



Boulder County Subregional Forum Technical Advisory Committee

Draft Transit Improvement Scenarios

June 15, 2026



- 1 Draft Transit Scenarios
- 2 Looking Ahead



Our Work

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



Draft Transit Scenarios

Consistent
on demand

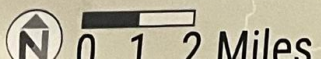
5 days
4 loops

BRT 119
5AM-12PM
HUR 3-5

Park

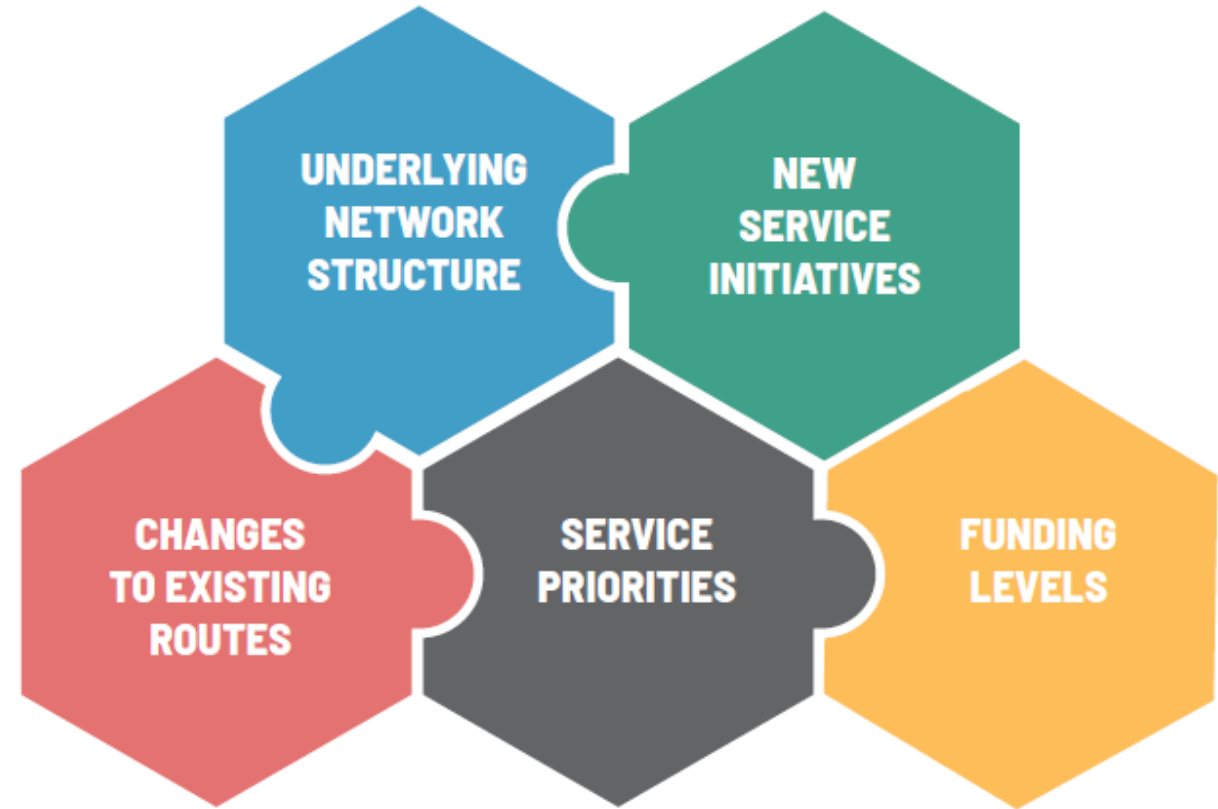
Expand
Span +
Frey

Span:
5A 12a 3d/w
FFI, CO2, CO, 119



Scenarios Help Us ...

