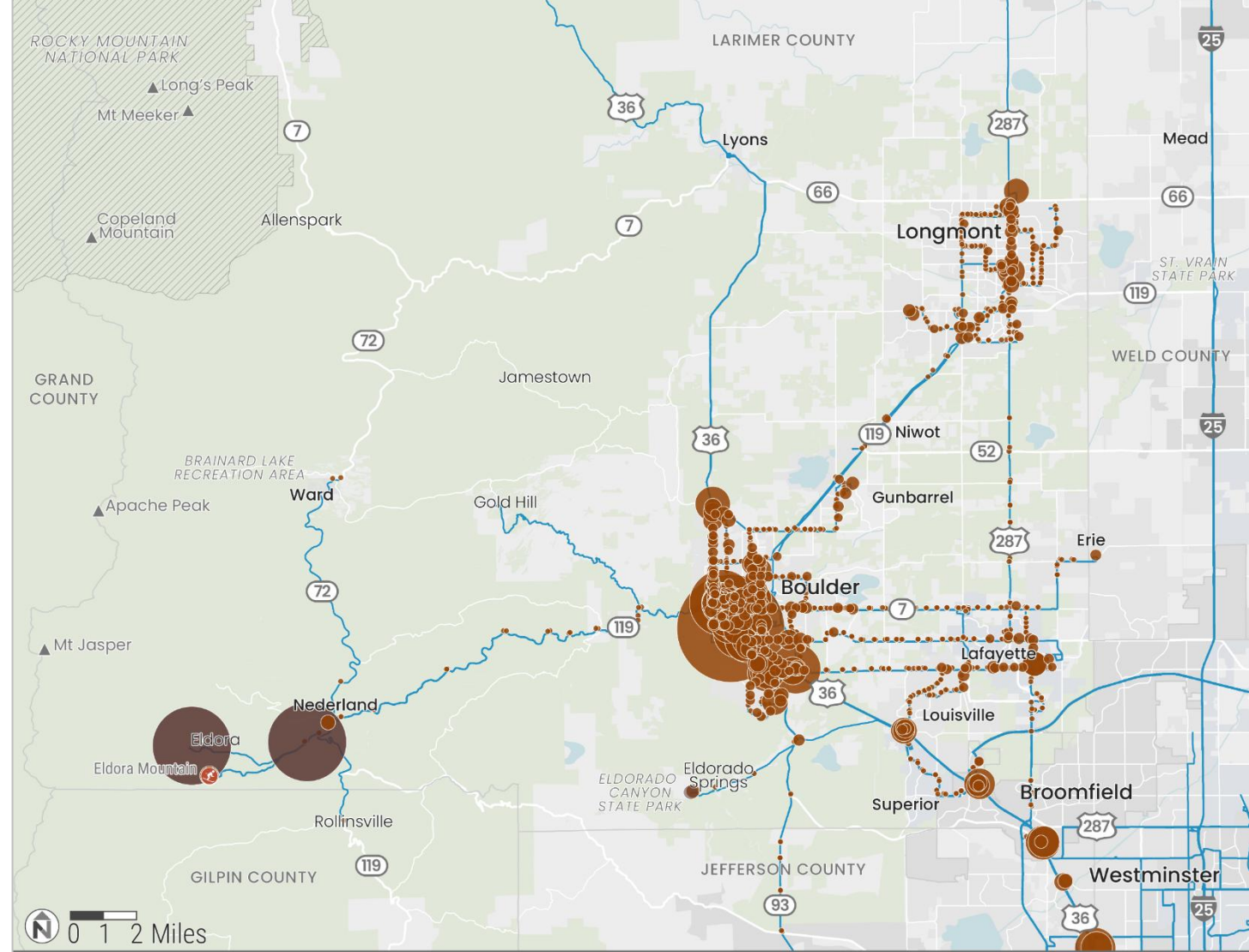
City of Longmont

On-demand zones

Current Transit Ridership

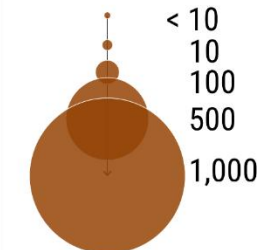
- Strongest ridership in **Boulder**, several **corridors in Lafayette, Louisville, and Longmont**, as well as the **park-and-rides** along US 36
- Strong ridership on **seasonal services** (Hessie Shuttle and Park-to-Park)

Nearly 7 million annual boardings on routes/services in Boulder County



Weekday Ridership Activity

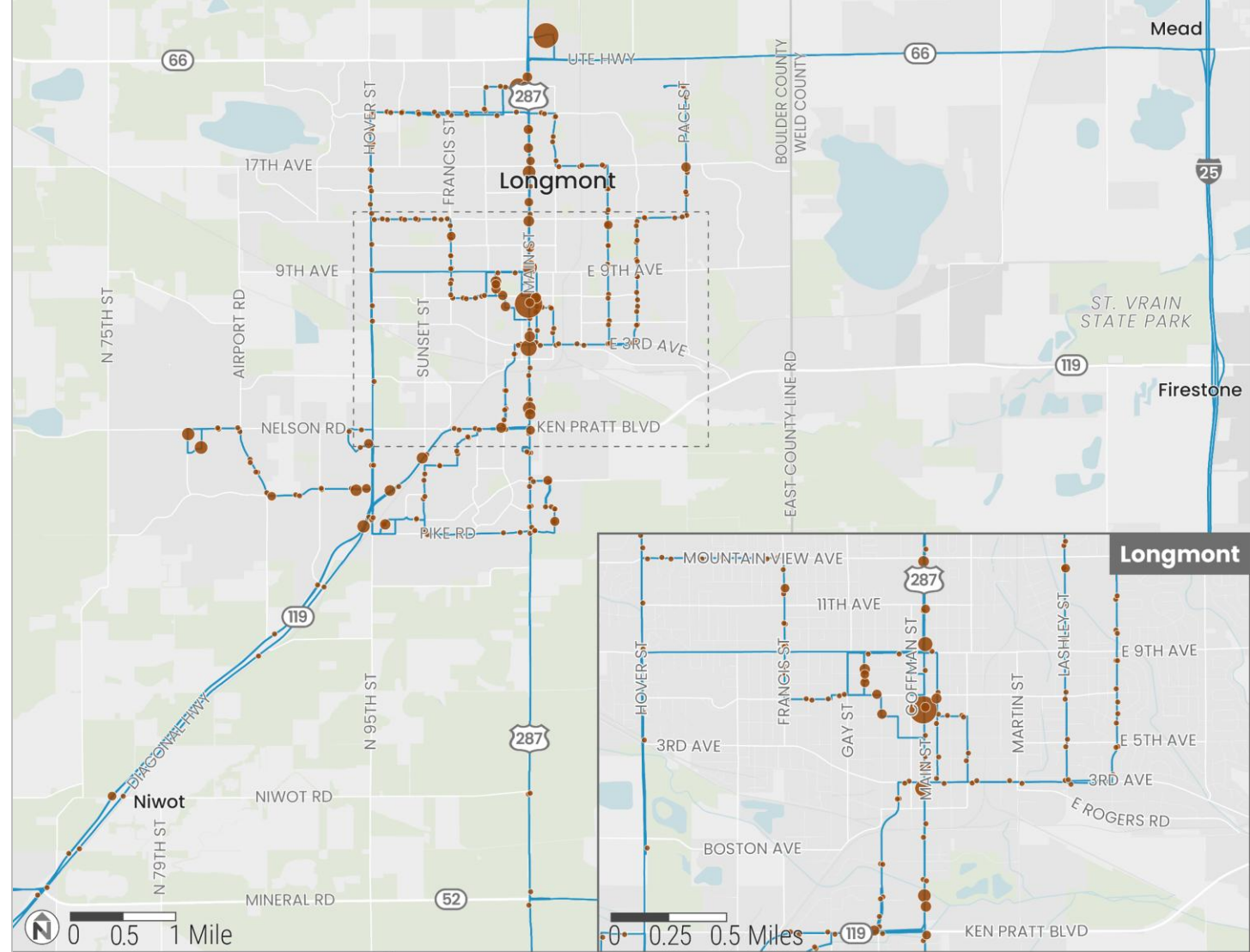
Stop-Level Weekday Ridership (Fall 2024)



