



Subregional Forum Technical Advisory Committee

Existing Conditions & Visioning

December 8, 2025



What We'll Cover Today

- 1 Introductions & Project Updates
- 2 Phase 1 Outreach Findings
- 3 Existing Conditions Highlights
- 4 Shaping a Transit Vision
- 5 January Forum & Next Steps





Introductions & Project Updates

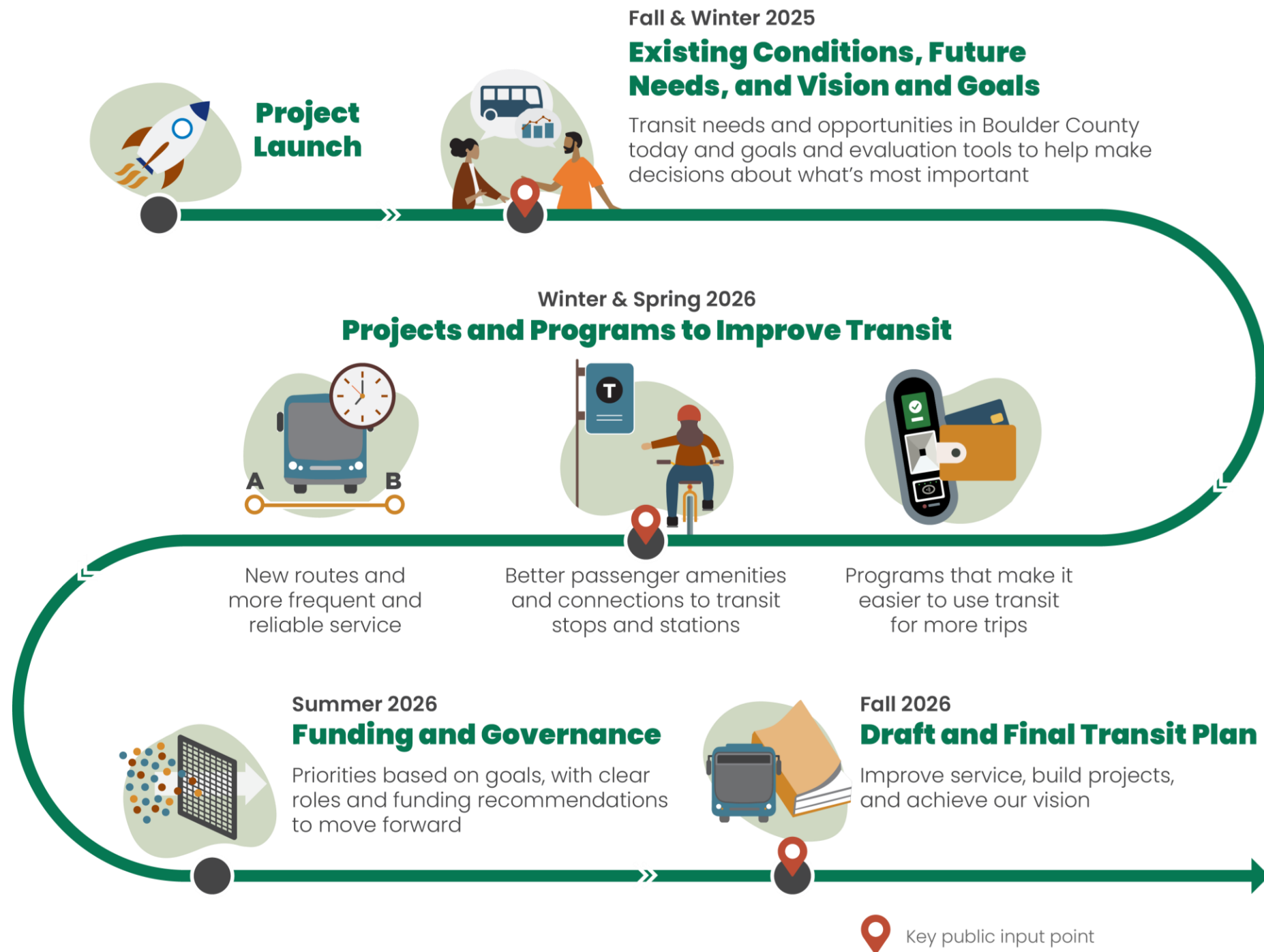


A Reminder: What We Mean by “Transit”



Our Work

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





Phase 1 Outreach Findings



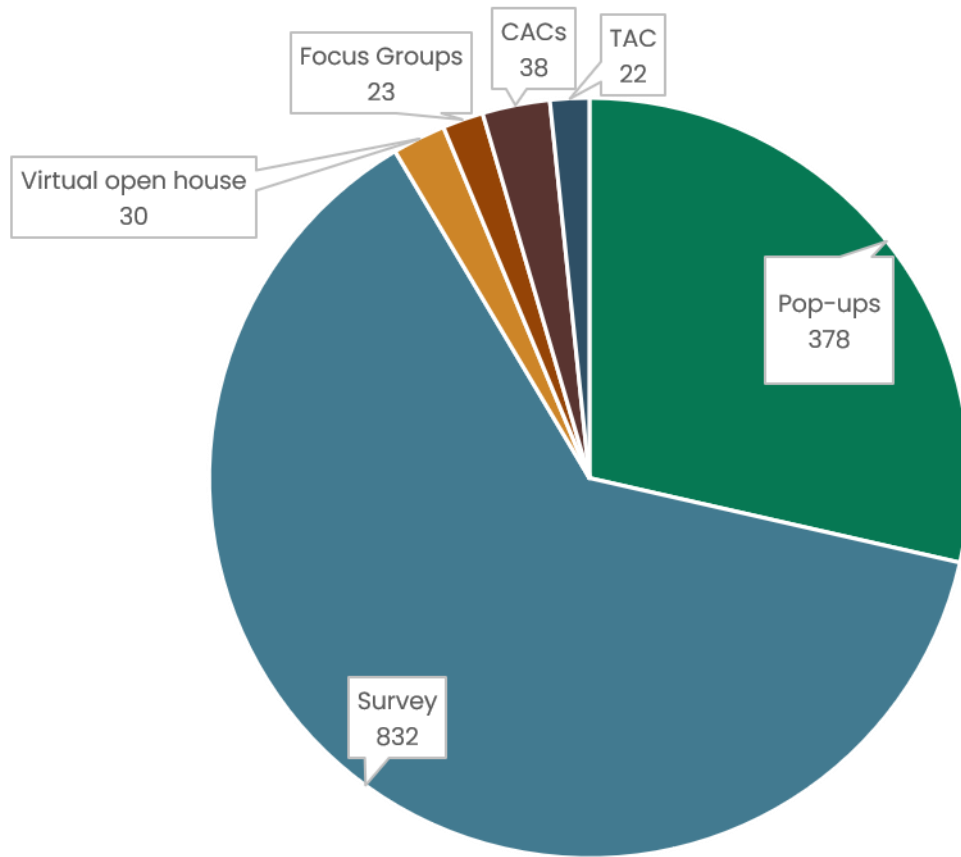
Phase 1 Outreach: October 15 to November 20