- Understand how combined **transit service, capital, and other transportation investments** could help advance the Linking Boulder County vision and goals
- Illustrate the **relative tradeoffs** of advancing certain combinations of services, projects, programs, or policies
- Create a **shared understanding** of the need for action, comparing the scenarios to a “no action” future



Building Toward Recommendations



The approach to developing and evaluating Linking Boulder County transit scenarios is designed to help decision-makers and community members easily compare the individual and collective impact of potential transit improvement strategies.

Transit Improvement Strategies



Transit Services

- Rapid routes
- Frequent routes
- Community routes
- Limited/Seasonal routes
- On-demand zones



Supportive Transportation Services

- Shared e-bikes and e-scooters
- Carpool/vanpool programs
- Taxi and ride-sharing services



Capital Projects

- Transit lanes
- Transit signal priority (TSP)
- High-capacity transit supports
- Bus stop amenities
- Transit centers
- Transit vehicles



Programs and Policies

- Free or reduced fares
- Pass programs
- TDM strategies
- Enhanced passenger information

Categories of Transit Services

We've categorized transit services to create a consistent approach to describing improvements and developing planning-level costs between scenarios.

Service Categories	Rapid	Frequent	Community	Limited / Seasonal	On-Demand
Definition	High-frequency local and regional routes with transit priority	High-frequency local and regional routes	Local services within a community	Fixed-route transit service that operates on a special schedule for part or all of the year	Point-to-point service that connects destinations within a community
Weekday Frequency	Every 15 mins or better	Every 15–30 mins	Every 30–60 mins	Variable	Variable
Weekend Frequency	Every 15–30 mins	Every 15–30 mins	Every 30–60 mins	None or Variable	None or Variable
Min. Weekday Span	20 hours	18 hours	12 hours	Variable	Variable
Min. Weekend Span	18 hours	16 hours	10 hours	None or Variable	None or Variable
Level of Transit Priority Capital Investment	High	Medium	Low	Low	Low



Funding Assumptions: \$40M Increase

Why assume equivalent funding levels for all scenarios?