Existing Transit Service
Seasonal Ridership

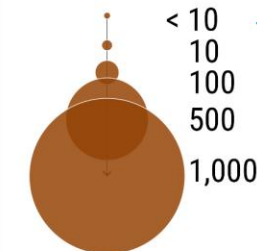
Current Fixed-Route Ridership in Longmont

- Stops on **Main Street** have the highest ridership
- Roosevelt Park** and the **Walmart** on CO 66 and Main Street are also high ridership stops



Weekday Ridership Activity

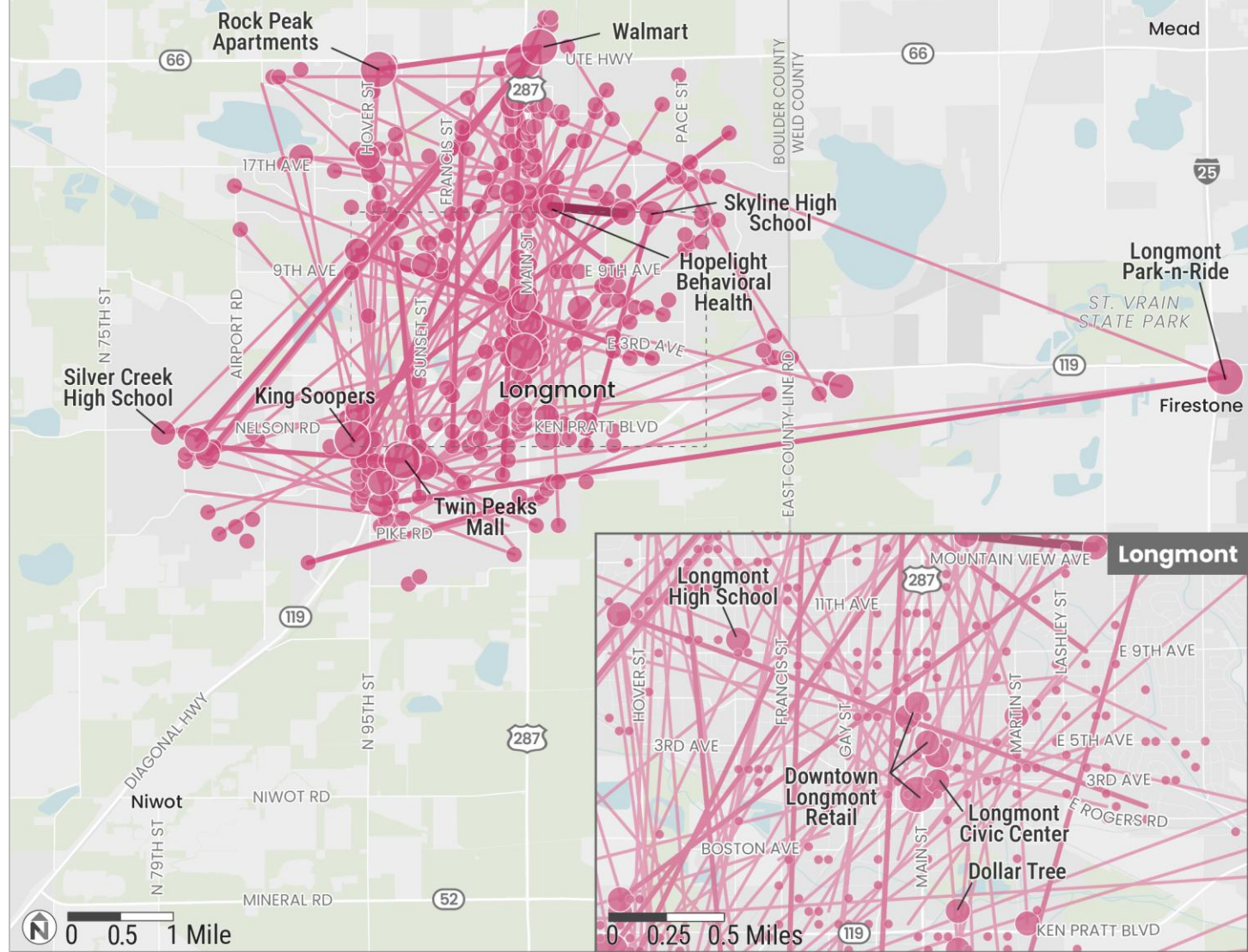
Stop-Level Weekday Ridership (Fall 2024)



Existing Transit Service

Current On-Demand Ridership in Longmont

- RIDE Longmont pick-ups and drop-offs are most concentrated in **Downtown Longmont**, along **Hover Street**, and at **retail and apartment complexes** throughout the city
- Longmont FlexRide trips are similar, with major destinations **along Main Street**, to **retail centers** near Hover Street and CO 119, and to addresses on **Mountain View Avenue**



On-Demand Zone Ridership

RIDE Longmont

Number of Pickups and Dropoffs*

- 10 to 50
- 50 to 100
- More than 100

Number of Trips*

- 5 to 15
- 16 to 30
- 31 to 50
- More than 50

*Travel flows with less than 5 trips and points with less than 10 pickups or dropoffs not shown for data clarity

Micromobility Supports Transit

- Use of **BCycle and Lime** has increased dramatically in Boulder, sparking interest in other communities
- Proposed expansion of a **regional bikeshare network** would bring new first- and final-mile micromobility options to Longmont, Gunbarrel, and Niwot