- 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

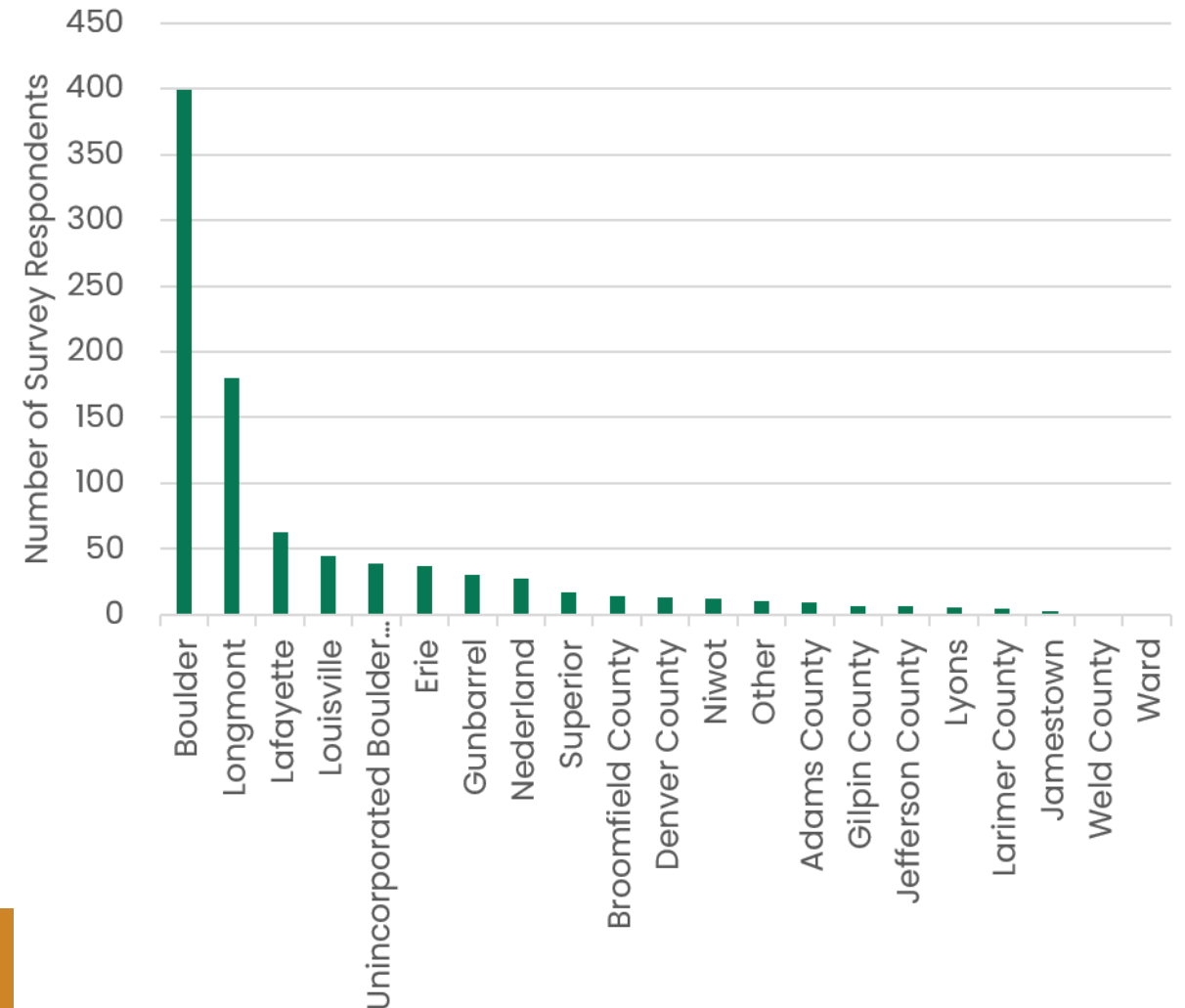


Who Participated: Activity & Location

Number of Touchpoints by Outreach Medium



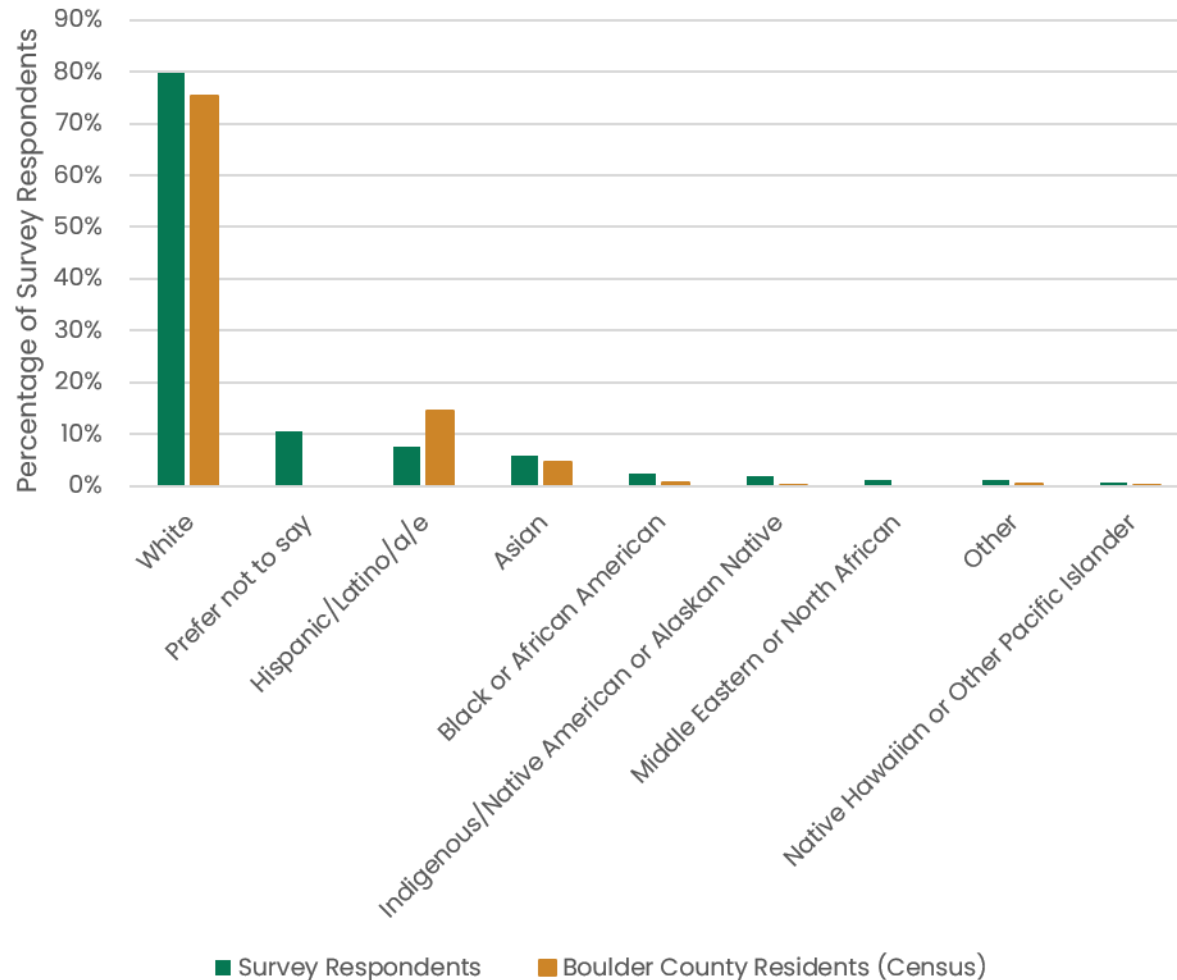
Survey Respondents by Home Location



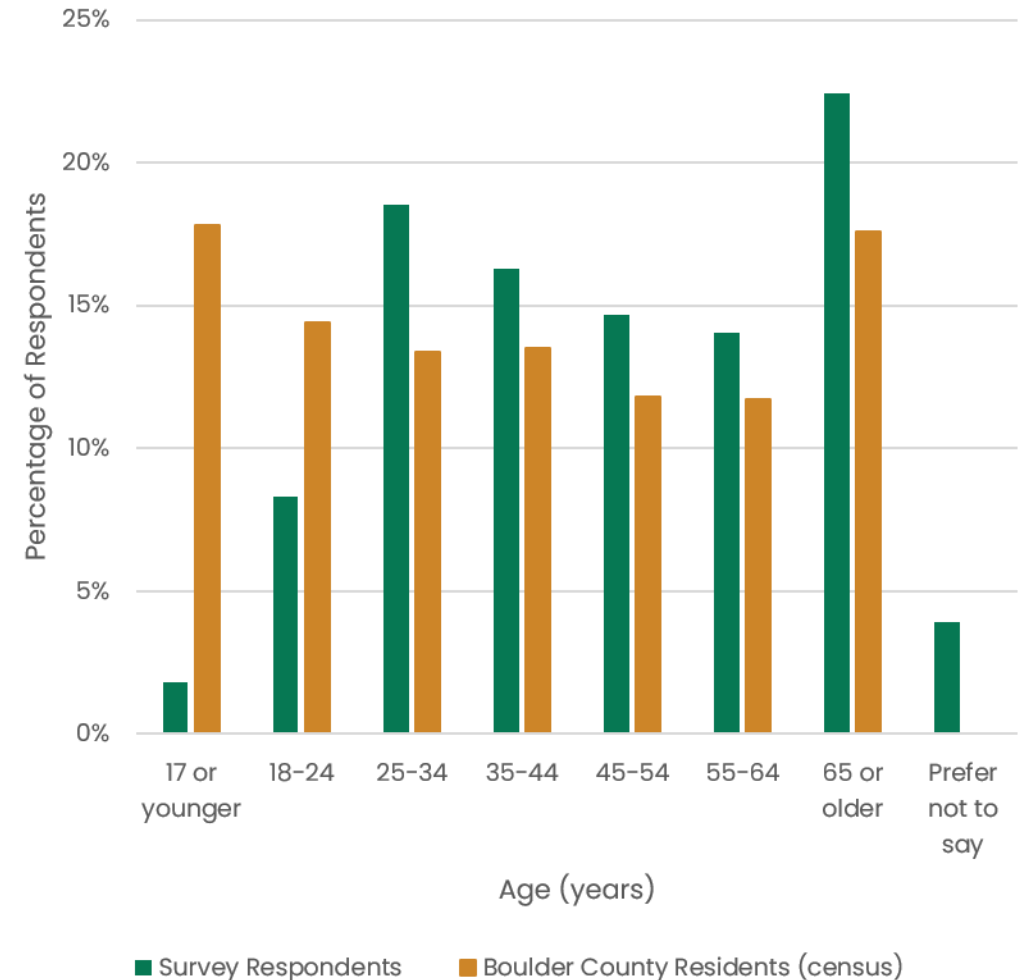
1,323 touchpoints across all Phase 1 activities

Who Participated: Race/Ethnicity & Age

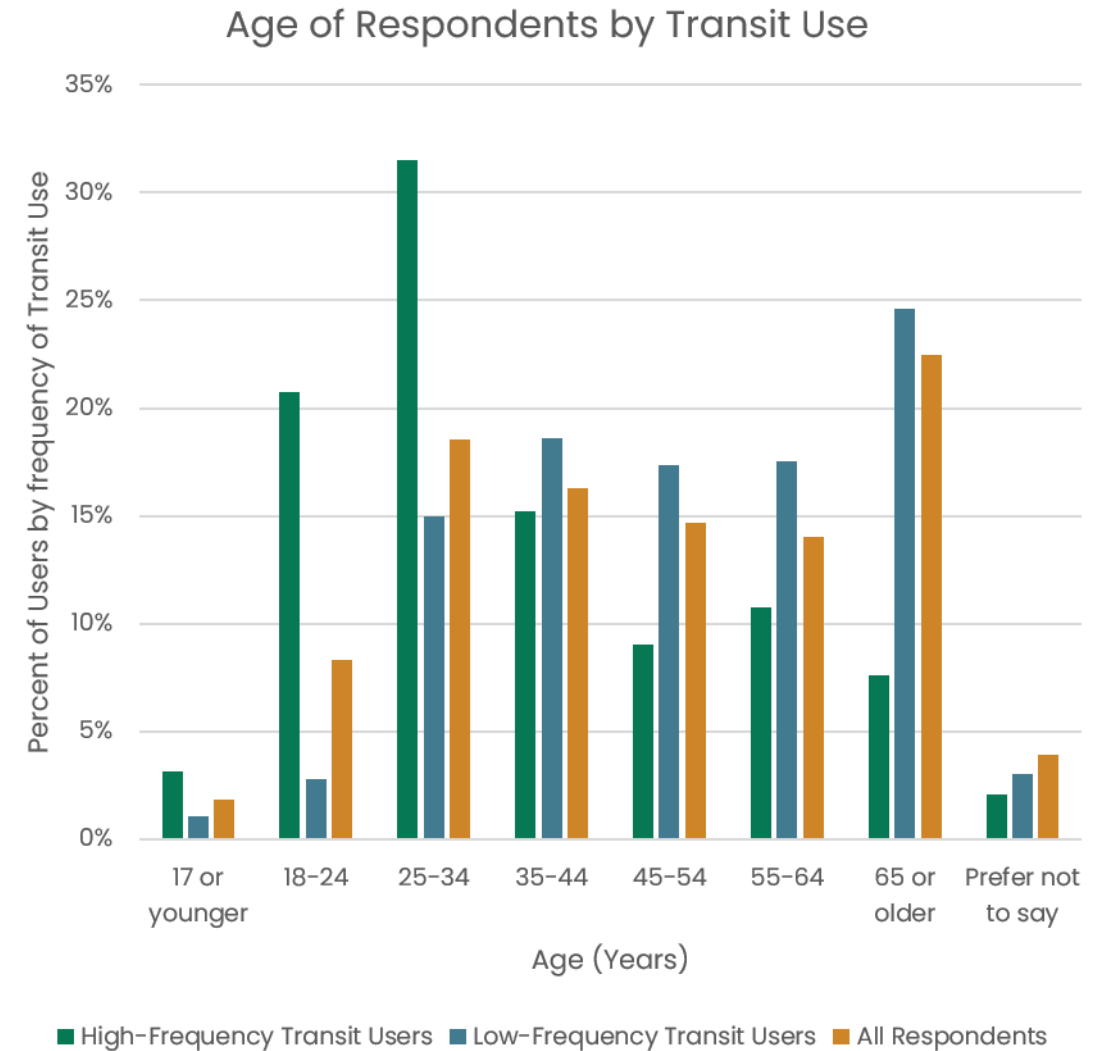
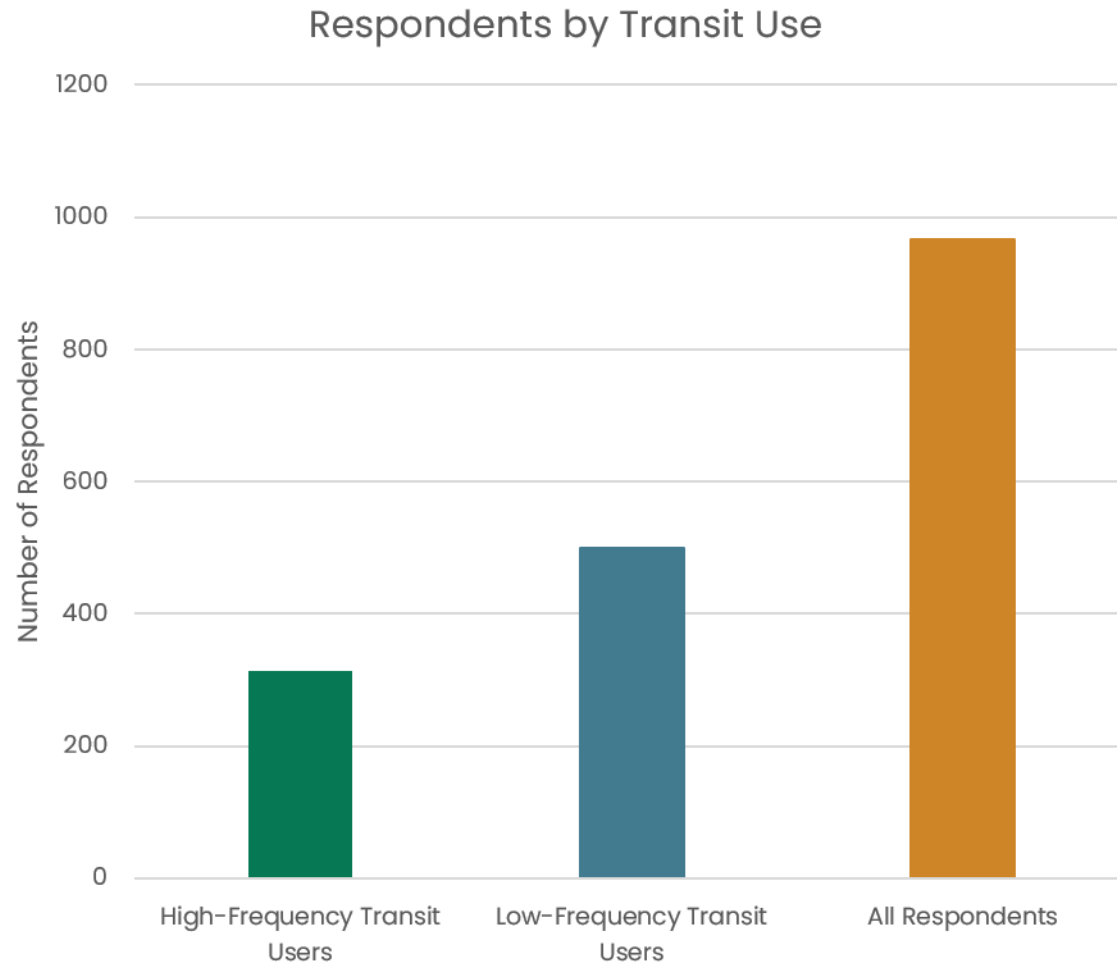
Survey Respondents by Race