Compare scenarios on equal footing



Focus discussion on priorities

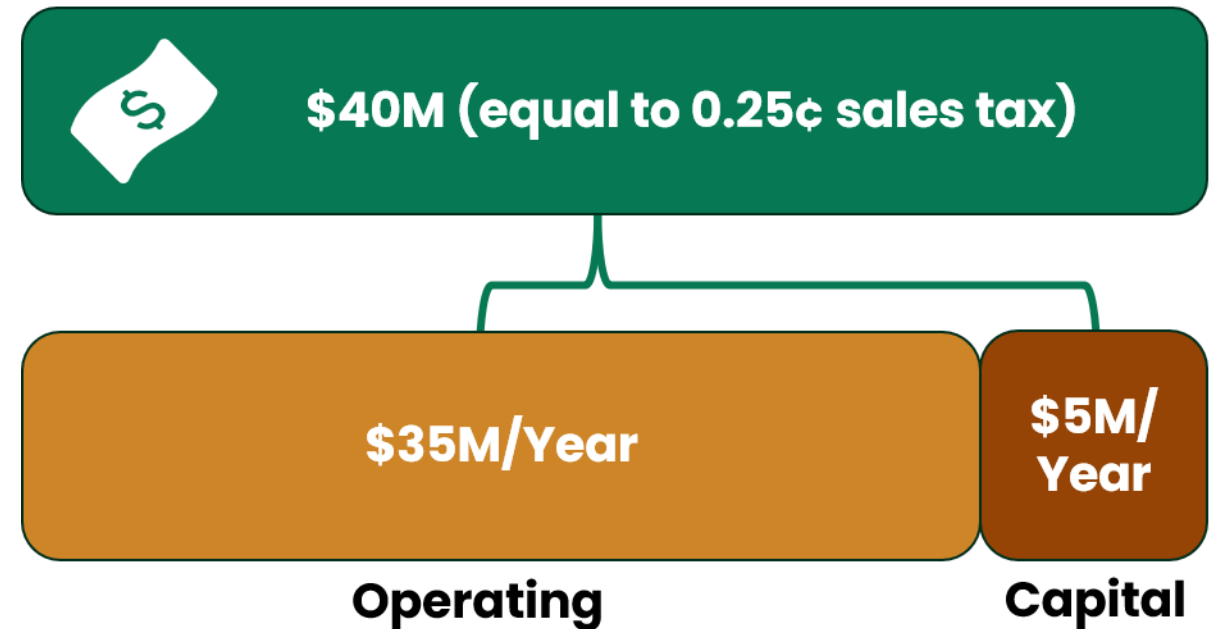


Illustrate differences between improvement types



Give space to maneuver as we work toward a preferred scenario

Assumed Additional Funding



IMPORTANT: The funding level (and capital/operating split) is a planning assumption to support the process. It is not a recommendation for a specific tax rate or funding source!

Transit Network Assumptions