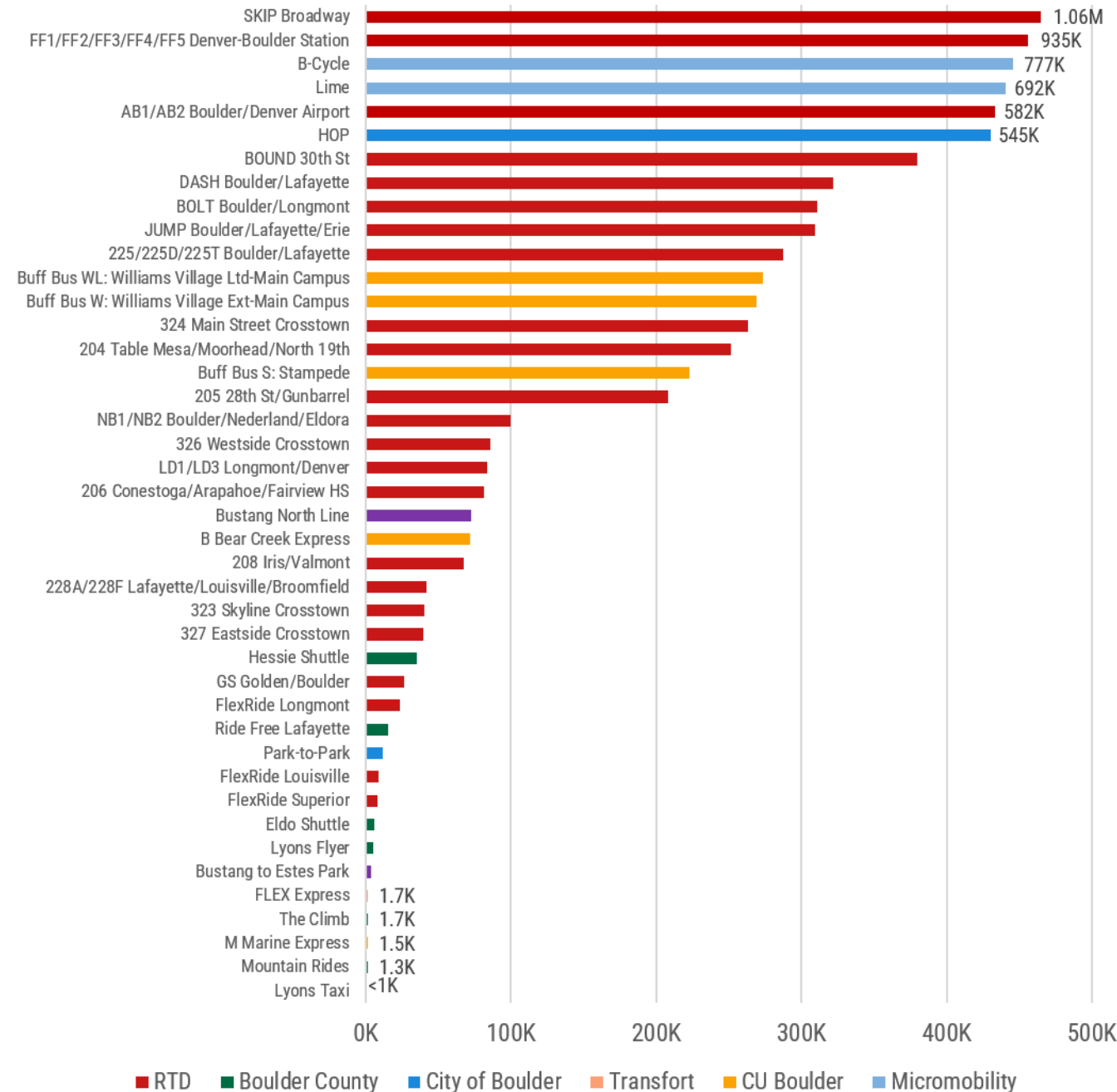


Proposed Northwest Regional Bikeshare Stations in Longmont

Current Transit Ridership

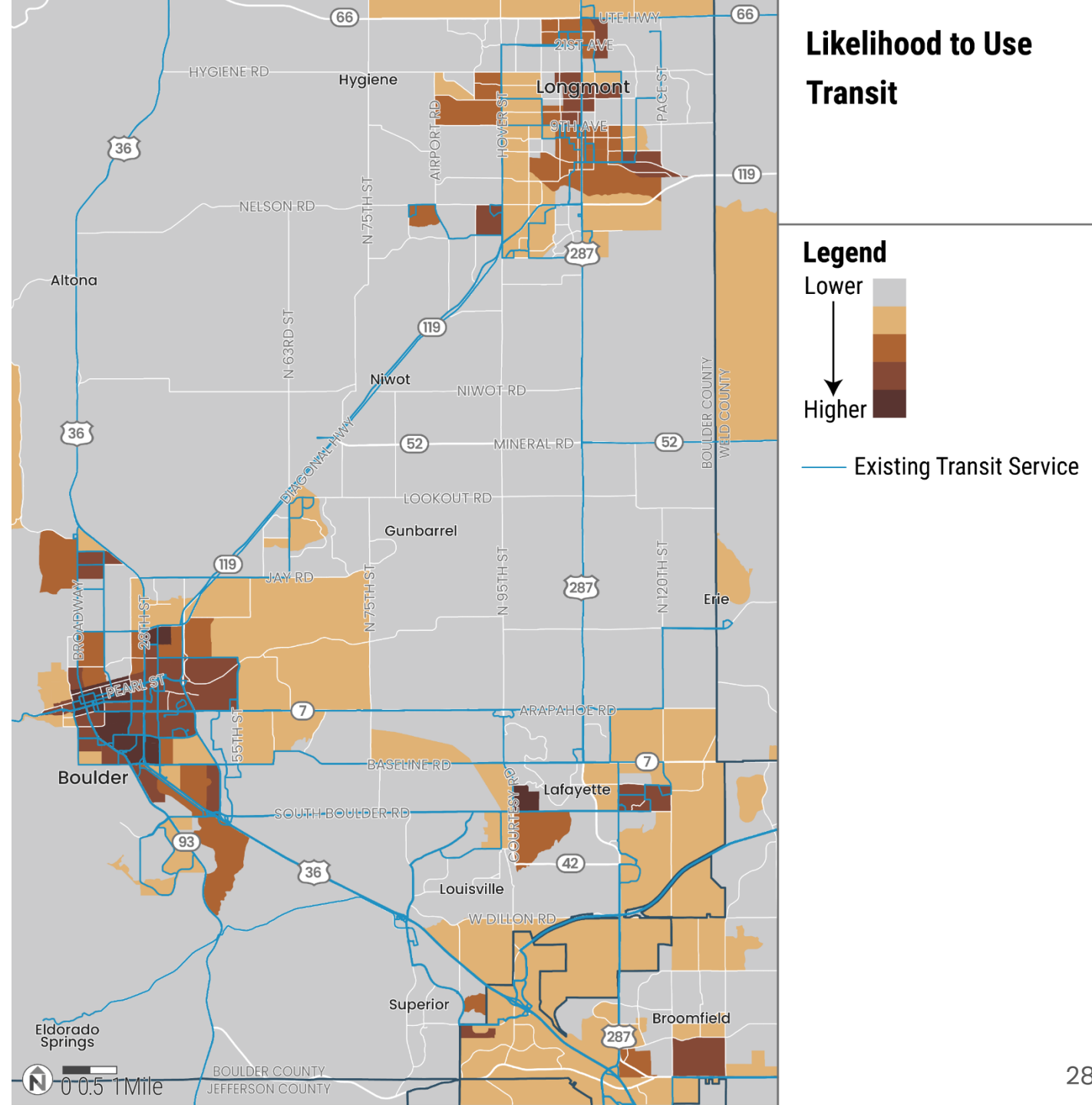
- **SKIP and Flatiron Flyer** are the two highest ridership routes (~30% of all Boulder County bus ridership)
- **AB1/AB2** service to DIA is very popular and well used
- **324** has high ridership among local routes; **326** is also strong
- **LD1/LD3** connection between Longmont and Denver is popular
- **RIDE Longmont** (not operational in 2024) had more riders than the 323, 327, and Longmont FlexRide
- **Hessie Shuttle** is the highest ridership route provided by the County