Survey Respondents by Age

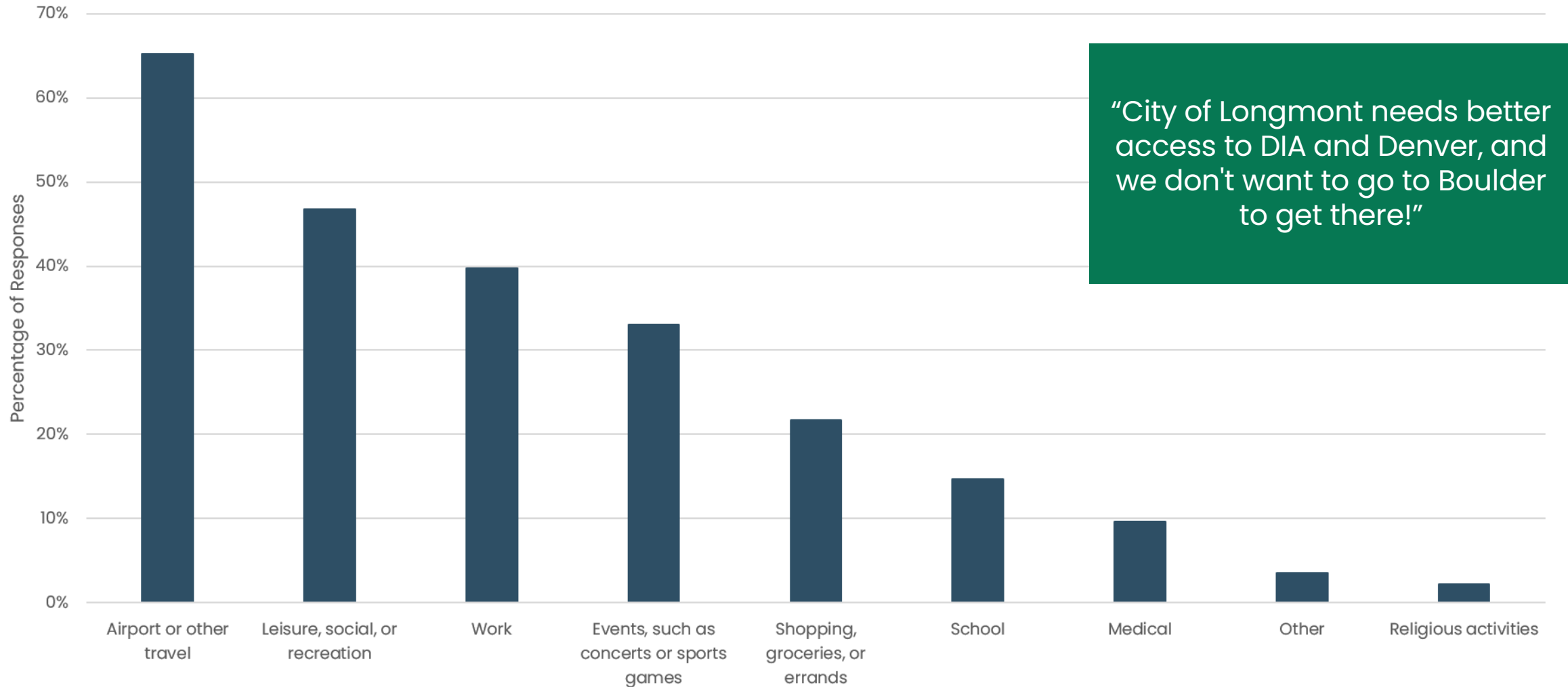


Who Participated: Current Transit Use



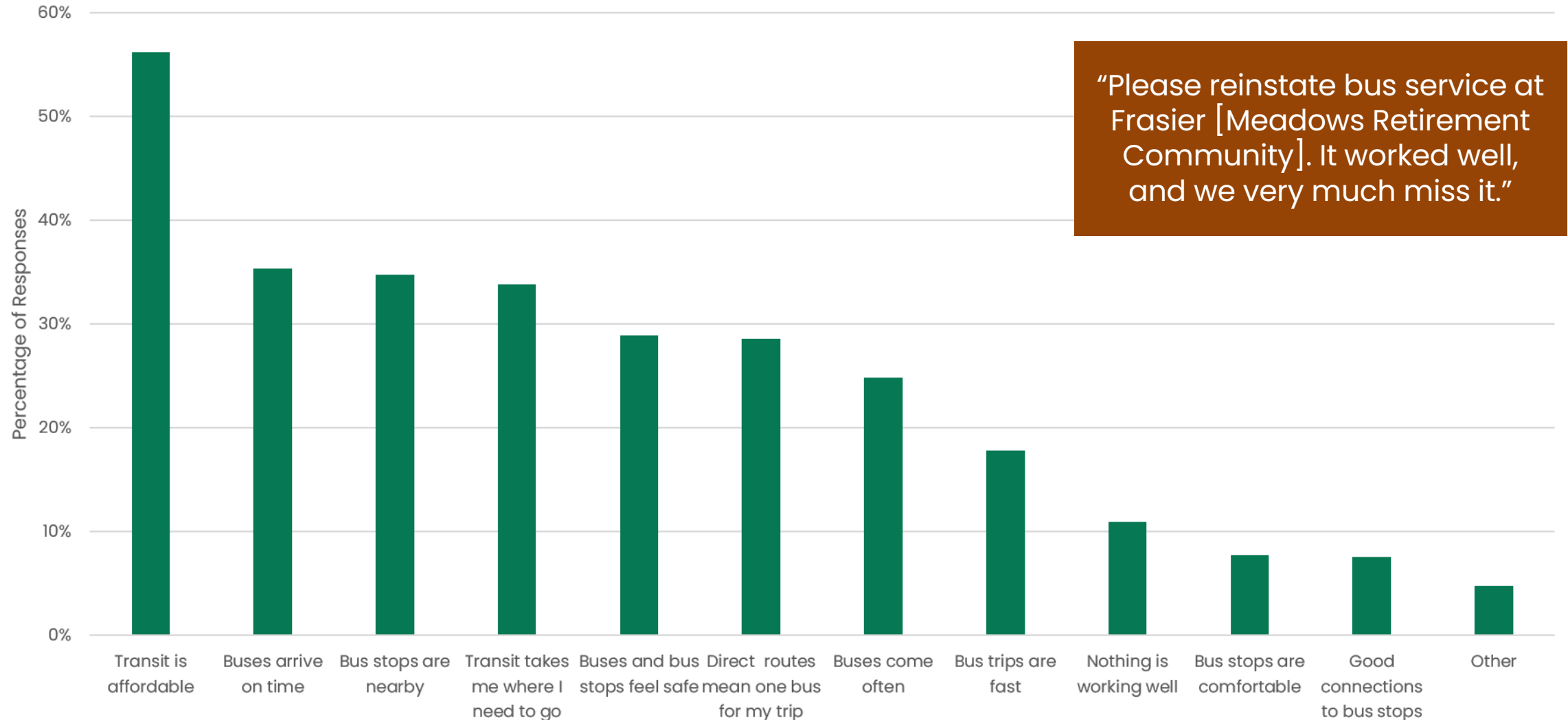
Transit Needs: Why People Ride Today

For what types of trips do you use transit today?



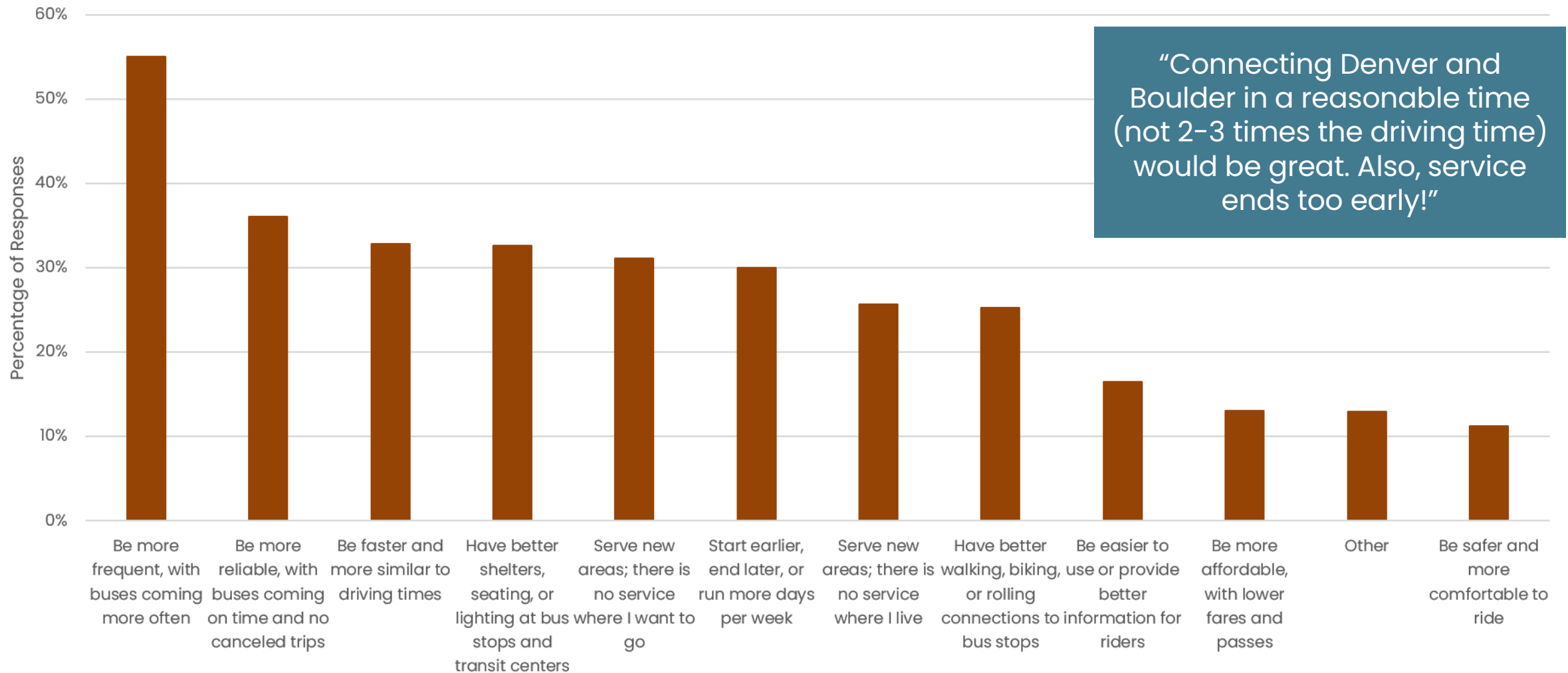
Transit Needs: What Works Well Today

What about transit works well?