What's Assumed

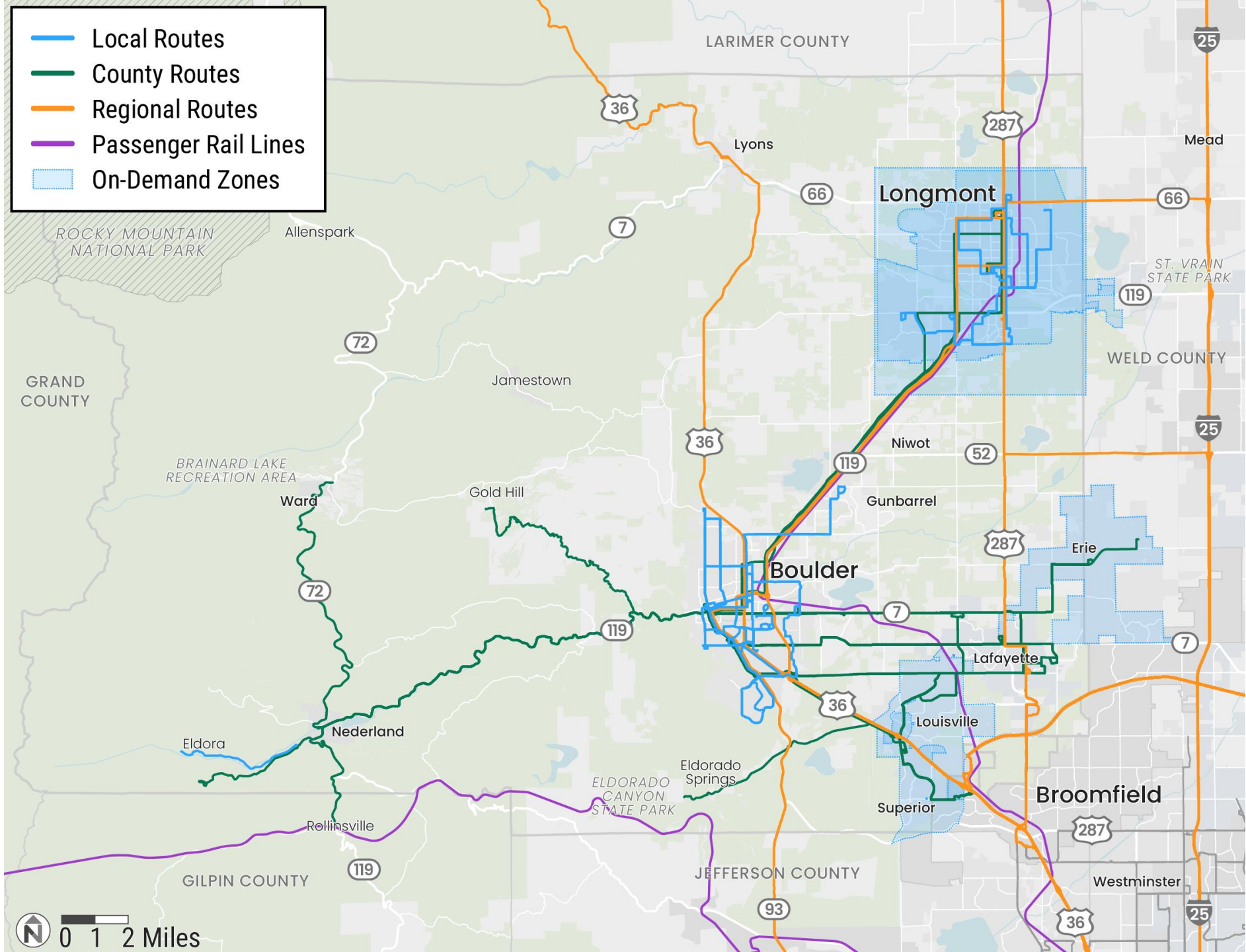
- **Major projects are built and operational:**
 - CO 119 BRT (Diagonal Flyer)
 - Front Range Passenger Rail Starter Service (Denver to Fort Collins)
 - Mountain Rail Phase 1 (Denver to Granby), including stations at Rollinsville and West Metro/Arvada
- **Existing (June 2026) RTD and partner agency transit services** continue, except as noted
- **Existing route alignments are maintained**, except as noted