2024 Annual Ridership



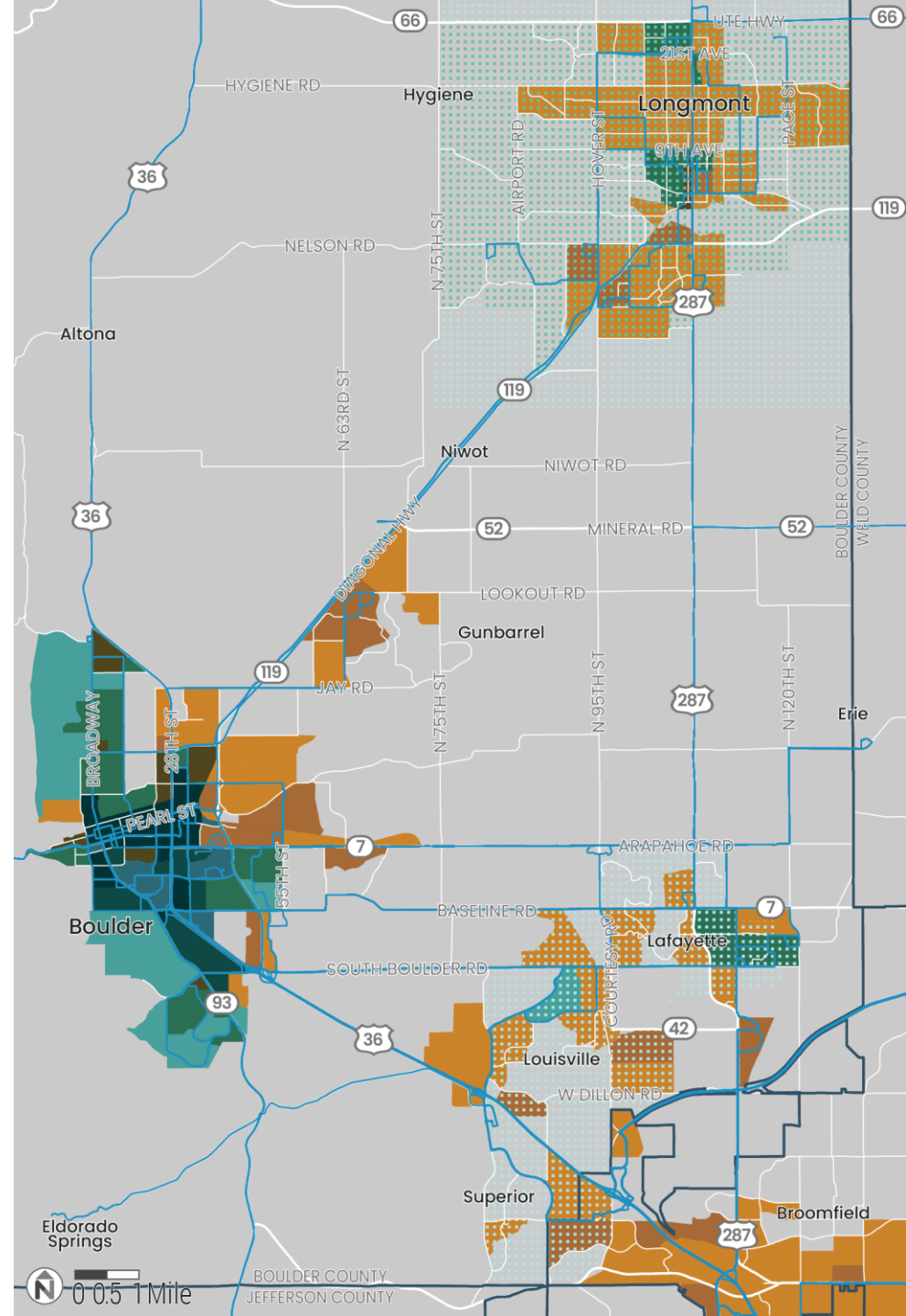
Transit Propensity

- The **Transit Propensity Adjustment Factor** focuses on demographic groups that are more likely to use transit
- Households **without access to a vehicle** is the strongest predictor of transit usage
- **Higher income households** are less likely to use transit

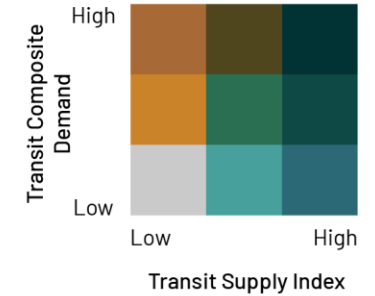


Transit Demand & Supply

- The brown shaded areas are places where there is **more demand for transit than the supply** of transit available
- Across two analyses, most of Longmont **shows moderate unmet demand**
- Key gaps include **west of Hover Street** and east and southwest of downtown
- The **two on-demand services** help to fill some gaps