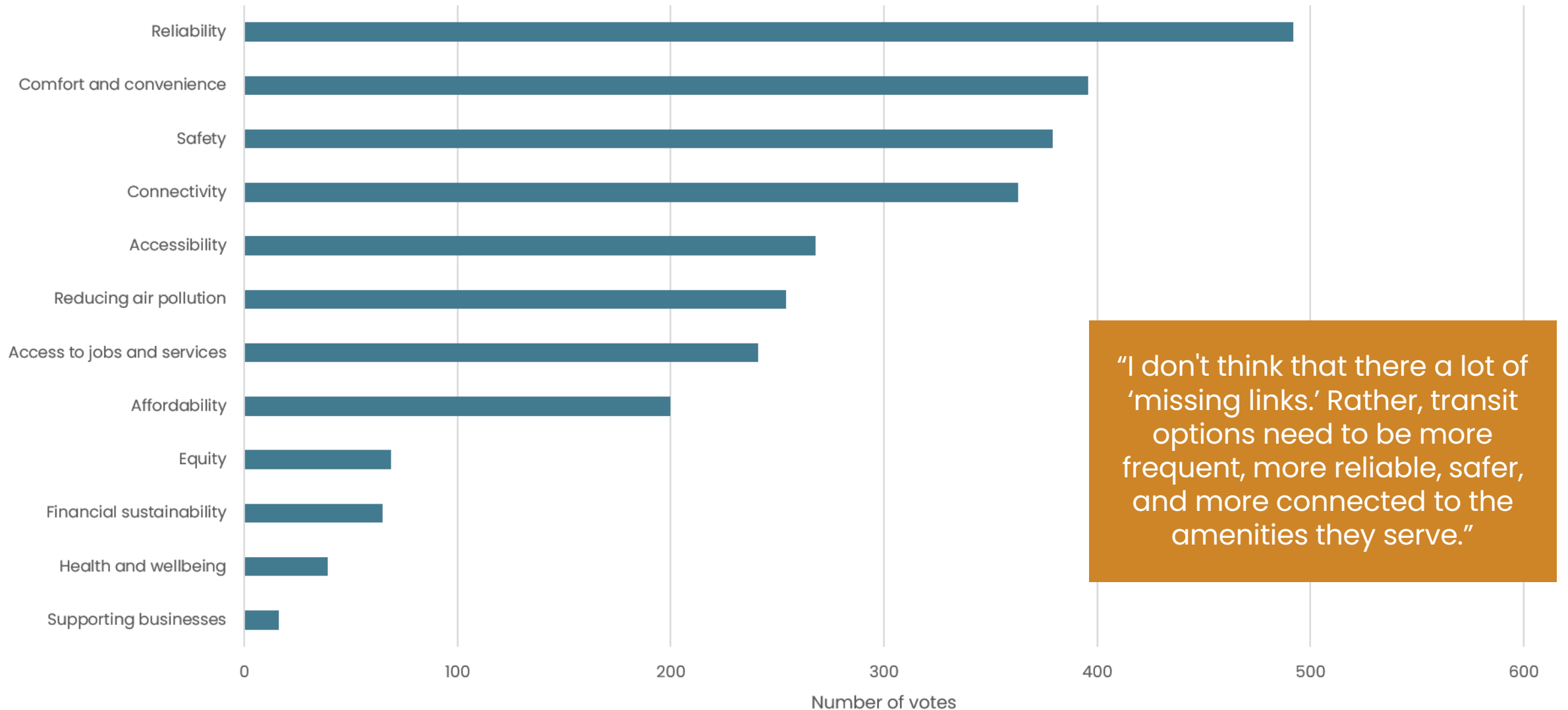
Transit Needs: Opportunities for Improvement

What about transit needs to be improved?



Transit Values: What Matters Most

What is most important to you when it comes to transit in Boulder County?



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

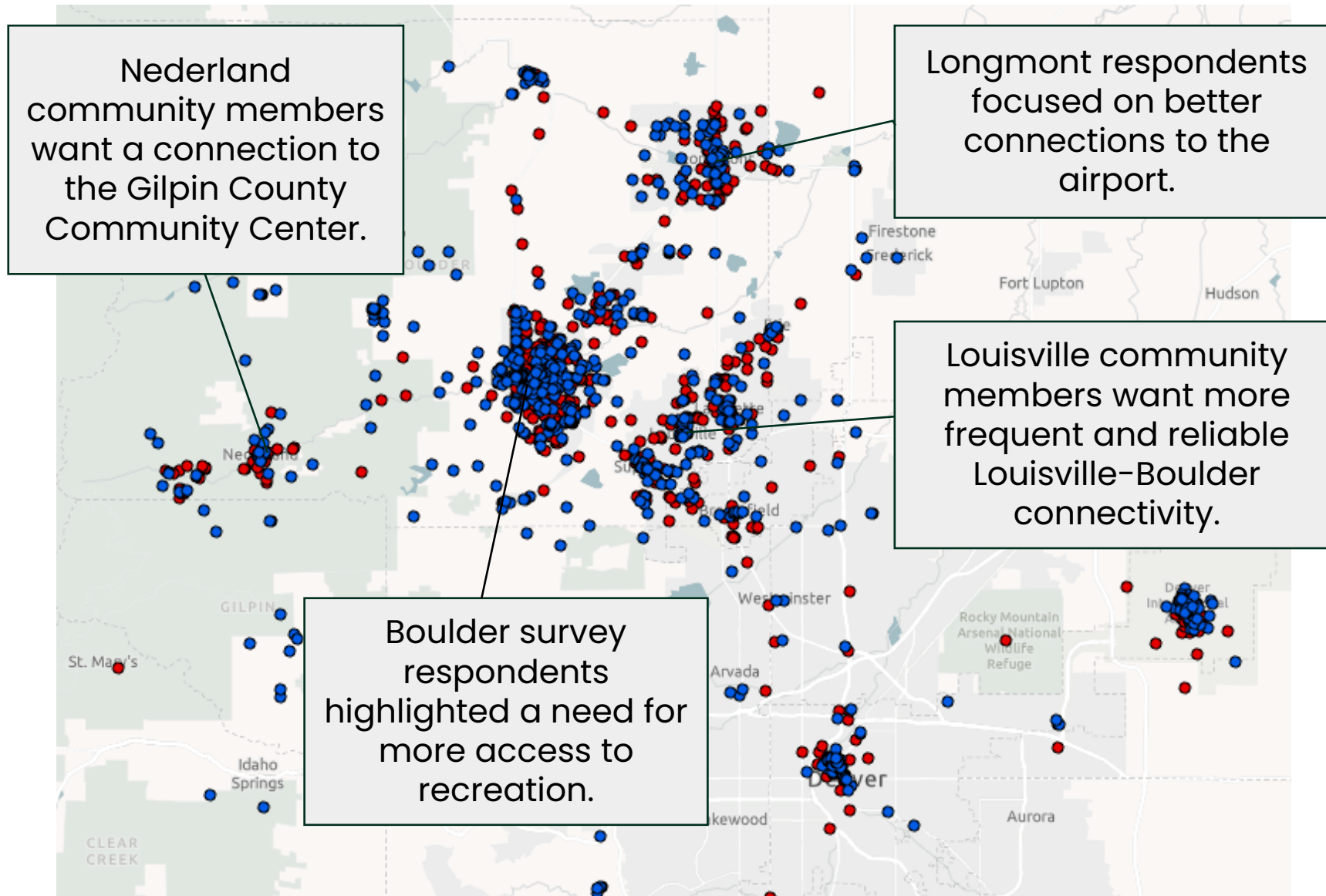
- More bus stops close to important destinations
- Better connectivity for short trips, especially when transfers are needed
- Improved intracity connections (vs regional)



Low-Income Respondents

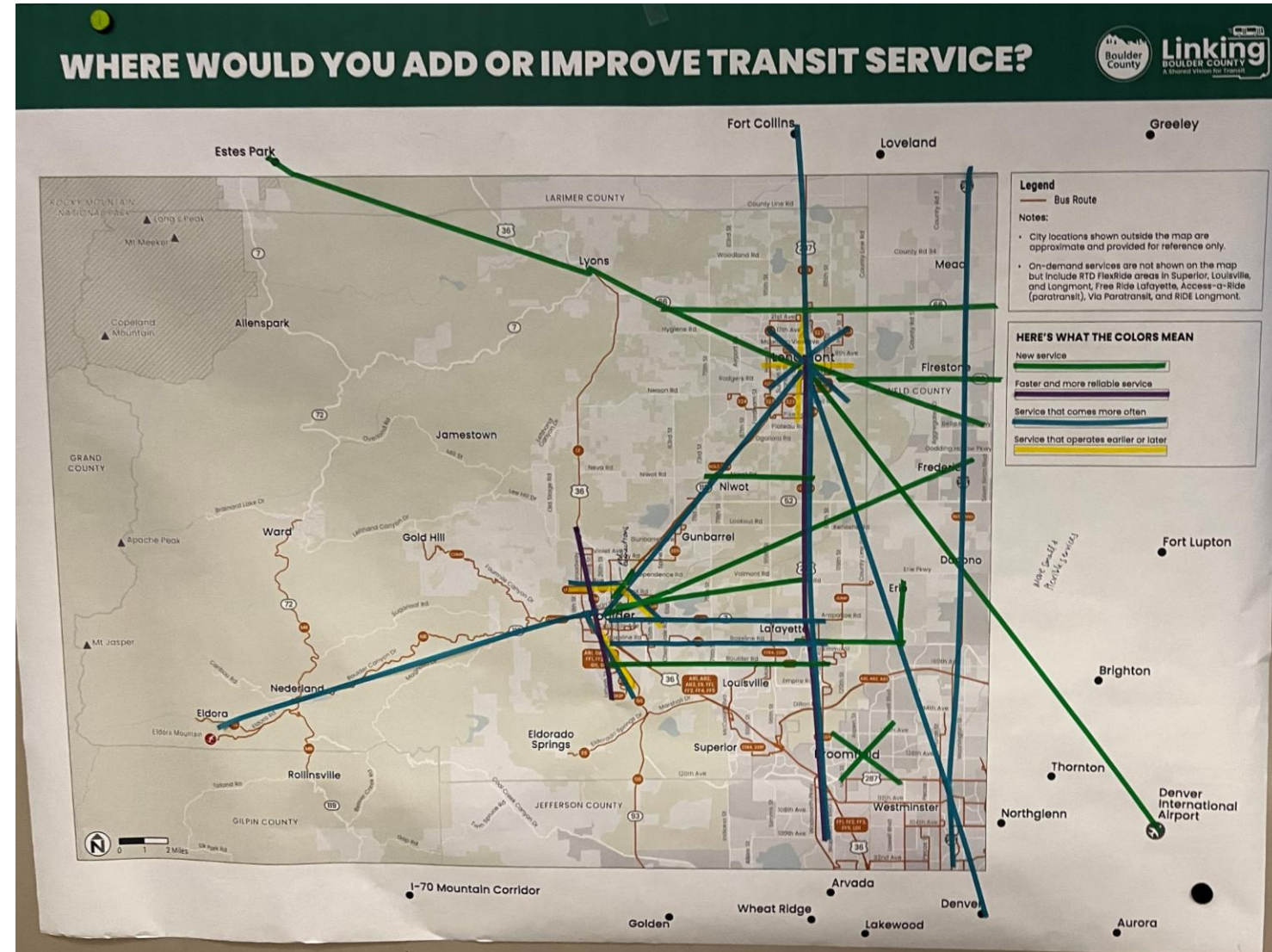
- More early-morning and late-night service for shift workers
- Direct routes to workplaces, grocery stores, and medical services
- More comfortable bus stops

Areas of Difference



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
- **11** 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 Lyons Flyer	Hessie Shuttle 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	