What Isn't Assumed

- **Temporarily funded services continue:**
 - Ride Gunbarrel
 - Ride Free Lafayette
 - Ride Southeast
 - Lyons Flyer
- **CO 7 BRT service to Brighton**

Scenario Starting Point



Additional Scenario Assumptions



What's Considered

- **Programmatic investments that move the needle** on outcomes we can measure:
 - Pass/fare discount programs
 - TDM measures
- **Capital investments** at transit centers, PnRs, mobility hubs, and bus stops
- **Consistent approach** to costs, service characteristics, and expected outcomes



What Isn't Considered (Yet!)

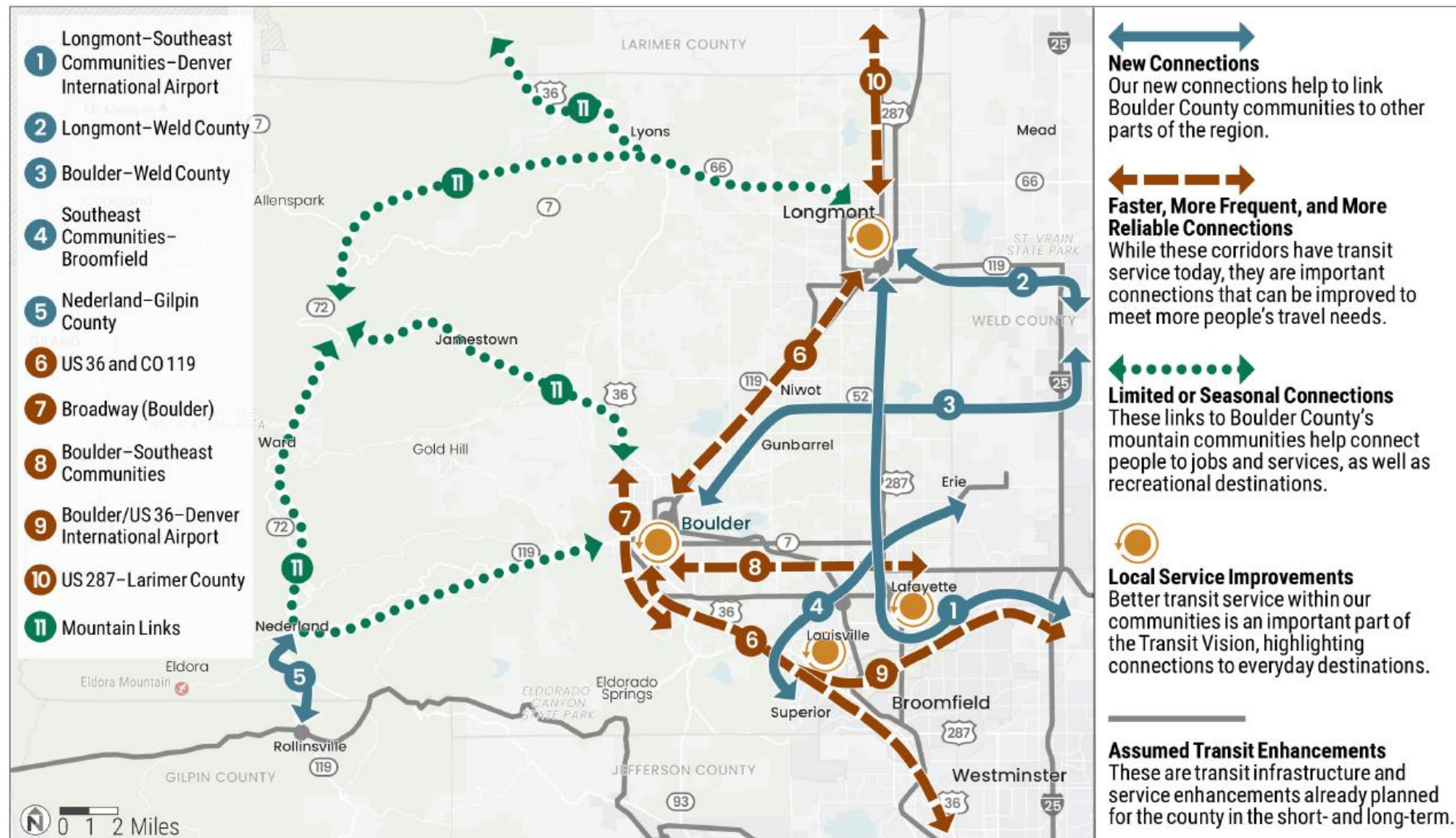
- **Programmatic investments that wouldn't materially affect** scenario outcomes:
 - Electrification
 - First-/final-mile investments
- Who **operates** services
- Who **constructs** improvements
- **Sources** of funding

Developing Scenarios

- Scenario planning workshop with Boulder County staff and consultant team
- Groups identified investment priorities to match scenario themes
- Estimated costs to ensure rough alignment with \$35M annual operating and \$5M annual capital budgets
- Leveraged State of Transit Report, Transit Vision, community feedback, and municipal priorities to identify investments