Composite Transit Demand and Transit Supply Index Combined



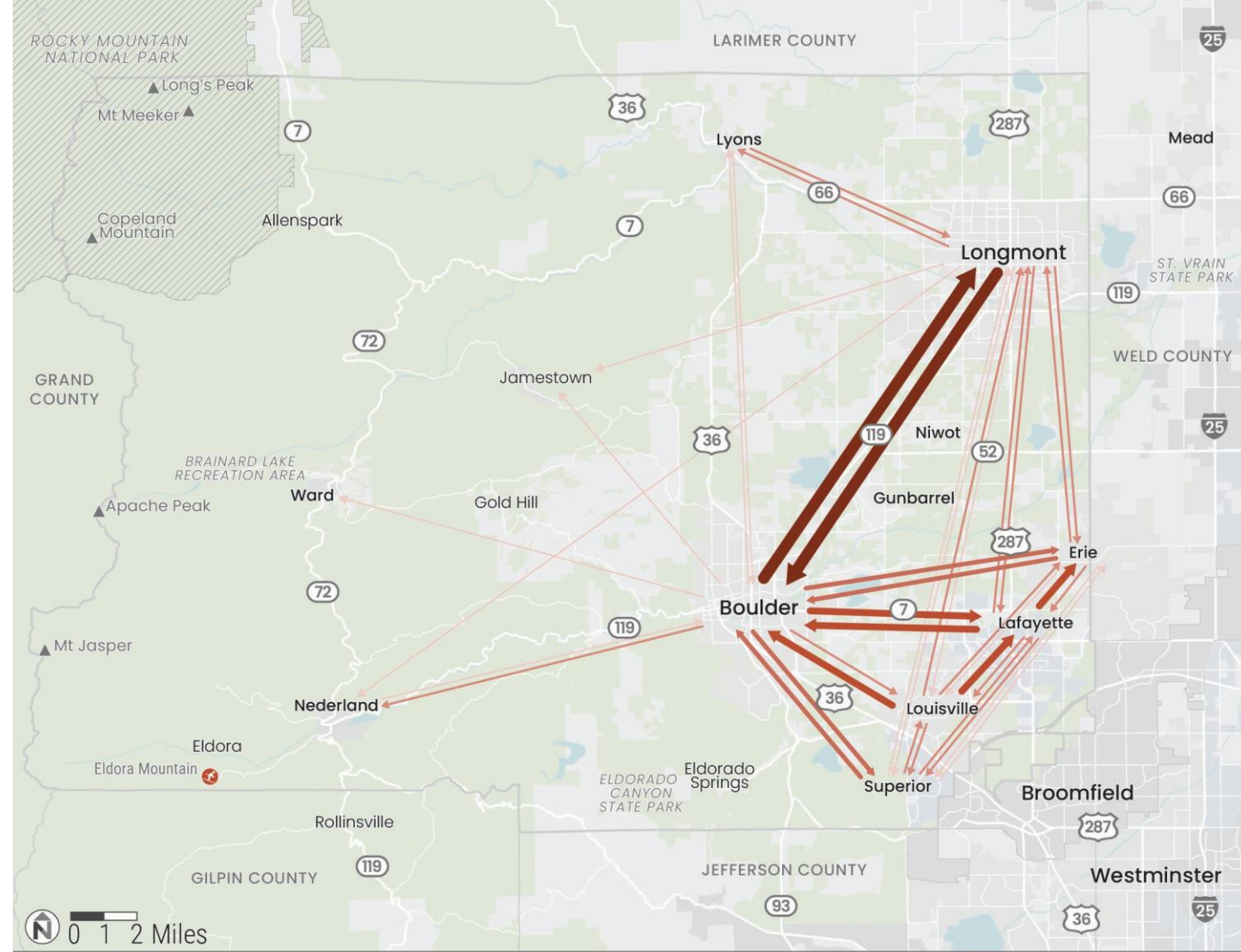
On-Demand Service

- One Service (Light Blue Dotted Pattern)
- Two Services (Dark Blue Dotted Pattern)

Existing Transit Service (Blue Line)

Where People Travel Today: In County

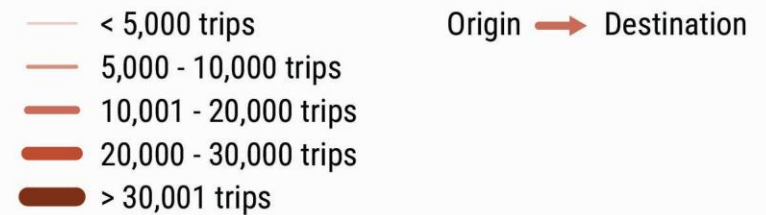
- **City of Boulder is a clear hub** as the county's job and population center
- The **Boulder to Longmont connection** is also important, but there are fewer other trips to Longmont
- **Lafayette attracts a significant number of trips** from the nearby southeastern suburbs



Origins and Destinations of Travel within the County

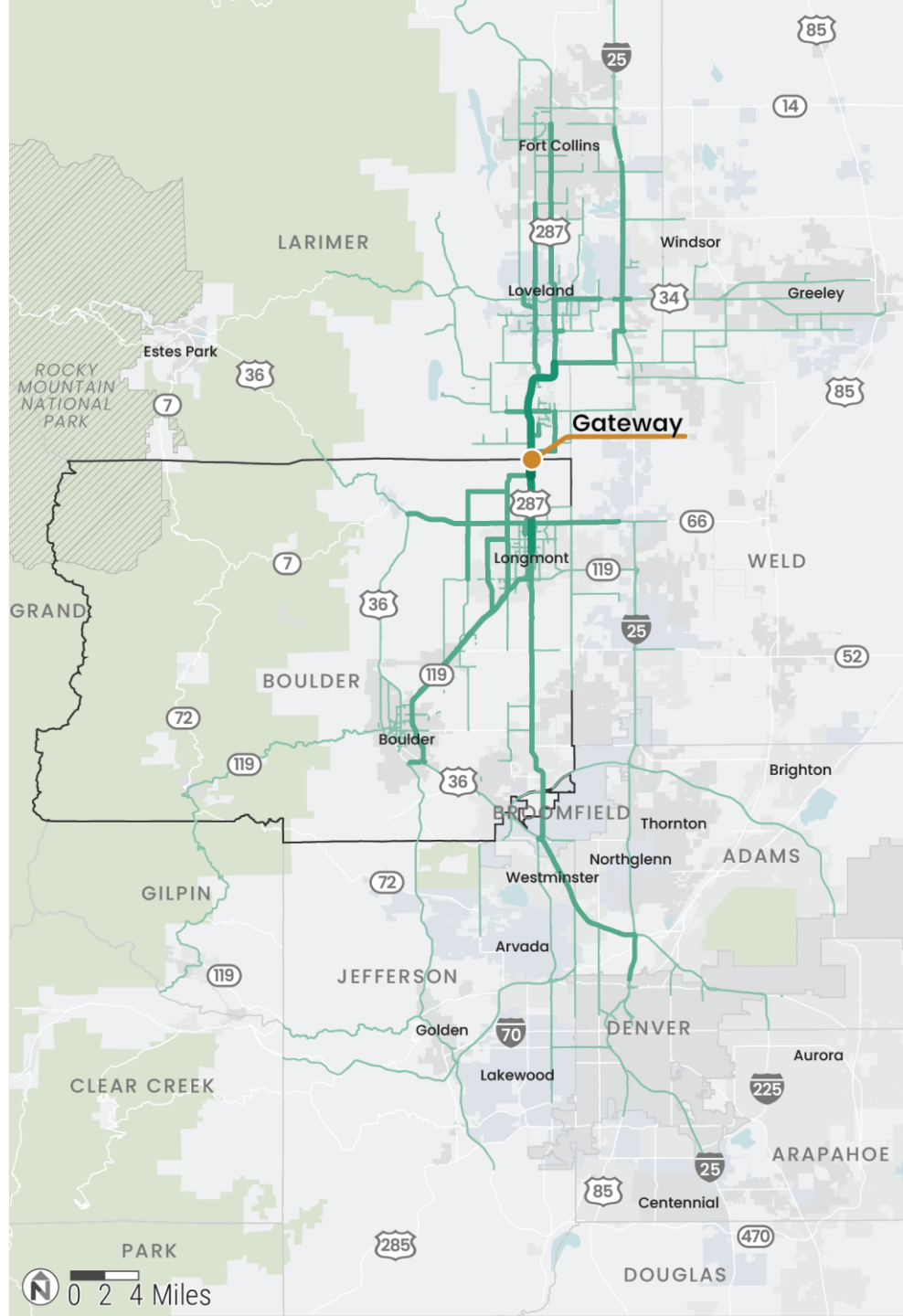
The origins and destinations of travel within the County (Weekday/Fall 2024).

