



Community Advisory Committee

(English Language)

Meeting #2: Existing Conditions & Forces of Change

Monday, December 8, 2025 | 5:30–7:00 p.m.

Presentation & Discussion Summary

Meeting Purpose

The second meeting of the Community Advisory Committee (CAC) provided an opportunity for the Linking Boulder County project team to review recently completed work and gather additional feedback from the CAC. The presentation included the results from the first phase of community outreach (Fall 2025) and early findings from the State of Transit Report.

Welcome & Introductions

Paul Kwiatkowski (Transit Program Manager) welcomed the group and thanked CAC members for their time. Jennifer Wieland (Nelson\Nygaard Project Manager) provided an overview of the meeting and Zoom meeting features. Attendees included the following:

- **Boulder County Project Management Team:** Akia Pichon, Transit Compliance Specialist; Angel Bond, Mobility for All Program Manager
- **Consulting Team:** Jennifer Wieland, Project Manager, Nelson\Nygaard; Paul Lutey, Deputy Project Manager, Nelson\Nygaard; Carly Sieff, Outreach Lead, Fehr & Peers
- **CAC Members:** Eleven members introduced themselves by sharing their name, the community or communities they represent, and, for those that did not attend the first meeting, one reason they wanted to help shape the County's first transit plan.
 - Aaron Johnson, Unincorporated Boulder County

- Amelia Dickerson, Boulder
- Charles (Chuck) Brock, Boulder
- Megill (Gil) Stewart, Boulder
- Gina Burrows, Longmont
- Hope Holden, Longmont
- Hunter Wright, Boulder
- Iris Sherman-Boemker, Louisville
- Jabe Hickey, Longmont
- Jenni Ojala, Erie/Lafayette
- John Barrett, Niwot
- Samantha (Sammie) Lane, Boulder
- Tavia Bishop, Louisville/Lafayette

State of Transit: Early Findings

Following introductions, Jennifer reviewed the Linking Boulder County purpose and the role of the CAC. She also reminded the group of the types of transit and transportation this study is considering, and shared the project timeline.

Carly Sieff (Fehr & Peers) reviewed the Phase 1 outreach activities that took place in October and November 2025, including both in-person and virtual engagement opportunities. The team received feedback from more than 1,300 people, including more than 800 responses via the online survey. She emphasized that the team sought a diverse cross-section of residents to provide feedback.

Survey respondents noted that airport and leisure/recreational trips were their two most common trip purposes. Improved frequency was the most requested service improvement, followed by improved bus stop amenities. Questions and comments from the CAC on the initial round of public outreach included:

- Longmont residents noted the amount of and the reliability of transit service, which was surprising. Some of this might be because most respondents primarily take transit to the airport and back.
- Most of the people who took the survey are currently transit riders. That means that the survey results did not capture as many people who do not take transit. The team should seek more feedback from people that do not currently take transit. Any improvements should be geared to both existing transit riders and potential transit riders.

Paul Lutey (Nelson\Nygaard Deputy Project Manager) then described the existing transit conditions in Boulder County. These include fixed-route services, five public on-demand services, and paratransit services. Boulder County has a higher percentage of bus stops with shelters than the rest of the RTD system, but a slightly lower number of bus stops that are accessible.

Overall, ridership is strongest in Boulder but there are several high-ridership corridors in Lafayette and Longmont as well. The SKIP and the Flatiron Flyer were the two highest ridership routes in Boulder County. They primarily serve Boulder or connect Boulder to Denver/Aurora.

Jennifer then presented findings from the travel flow analysis, which indicated that connections between Boulder and the municipalities to the north and east are critical for in-county trips. She noted that transit mode share has declined since 2019 and was less than 1% in 2024 (about half of 2019 levels).

Other key findings included the following:

- Transit ridership in Boulder County is about 60% of pre-COVID levels.
- Regional and key corridor services meet many needs and should be complemented with more services to everyday destinations.
- Service patterns could be better aligned with changes to trip-making, especially early morning and evening.

Questions and comments from the CAC on the State of Transit findings included the following:

- Lighting should be considered a bus stop amenity. It's important for safety and security.
- Why are CU Boulder transit services included in the analysis? Since these services are only available to CU students and faculty and not the general public, it seems odd to include them. The project team responded that CU services were included so that all current transit riders are represented in the study.
- The percentage of stops that are accessible changes dramatically when there is a snow event.
- It would be interesting to see data on how often people are denied rides (paratransit and/or on-demand services) due to a lack of vehicle availability.
- Can the project team compare ridership to the level of service provided? Paul noted this is underway.
- Were families with young children included in the demographic analysis? Not specifically, but that could be done in the future.
- Service needs to run both later and earlier so that it is more useful to riders.
- The number of people now working from home and might impact transit ridership.
- Slow post-COVID ridership growth could be related to service reductions.

Forces of Change: Shaping a Vision

The last part of the meeting focused on setting a vision for the future of transit in Boulder County. Jennifer explained the purpose of the vision, which includes establishing guiding principles, goals and objectives, and parameters for possible improvements. The vision will be based on the State of Transit Report, as well as consideration of future conditions, or "forces of change." The project team asked the CAC to provide input on potential forces of change by identifying:

- What types of changes, events, or activities could impact people's trip-making and travel behavior in the next 10–15 years?
- What internal and external factors could shape how transit is planned and delivered?
- What trends could play a role in why, when, and how people use transit in Boulder County?

The CAC members then shared their thoughts on those questions. Many members highlighted mobility challenges specific to youth, older adults, unhoused residents, and people with disabilities, noting the importance of including those groups' perspectives. The CAC identified the following potential factors to consider in shaping the vision:

- Changes in the population of Boulder County, with the population getting older and less able to drive
- Changes in the cost of various transportation modes, specifically the increasing cost of car ownership
- Changes in transportation demand from both residents and visitors to the county, especially with the Sundance Film Festival coming to Boulder
- Changes in land use and zoning regulations that either encourage or discourage transit usage, including getting rid of parking minimums and the growth of communities outside Boulder
- Changes in environmental policy to combat climate change

Next Steps

Jennifer provided an overview of the project team's work plan for December and January, including finalizing a summary of the Phase 1 outreach activities, next steps for the State of Transit report, and advancing the work to develop a draft vision and goals. She noted that the third meeting of the CAC would be in late February or early March and expected the focus to be on the draft vision.