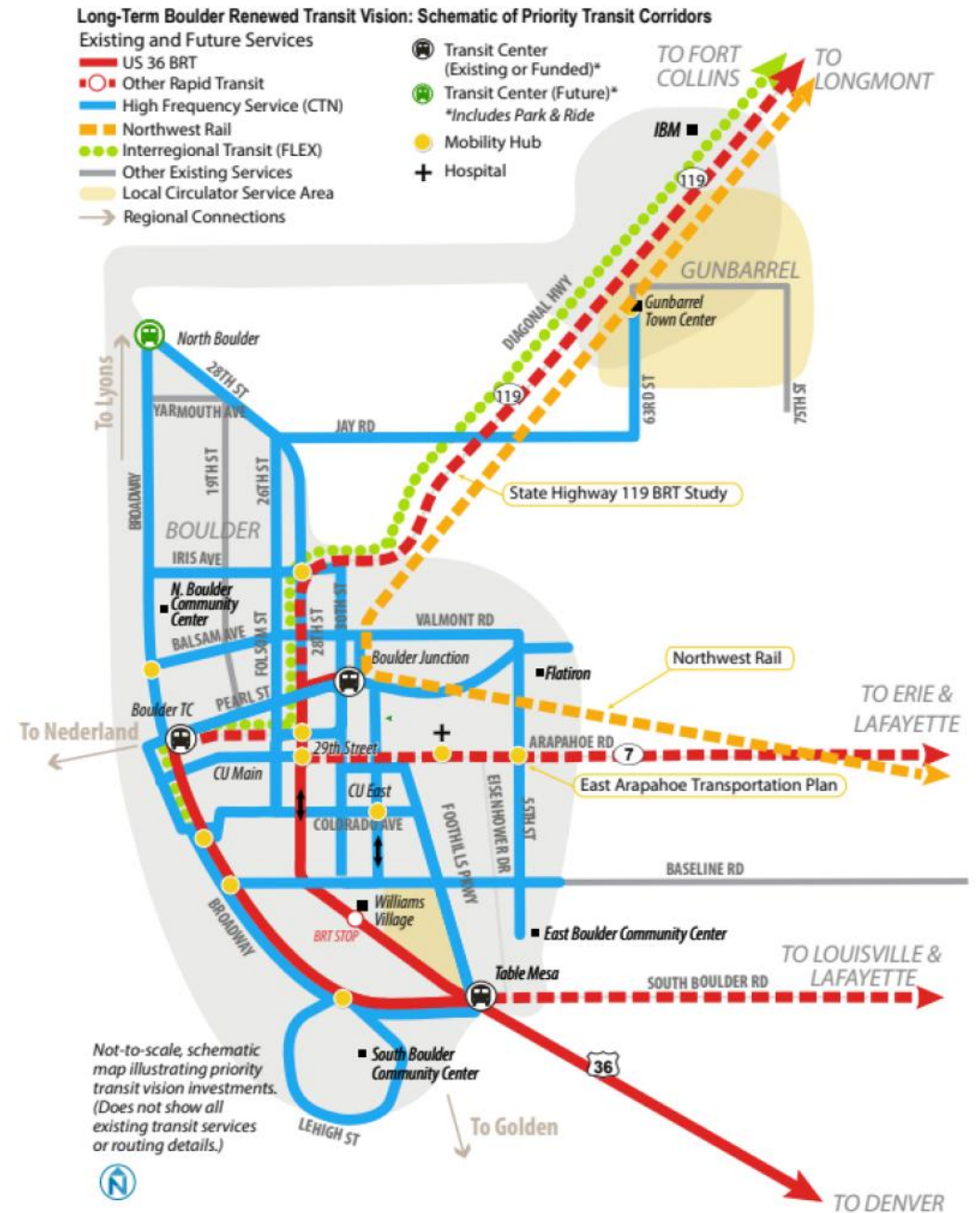
Resources: Key Connections Map



Note: Lines on map represent connectivity rather than mode and are not yet prioritized by cost or by contribution toward the goals and desired outcomes.

Resources: Local Priorities

- Considered projects from local planning efforts as part of the “pool” of investment strategies for each scenario
- Examples include:
 - Split HOP CW/CCW into four routes (City of Boulder Renewed Vision for Transit, 2019)
 - New Lafayette PnR Mobility Hub (Lafayette MMTP, 2023)
 - Extend JUMP to Erie Gateway (Erie TMP, 2024)
 - Add new Route 328 between 1st/Main and Village at the Peaks (Longmont TMP, 2025)
 - Expand Route 208 span (RTD System Optimization Plan, 2022)
 - Brainard Lake Shuttle (Boulder County TMP, 2020)