Trip Counts and Locations



Where People Travel Today: Gateways

- **US 287** serves as **high demand corridor** to connect Longmont and surrounding cities
- Travel along CO 119 and US 287 highlights **key routes connecting Longmont to employment and activity hubs** in Boulder and the larger Denver metro area



County Gateway

Traffic Flow

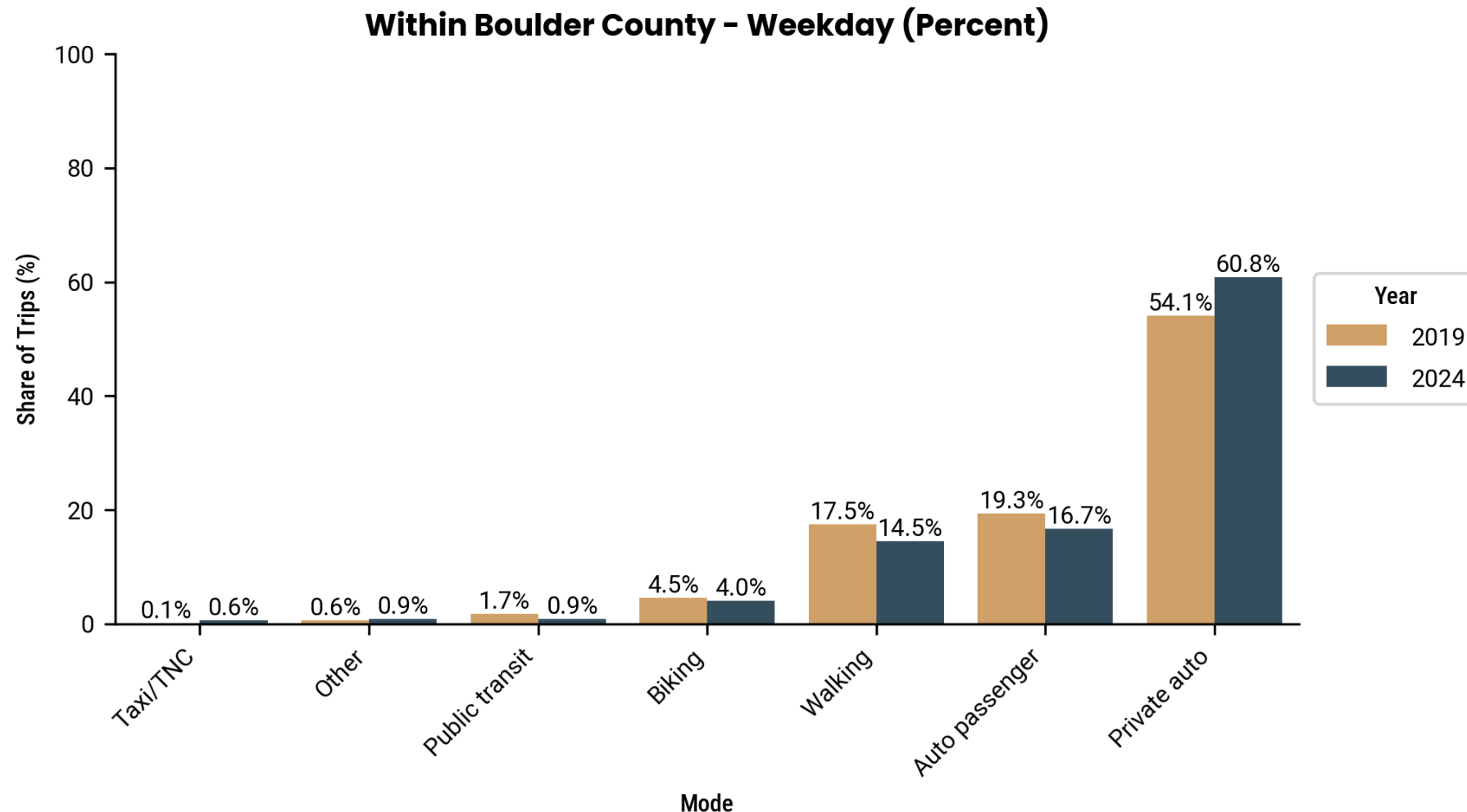
Distribution of trips flowing through the US 287 north gateway on a typical Fall 2024 weekday. There are approximately 43,000 daily trips through the gateway.

Count of Daily Trips

- < 1,000 trips
- 1,000 - 10,000 trips
- 10,001 - 25,000 trips
- 25,001 - 50,000 trips
- > 50,000 trips