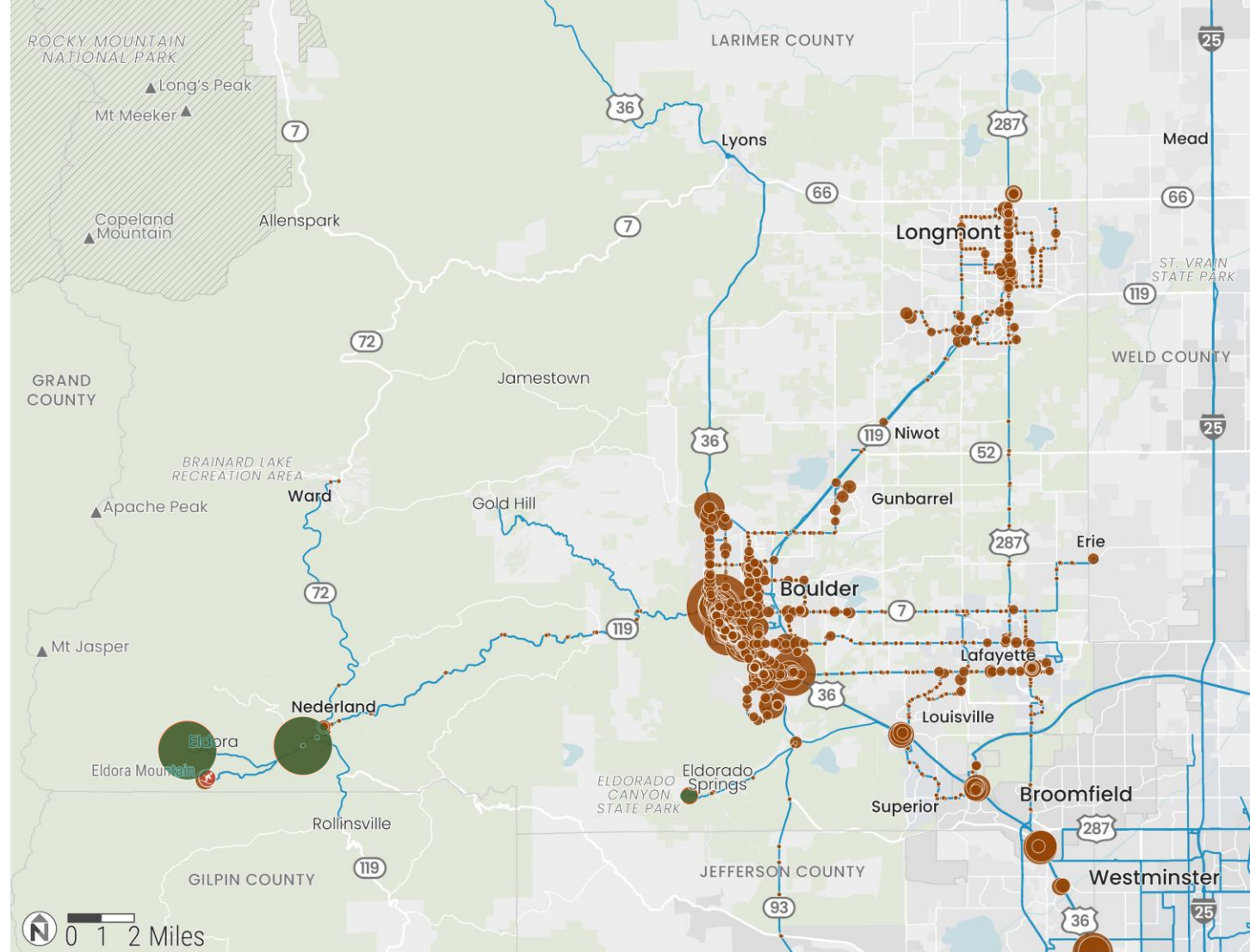
*Seasonal, on-demand transit services

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

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 and Eldo Shuttles)

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



Weekday Ridership Activity

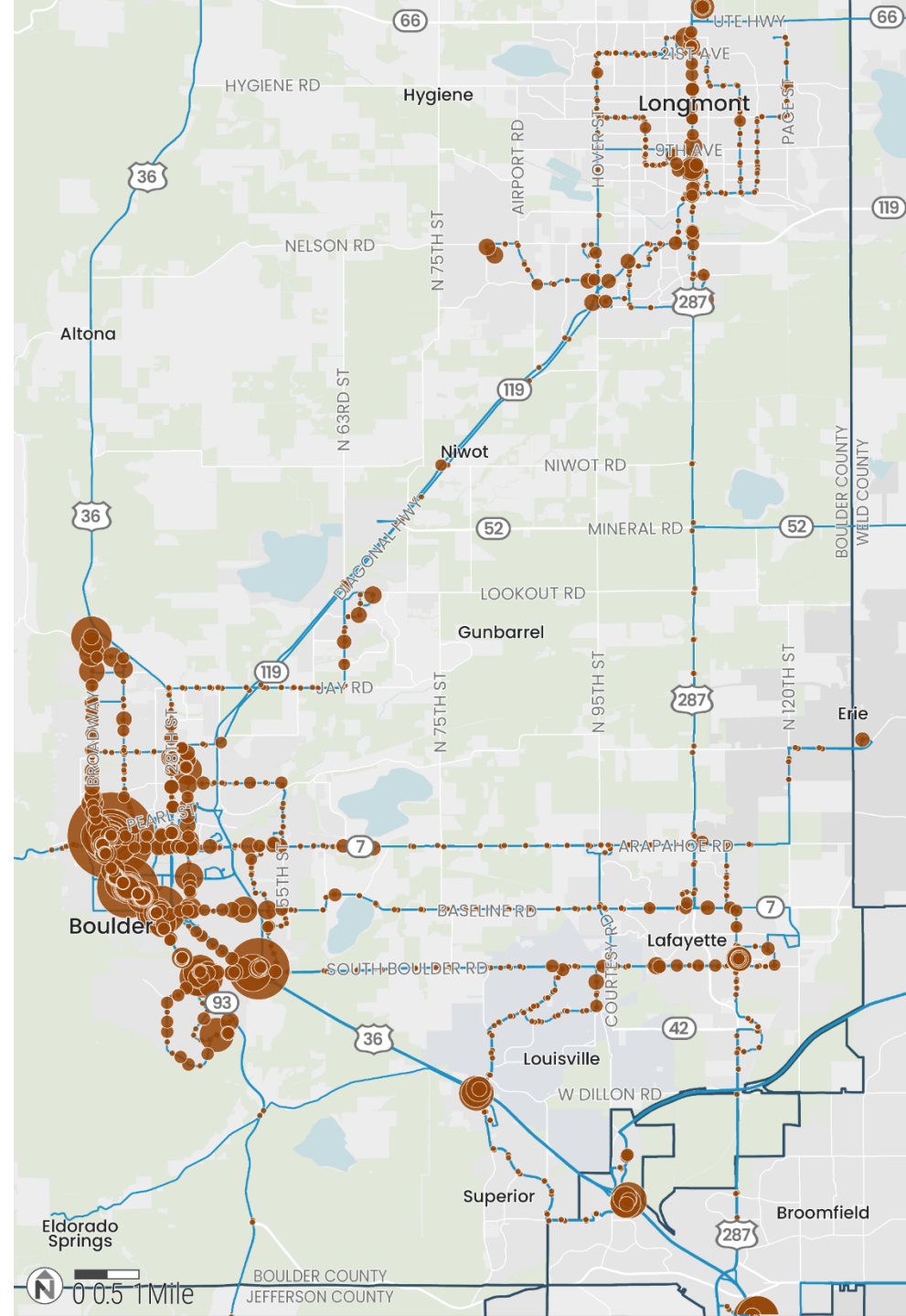
Stop-Level Weekday Ridership (Fall 2024)



Current Transit Ridership

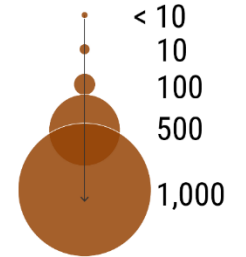
- Strongest ridership in **Boulder**, several **corridors** in Lafayette, Louisville, and Longmont, as well as the **park-and-rides** along US 36
- Strong ridership on **seasonal services** (Hessie Shuttle and Park-to-Park)

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



Weekday Ridership Activity

Stop-Level Weekday Ridership (Fall 2024)

