



Community Advisory Committee (English Language)

Meeting #3: Transit Vision

Tuesday, March 10, 2026 | 5:30–7:00 p.m.

Presentation & Discussion Summary

Meeting Purpose

The third meeting of the English-Language Community Advisory Committee (CAC) provided an opportunity for committee members to share key takeaways from the State of Transit Briefing Book and discuss the Draft Transit Vision. Members ranked the draft goals to help identify priorities and inform the development of scenarios. The meeting also included a discussion of proposed key connections within and to communities near Boulder County.

Welcome & Introductions

Alex Hyde-Wright (Project Manager) welcomed the group and thanked CAC members for their time. Jennifer Wieland (Nelson \Nygaard Project Manager) provided an overview of the meeting. Attendees included the following:

- **Boulder County Project Management Team:** Alex Hyde-Wright, Project Manager; 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; Emmy Park, Lead Planner, Fehr & Peers
- **CAC Members:** Nine members introduced themselves by sharing their name and the community or communities they represent:
 - Aaron Johnson, Unincorporated Boulder County
 - Chuck Brock, Boulder

- Gil Stewart, Boulder
- Gina Burrows, Longmont
- Hope Holden, Longmont
- Hunter Wright, Boulder
- Iris Sherman-Boemker, Louisville
- John Barrett, Niwot
- Sammie Lane, Boulder

State of Transit Report Briefing Book: Key Takeaways

Following introductions, Alex and Jennifer reviewed the Linking Boulder County purpose, the role of the CAC, and the project schedule. Paul Lutey (Deputy Project Manager, Nelson\Nygaard) then reviewed a summary of findings from the State of Transit Report.

Committee members paired up to discuss their key takeaways from the State of Transit Report Briefing Book, sharing something that stood out to them and identifying a fact they felt the broader community should understand.

Highlights included the following:

- RTD's service patterns do not always align with current travel needs, and schedules can be difficult to understand.
- Limited evening service, with some routes ending around 8 p.m., is a challenge for riders.
- Many bus stops have limited or no infrastructure, including no benches, missing signs, and few safe access paths.
- The region's transit system is complex, with 12 transportation providers offering fixed-route, on-demand, and paratransit services.

CAC members also highlighted regional travel patterns, especially the number of people commuting into Boulder from surrounding communities. While members expressed excitement about potential service improvements in places like Erie, they also noted challenges for rural and unincorporated areas, including first- and last-mile connections. Some members also

expressed interest in learning more about how future transit improvements would be funded and implemented.

Setting Priorities: Draft Transit Vision & Goals

The project team introduced the Draft Transit Vision and Goals and explained their role in guiding future transit improvements across Boulder County. CAC members reviewed the draft vision statement, goals, and desired outcomes and provided feedback on the language and overall focus.

Several members suggested incorporating safety into the vision statement. They noted that riding the bus is often one of the safest parts of a trip, but public perceptions of transit safety can be a barrier. Members also emphasized the importance of framing transit as a service that connects people to opportunities, not just to places. They noted that a great transit system expands access and benefits the entire community, even those who do not ride transit regularly.

Participants also discussed broad themes that should be emphasized in the vision, including connectivity, efficiency, and a coordinated regional transit network. Some members appreciated the recognition of transit as a right and highlighted the importance of transit's role in improving access to jobs, services, and recreation.

CAC members then worked in small groups to rank the draft goals (Connected, Equitable, Competitive, and Sustainable) in order of importance. Connected was most frequently ranked as the top priority, with three groups selecting it as the most important goal and the fourth group ranking it as their second priority. Members noted that strong connections between routes, communities, and services are foundational to the success of the entire system. Competitive was the second priority (three groups ranked it second and the fourth group ranked it as the third priority), reflecting the need for transit to be efficient and convenient compared to driving.

Members also felt that Equitable (top priority for one group, third priority for one group, and fourth priority for two groups) and Sustainable (third priority

for two groups and fourth priority for two groups) were important but noted that several of the goals are closely related and reinforce one another. Members asked how accessibility and sustainability would be defined and measured, including whether sustainability would incorporate fleet electrification and opportunities to leverage available funding and grants.

Small Group Ranking of Draft Goals

Goal	Group 1	Group 2	Group 3	Group 4
Connected	2	1	1	1
Competitive	3	2	2	2
Sustainable	4	3	4	3
Equitable	1	4	3	4

Exploring Tradeoffs: Principles & Key Connections

The project team reviewed the draft transit improvement principles and the key connections map, which illustrate potential corridors and areas of focus for future transit improvements across Boulder County. Committee members discussed how different types of transit services could work together, including the use of circulator buses to make shorter, local trips easier while prioritizing directness, speed, and efficiency on major corridors.

The CAC highlighted several connections they felt were particularly important. There was strong support for improved regional connections, especially along the US 287 and I-25 corridors to strengthen transit service between Longmont and Denver. There was interest in a transit connection through Niwot, as well as an additional connection north of Longmont to Fort Collins. Members stressed the need for local improvements, such as a bus route along Hover Street in Longmont to support north-south travel. The CAC also emphasized the importance of reliable and frequent service for mountain and rural communities, including Lyons and Hygiene.

Jennifer noted the importance of weighing tradeoffs to understand which improvements will best meet the needs identified by the community, the CAC, and the project team. As a meeting follow-up activity, Alex will send a short

survey asking CAC members to make tradeoffs that will help the team apply the transit improvement principles. These tradeoffs will inform the development of future transit scenarios.

Next Steps

Alex provided an overview of the project team's work plan for March and April. The team will finalize and publish the State of Transit Report, conduct additional community outreach, and refine the draft vision, goals, and key connections based on feedback. The team will also begin developing transit improvement strategies and future transit scenarios, while continuing to update the project's equity framework.

The next CAC meeting will take place in May, when members will review the final transit vision and discuss proposed strategies and scenarios.