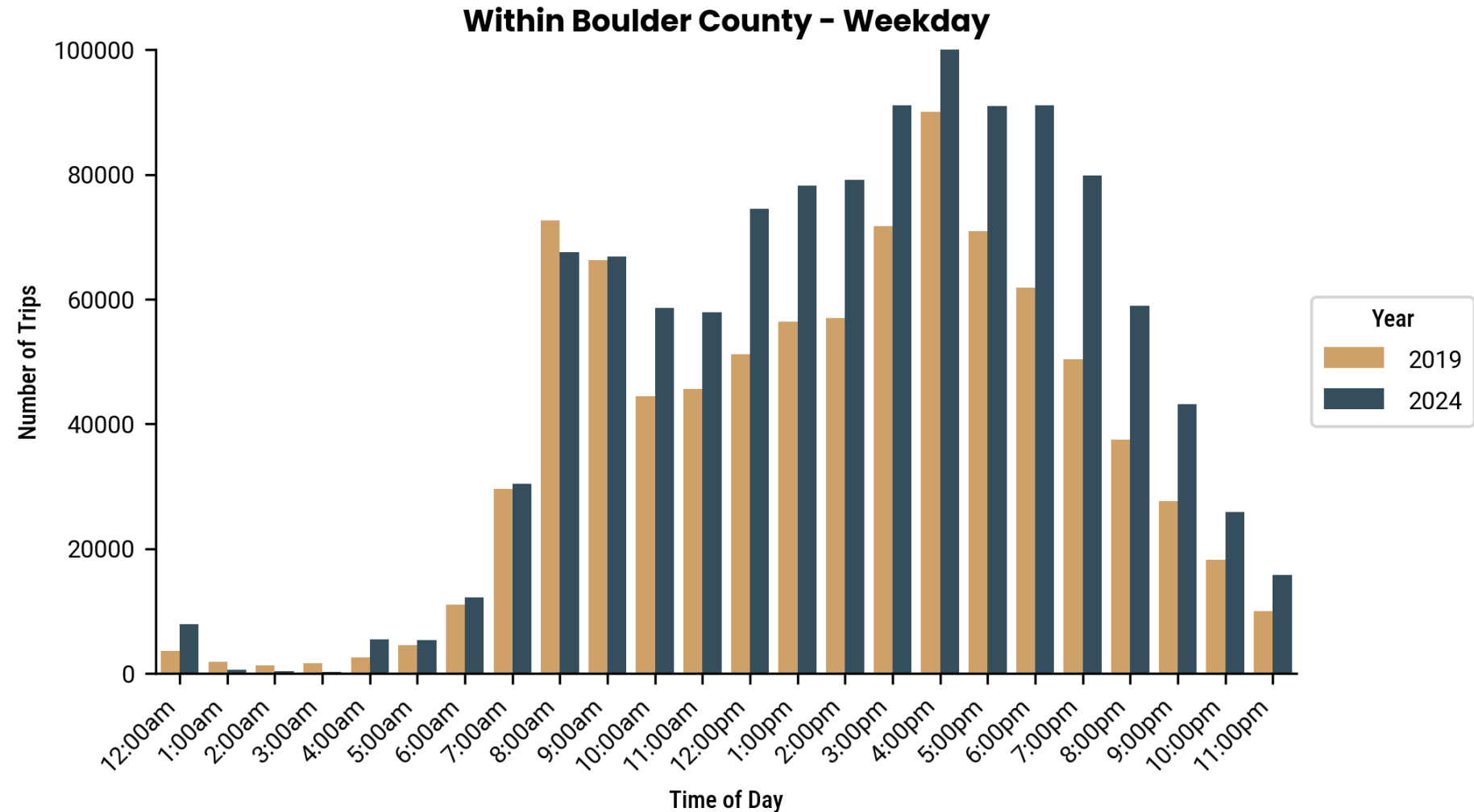
How People Travel: Mode Share

- Mode share **patterns are similar** across scales of analysis
- Private auto and auto passenger** dominate travel
- Transit** was consistently **under 1%** of trips in 2024



When People Travel: Time of Day

- Weekday **time distribution is similar** for travel within and into/out of the county
- Like most US regions, trip-making **patterns have flattened** across the day
- The **traditional peaks** of 8 AM and 4 PM **are much less prominent**