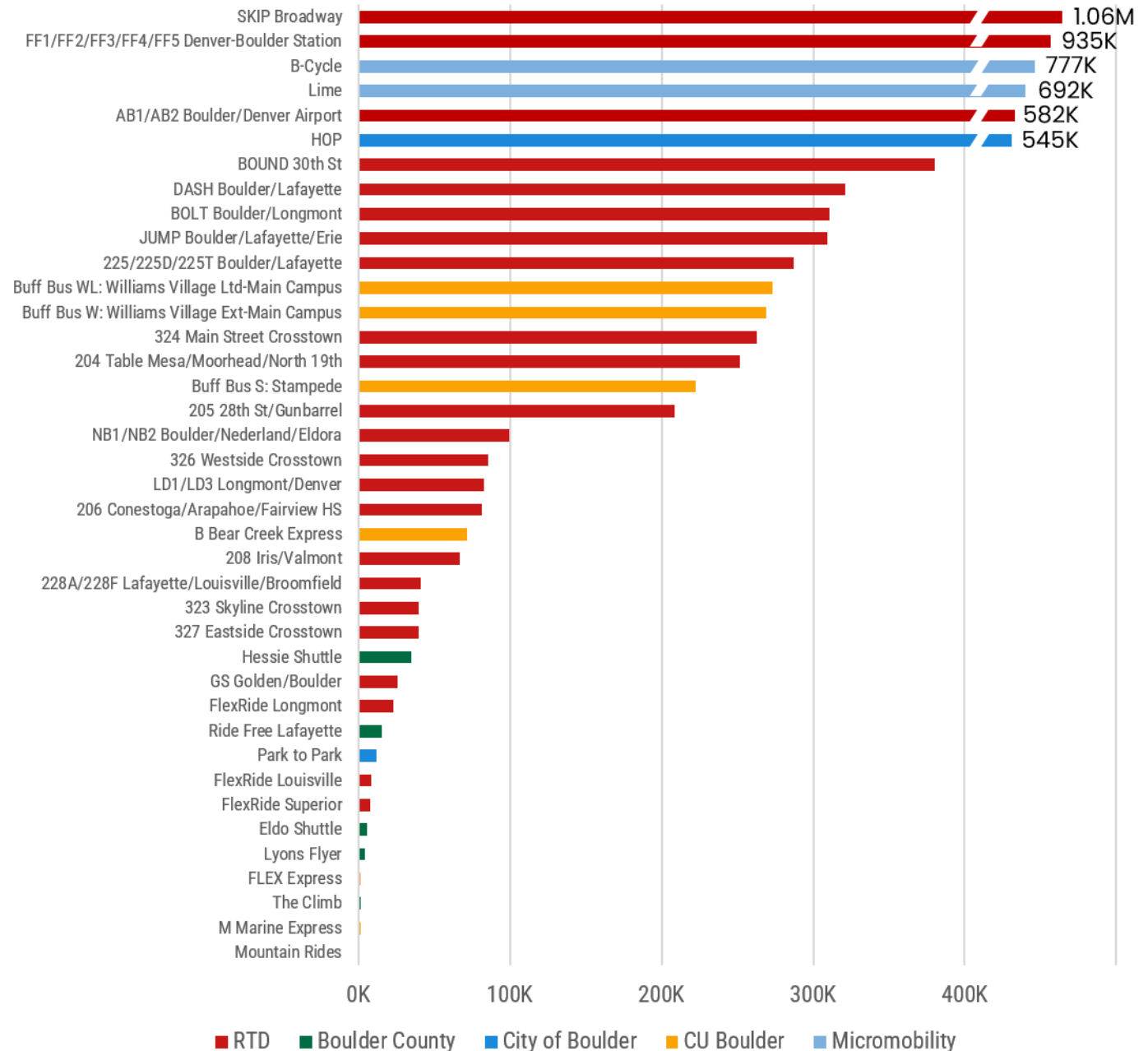


Existing Transit Service

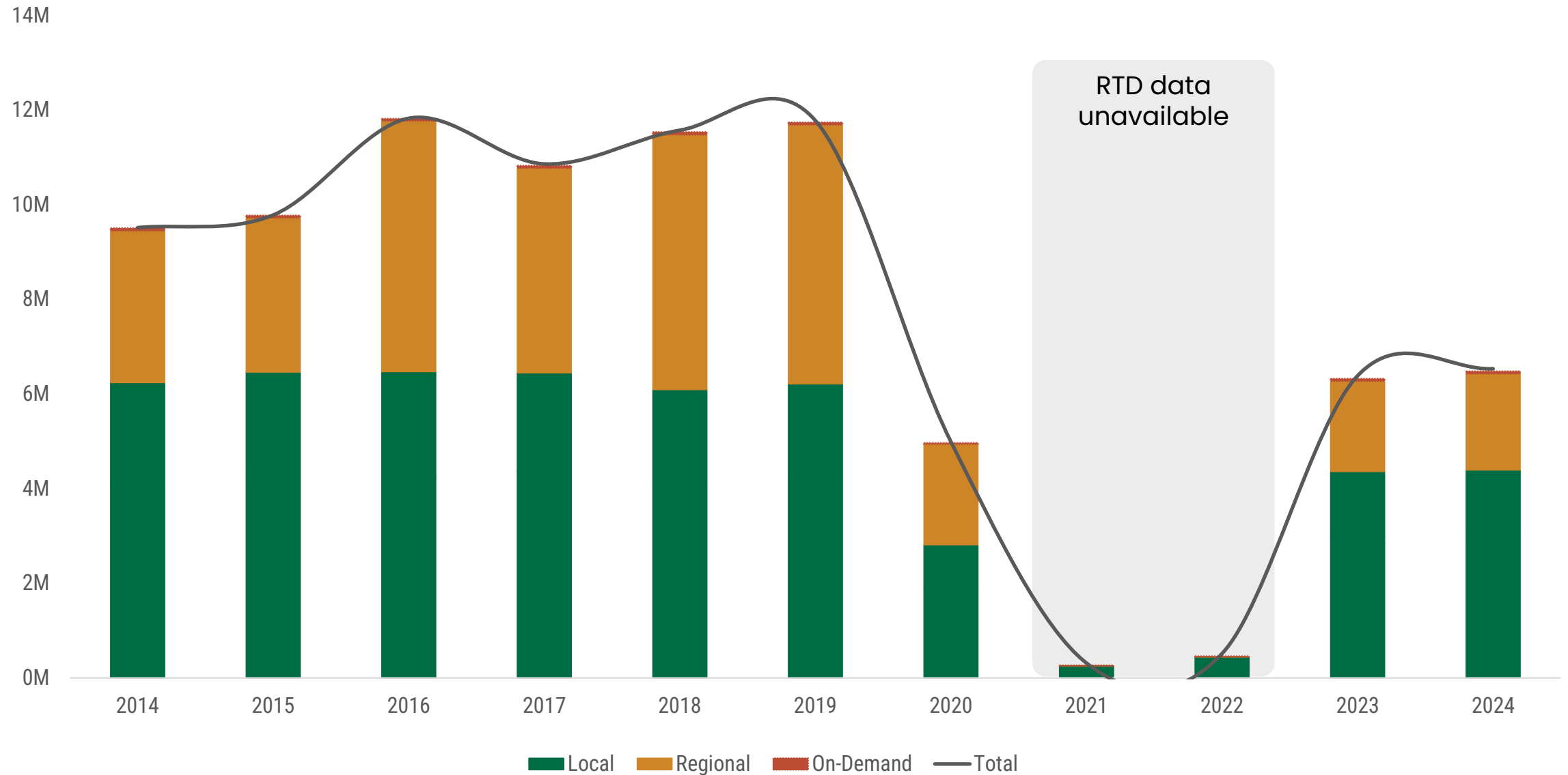
Current Transit Ridership

- **SKIP and Flatiron Flyer** are the two highest ridership routes (~30% of all routes primarily serving Boulder County)
- **AB1/AB2** service to DIA is very popular and well used
- **HOP and BOUND** have high ridership among local routes
- **Hessie Shuttle** is the highest ridership route provided by the County
- **B-Cycle and Lime** provide an important and highly used service in Boulder

2024 Annual Ridership

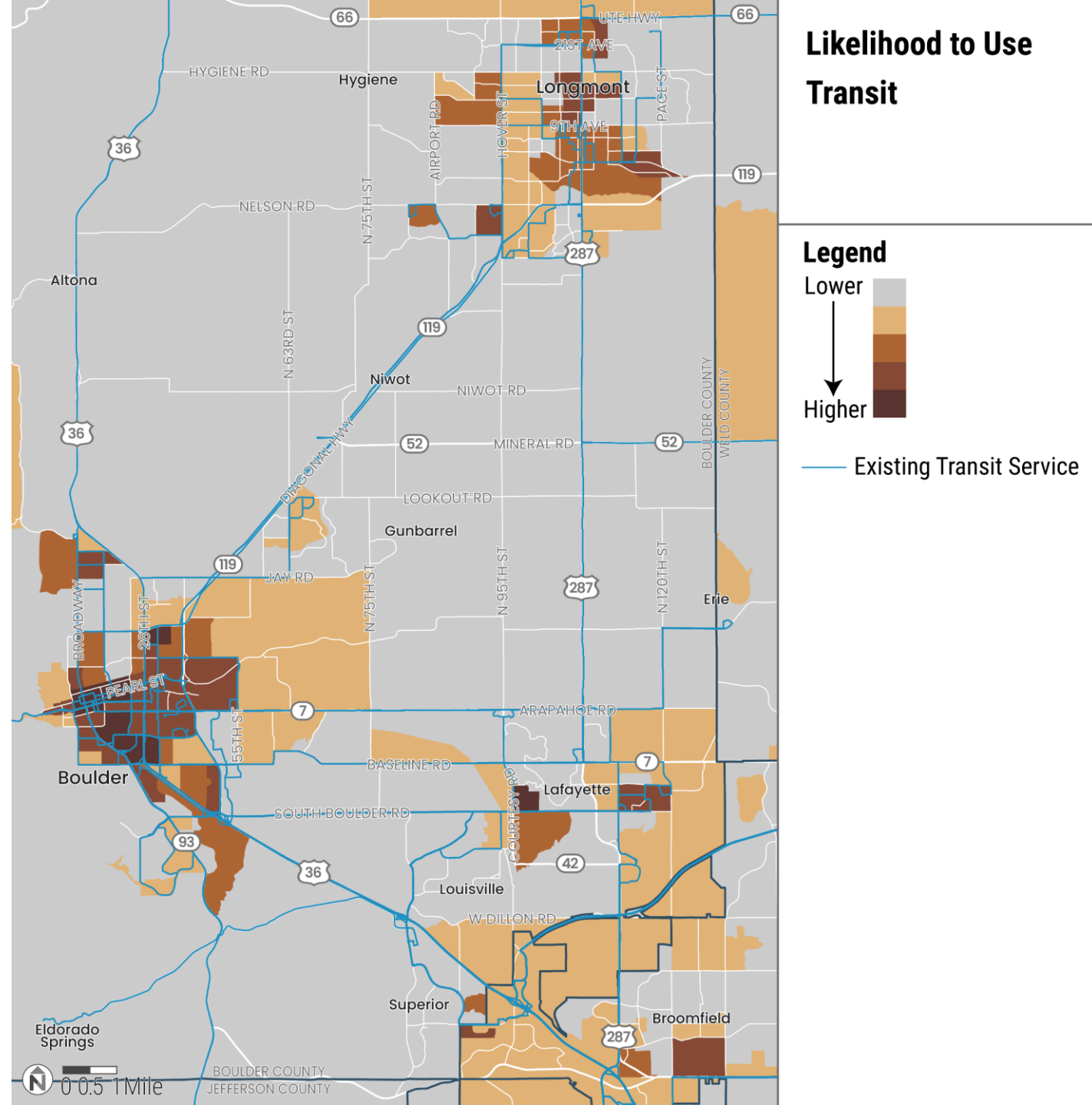


Transit Ridership Over Time



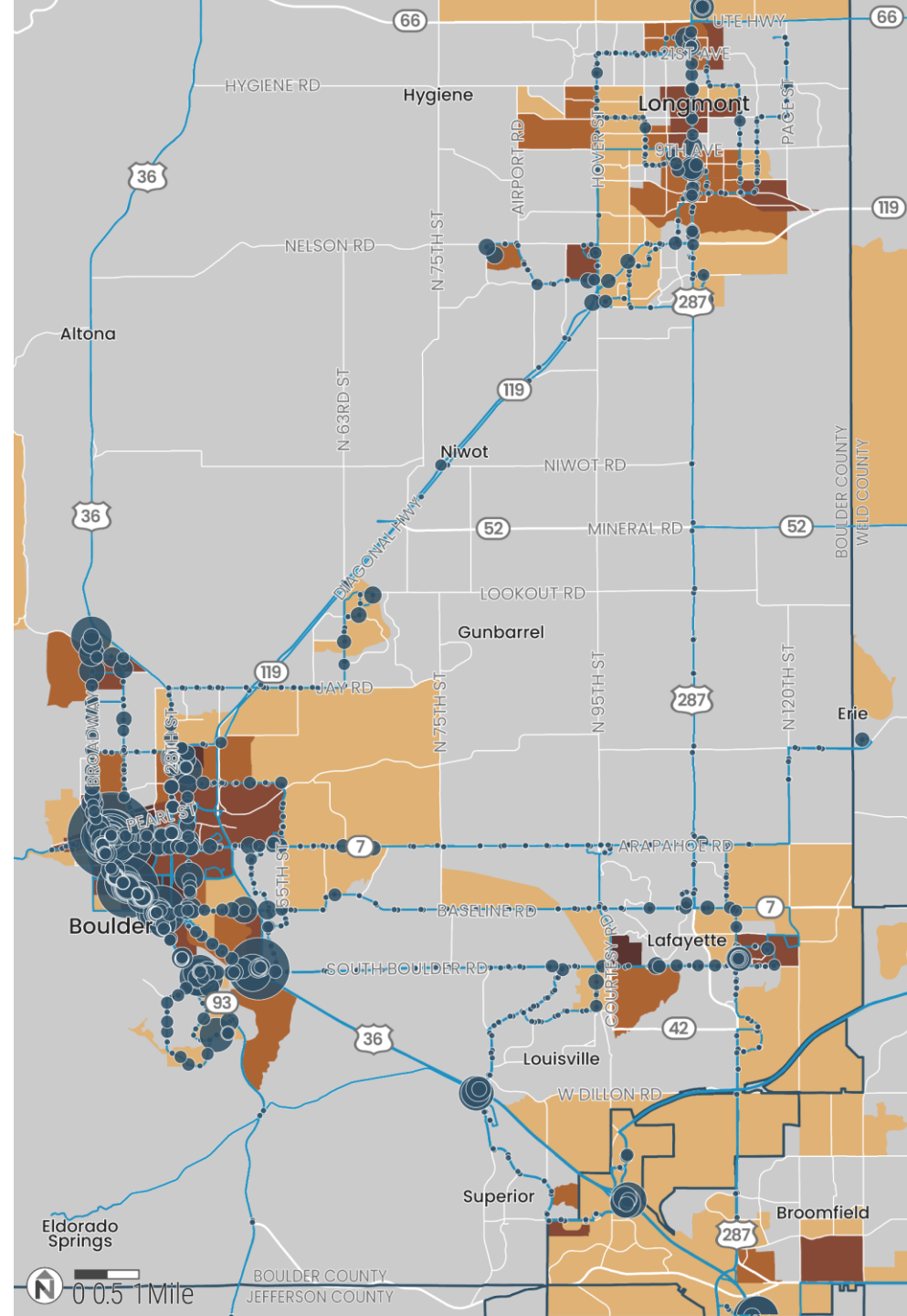
Transit Propensity

- 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



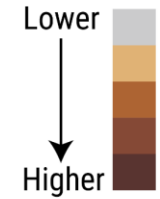
Transit Propensity & Ridership

- Existing ridership largely corresponds to the transit propensity, but some **gaps exist**
- Additional analysis, including **current travel flows**, is helping to more fully identify needs