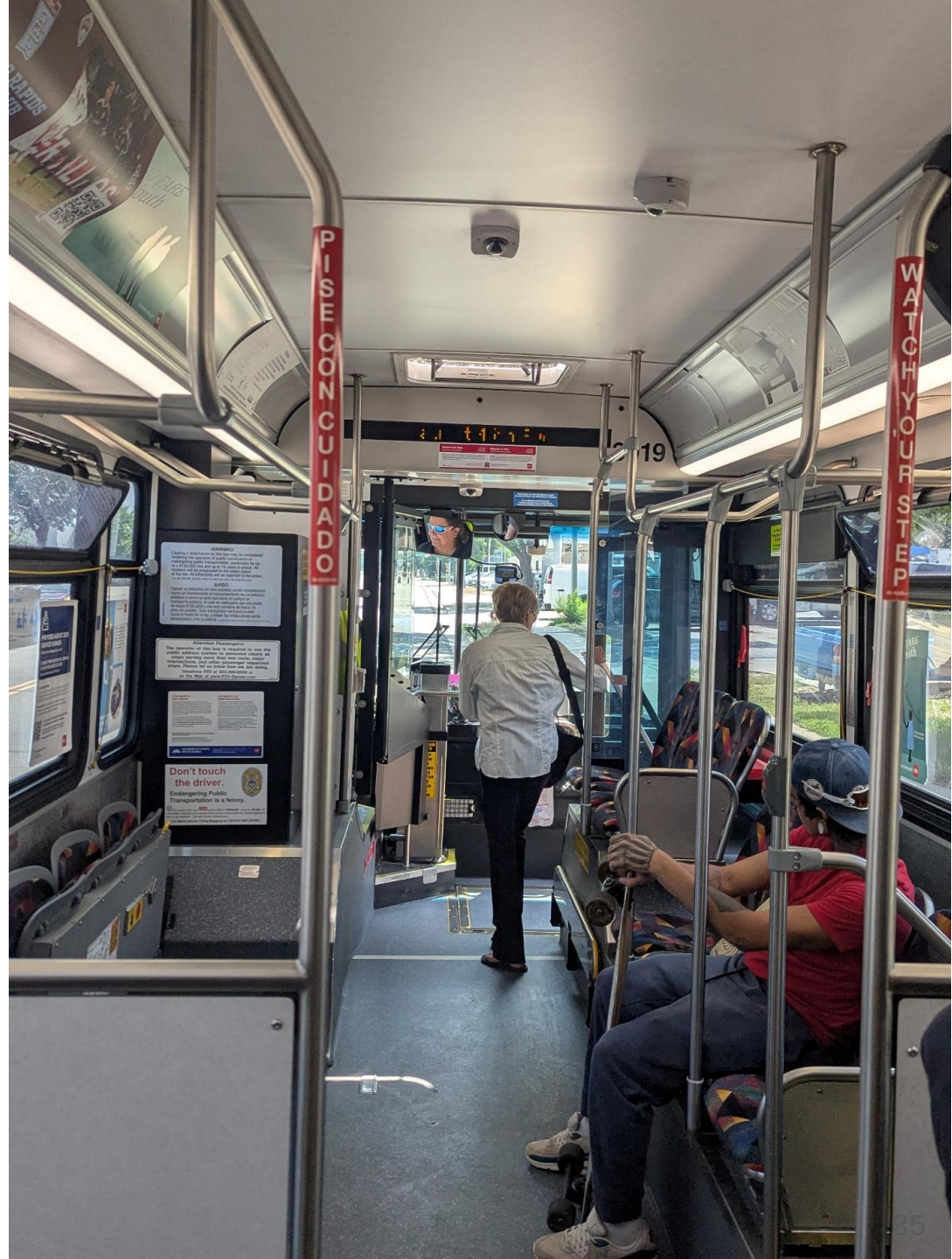
What It All Means

- 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



What It All Means

- **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

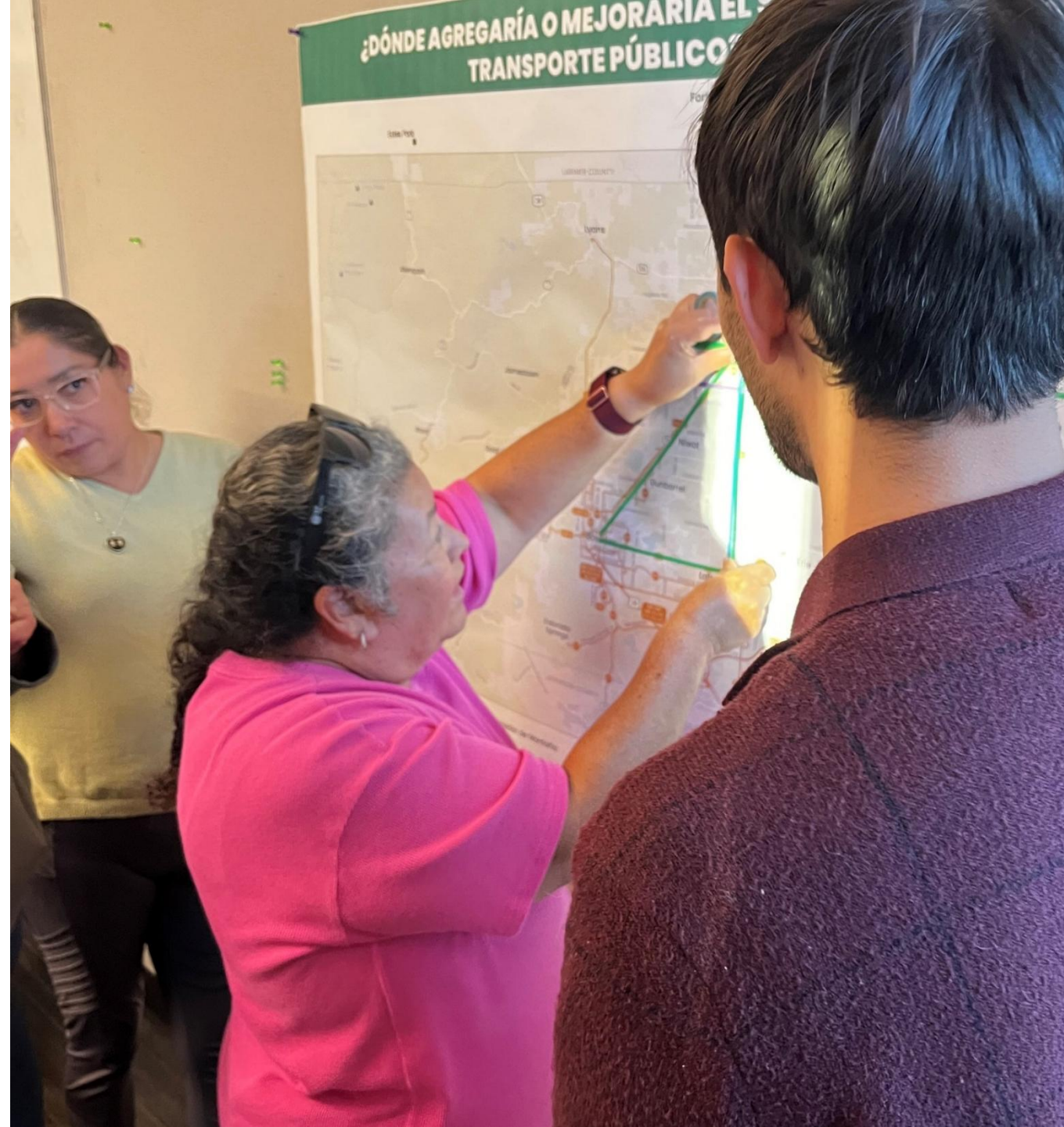




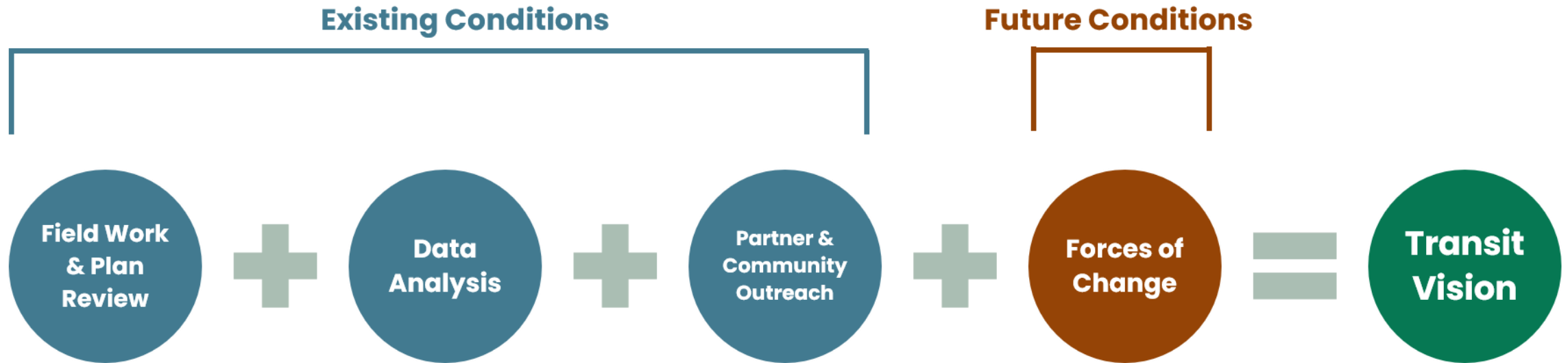
Next Steps

The Transit Vision Will ...

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



Transit Vision Inputs



Up Next: Spring 2026

- Finalize and publish State of Transit Report
- Conduct additional community outreach
- Refine draft vision, goals, and key connections
- Develop and evaluate transit enhancement scenarios
- Update equity framework

Future TAB Meeting

Review final Transit Vision
Discuss potential strategies



TAB Feedback

- Do the **results of the public outreach** resonate with you? How do the themes reflect what you hear from Longmont residents?
- Do any of the **existing conditions findings** surprise you? How well do they match what you see and experience?
- What do you feel are the **biggest areas of opportunity or concern** as you consider the findings so far?
- What **trends or factors** do you expect to play a role in transit delivery, travel behavior, or City or County capacity to support transit?



Thank You!



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