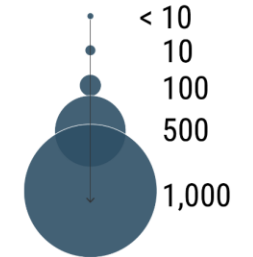


Likelihood to Use Transit and Weekday Ridership

Legend



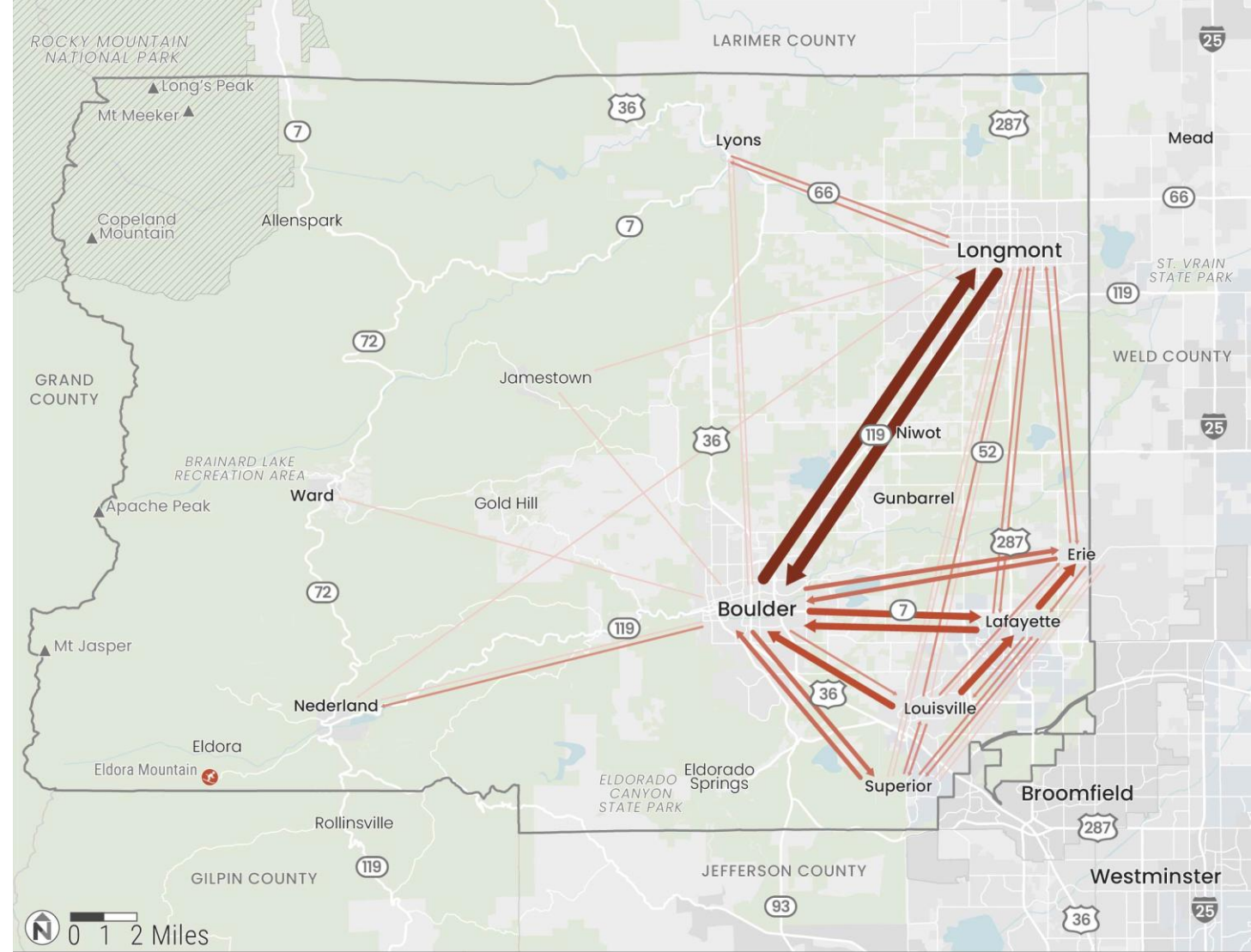
Stop-Level Weekday Ridership (Fall 2024)



Existing Transit Service

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/destinations and volumes of travel within the County.

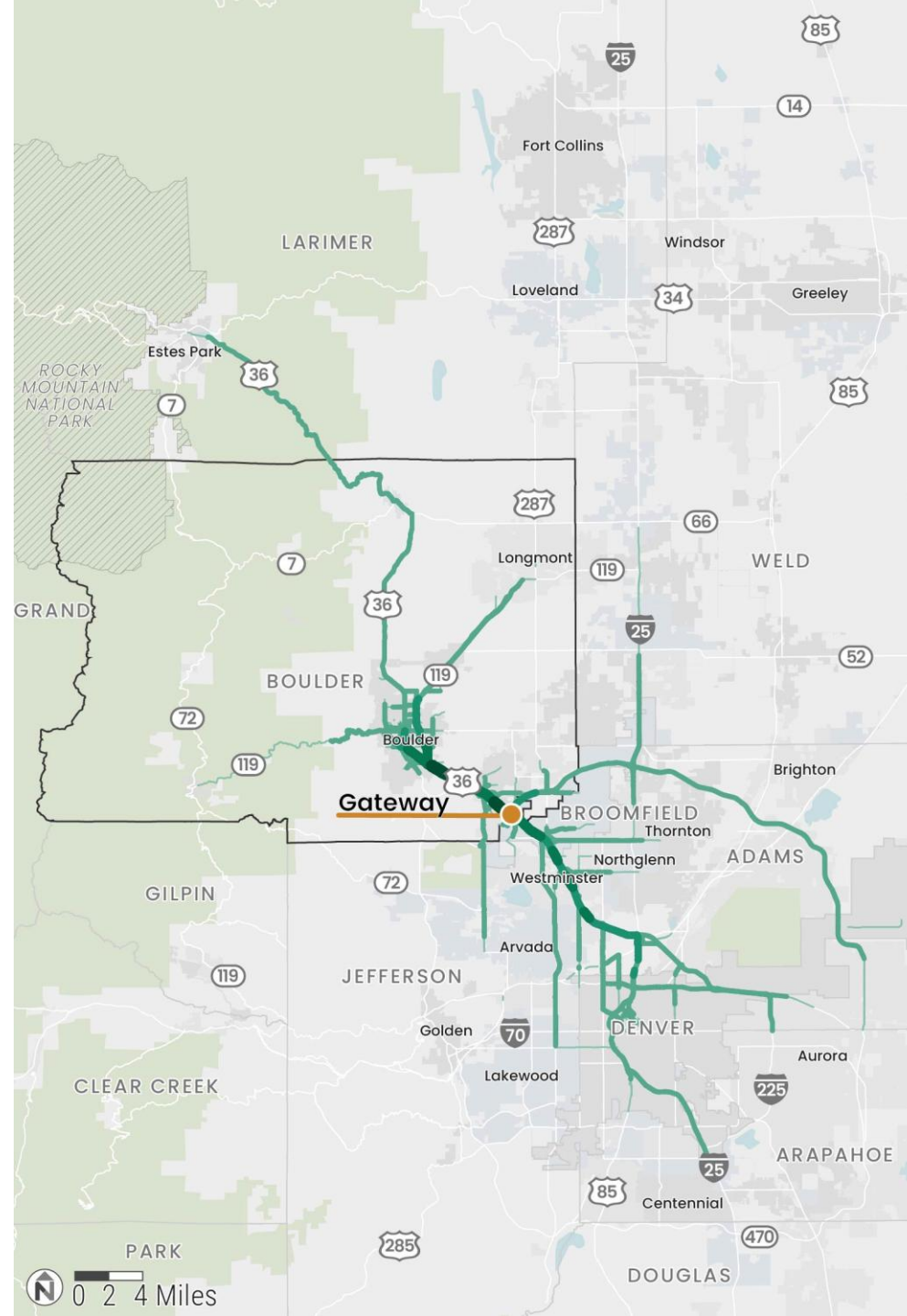
Trip Counts and Locations

- < 1,000 trips
- 1,000 - 5,000 trips
- 5,001 - 10,000 trips
- 10,001 - 20,000 trips
- > 20,000 trips

Origin → Destination

Where People Travel Today: Gateways

- **US-36** serves as **high demand corridor** to connect Denver and Boulder
- Travel through the US-36 gateway near Superior highlights important **connections into and out of the county** to Denver, DIA, and beyond



County Gateway Traffic Flow

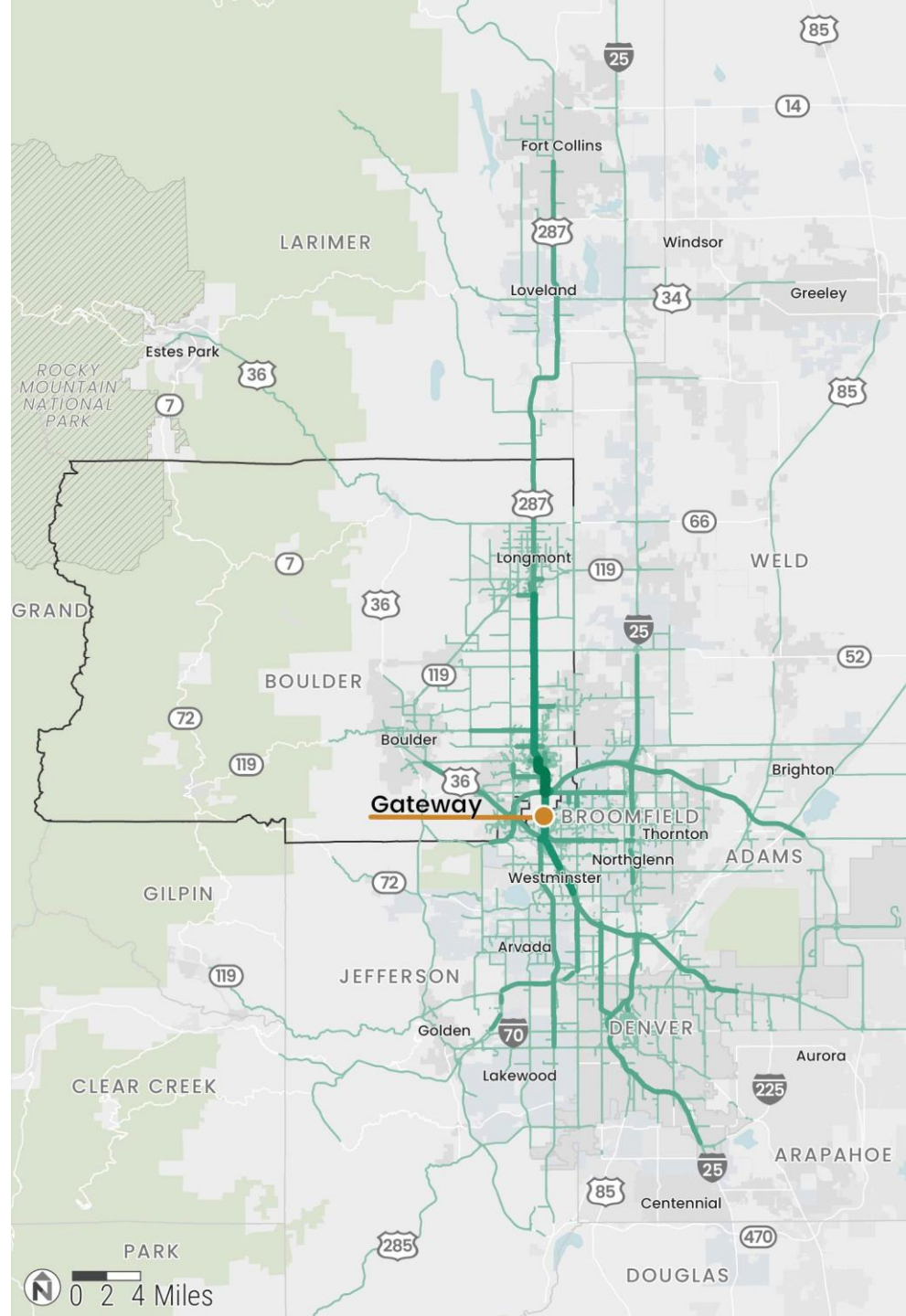
Distribution of trips flowing through the County gateway (Weekday/Fall 2024).

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

Where People Travel Today: US-287 Gateway

- Travel through the southern **US-287** gateway near Louisville shows **more dispersed travel**, linking Denver to Lafayette, Longmont, and Fort Collins
- US-287 plays an important role in both **inter- and intra-county** travel
- Longmont is a key destination**, with a significant number of trips continuing north



County Gateway Traffic Flow

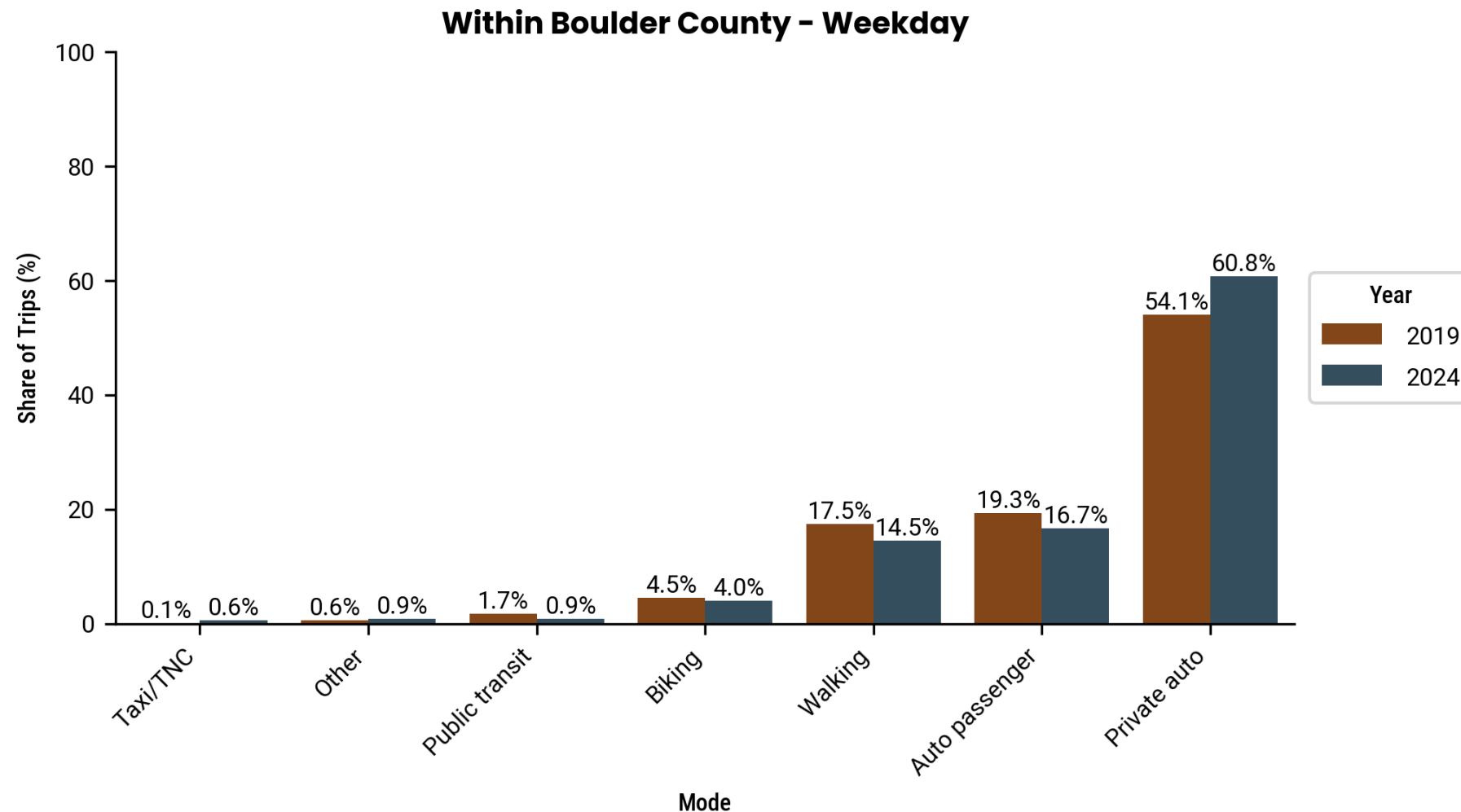
Distribution of trips flowing through the County gateway (Weekday/Fall 2024).

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

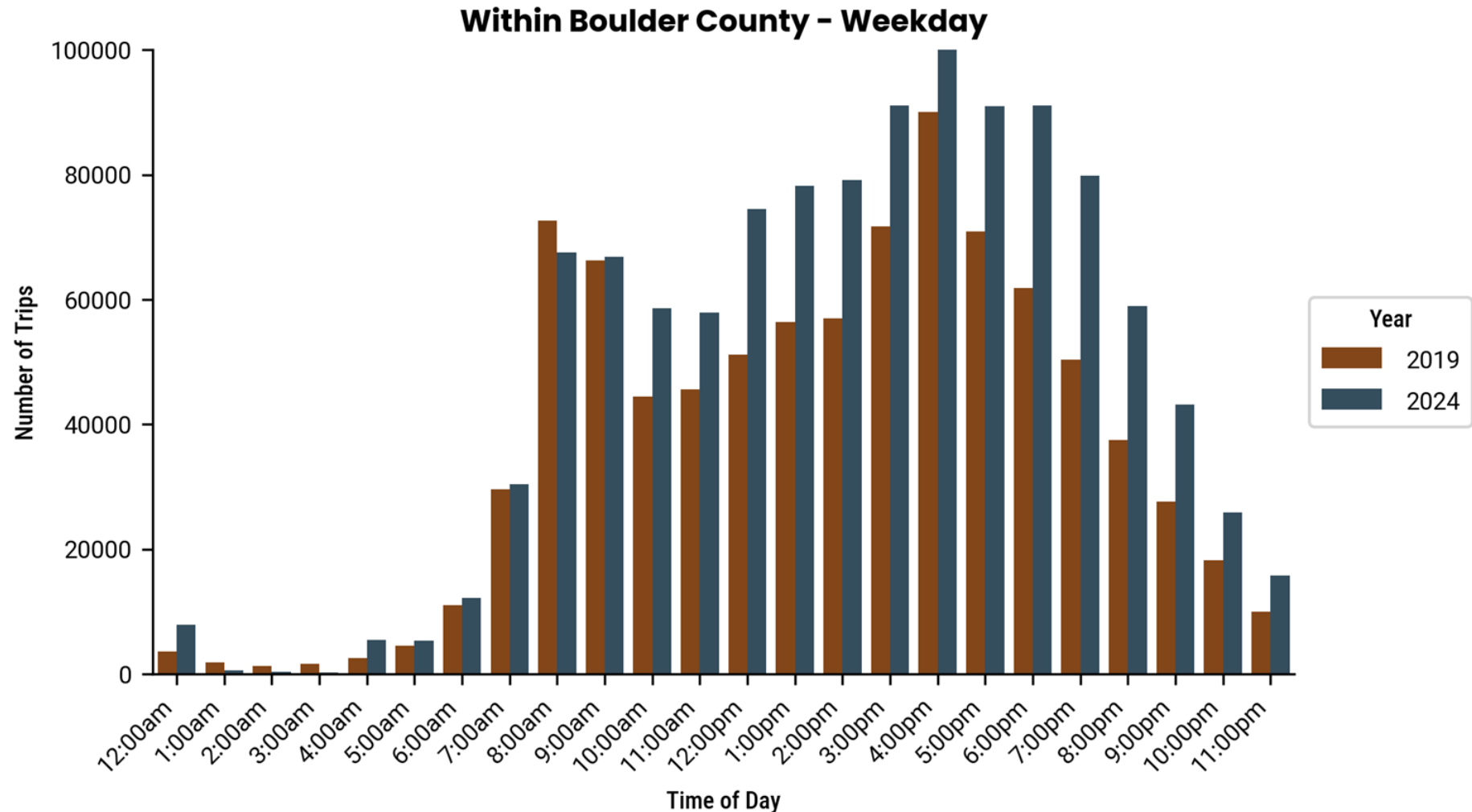
How People Travel: Mode Share

- 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
- Post-Covid **ridership remains relatively low** (although micromobility use has grown substantially), especially when compared to peers
- Regional and key corridor services meet many needs and should be complemented with **more services to everyday destinations**
- **First/last-mile** accessibility and connectivity—including through **micromobility** services—is an important area of focus
- **Service patterns could be better aligned** with changes to trip-making, especially early morning and evening

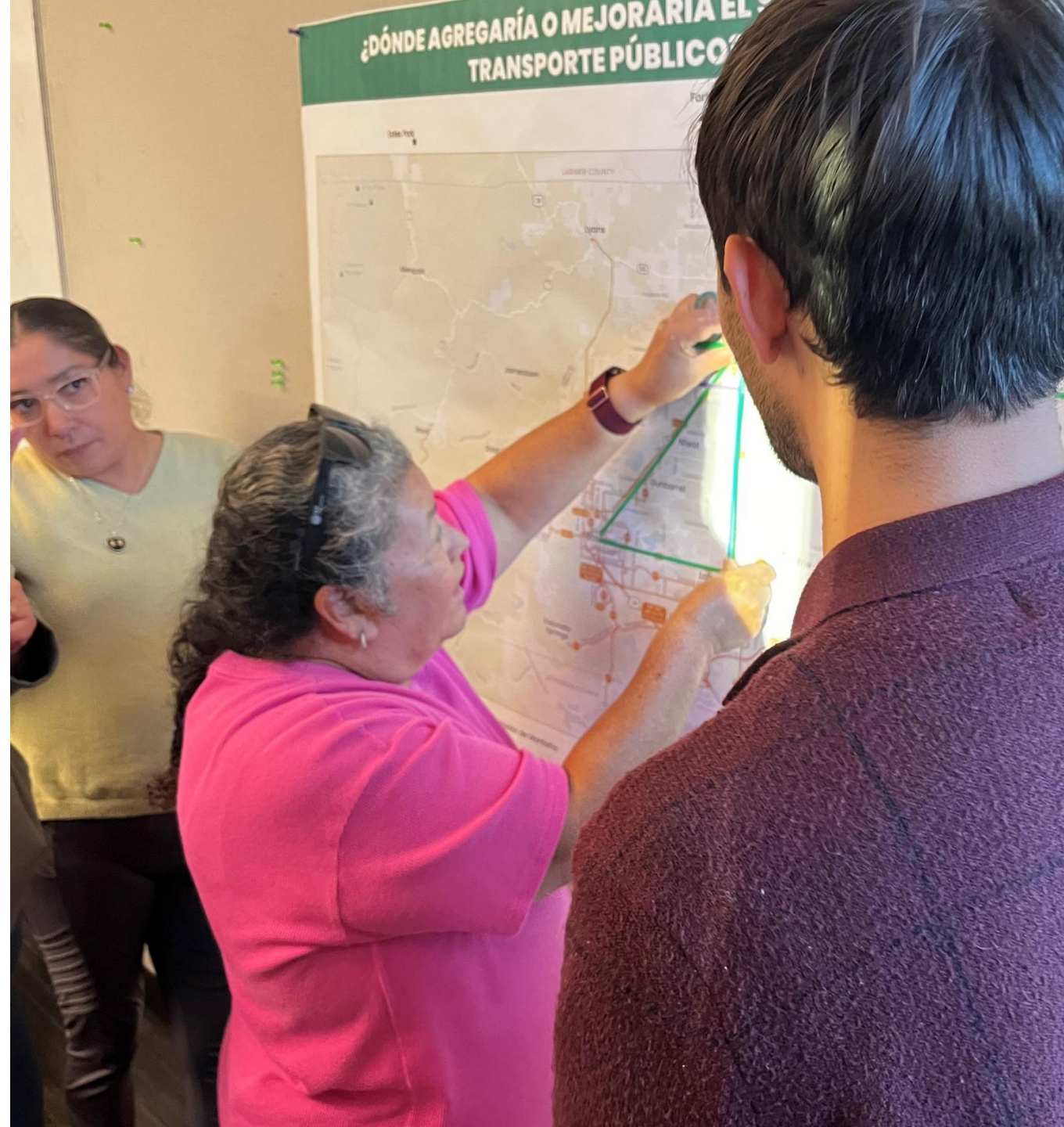




Shaping a Transit Vision

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



Forces of Change

- 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?



Assessing Likelihood & Impact

Join at menti.com | use code 2482 3378



Consider the likelihood of the trend occurring within 10 years and the impact it would have on transit delivery and/or ridership in Boulder County.

Impact ↑

A 2x2 grid of empty boxes for assessing likelihood and impact. The vertical axis is labeled 'Impact ↑' and the horizontal axis is labeled 'Likelihood →'.

Likelihood →

- 1 Residential Growth
- 2 High Gas Prices
- 3 Return to Office Mandates
- 4 HB 1313
- 5 Federal Funding Cliff
- 6 RTD Budget Deficit



Assessing Likelihood & Impact

Choose 1 of 4 ways to join...

- www.Menti.com
- Mentimeter app
- Scan the code
- Use the link in the chat

For each question...

- Choose or type your answer
- Click "Submit"

2482 3378



<https://www.menti.com/al2i4zdi1hwx>



January Forum & Next Steps

BERNARDI
DOWELL BANKER REALTY
ing Real Estate? 303.402.6000

January Forum Meeting

Anticipated Topics

- Phase 1 outreach findings
- Existing conditions takeaways
- Forces of change activity

Questions to Consider

- How do the outreach and existing conditions findings match what you see and experience?
- What, if any, specific expectations do you have for the transit vision?
- What factors do you expect to play a role in transit delivery, travel behavior, or County capacity?



December & January

- Summarize and share outreach findings
- Complete existing conditions analyses
- Understand future travel patterns
- Explore trends and best practices
- Develop State of Transit Report
- Prepare for light round of community outreach
- Advance draft vision and goals
- Update equity framework

February TAC Meeting

Review State of Transit Report

Discuss draft Transit Vision



Thank You!



Alex Hyde-Wright

ahyde-wright@bouldercounty.gov

Jennifer Wieland

jwieland@nelsonnygaard.com