Meet The Scenarios

Scenario 1: Grow Ridership

Attract more transit trips in
high-demand corridors

Scenario 2: Cover the County

Expand geographic access
and regional connectivity

Scenario 3: Support Daily Life

Make transit a more useful
option for everyday travel

Scenario 1: Grow Ridership

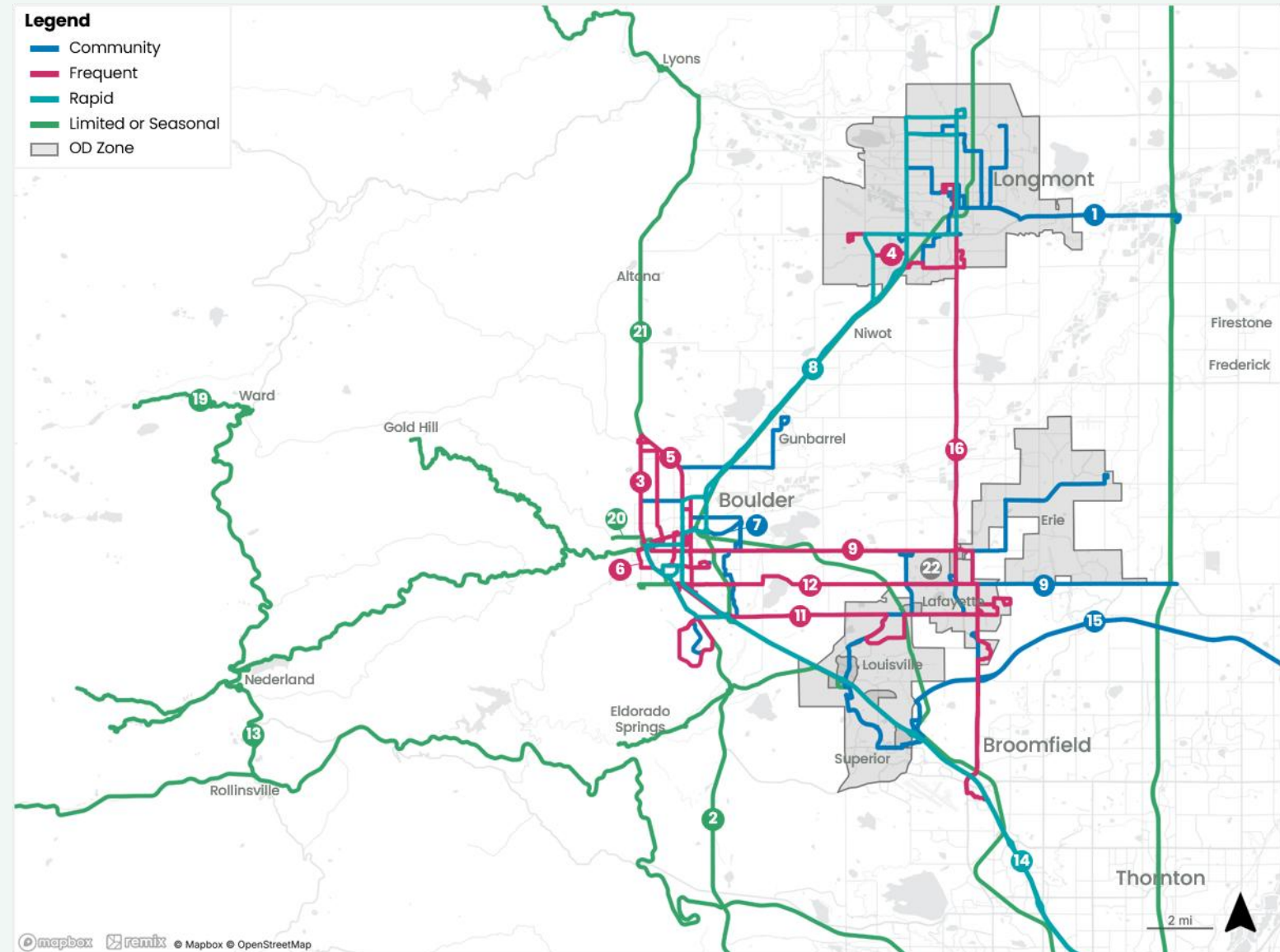
Desired Outcome: Attract more people to transit by investing where ridership potential is greatest.

Primary Service Types:

- Rapid Services
- Frequent Services

Key Investments:

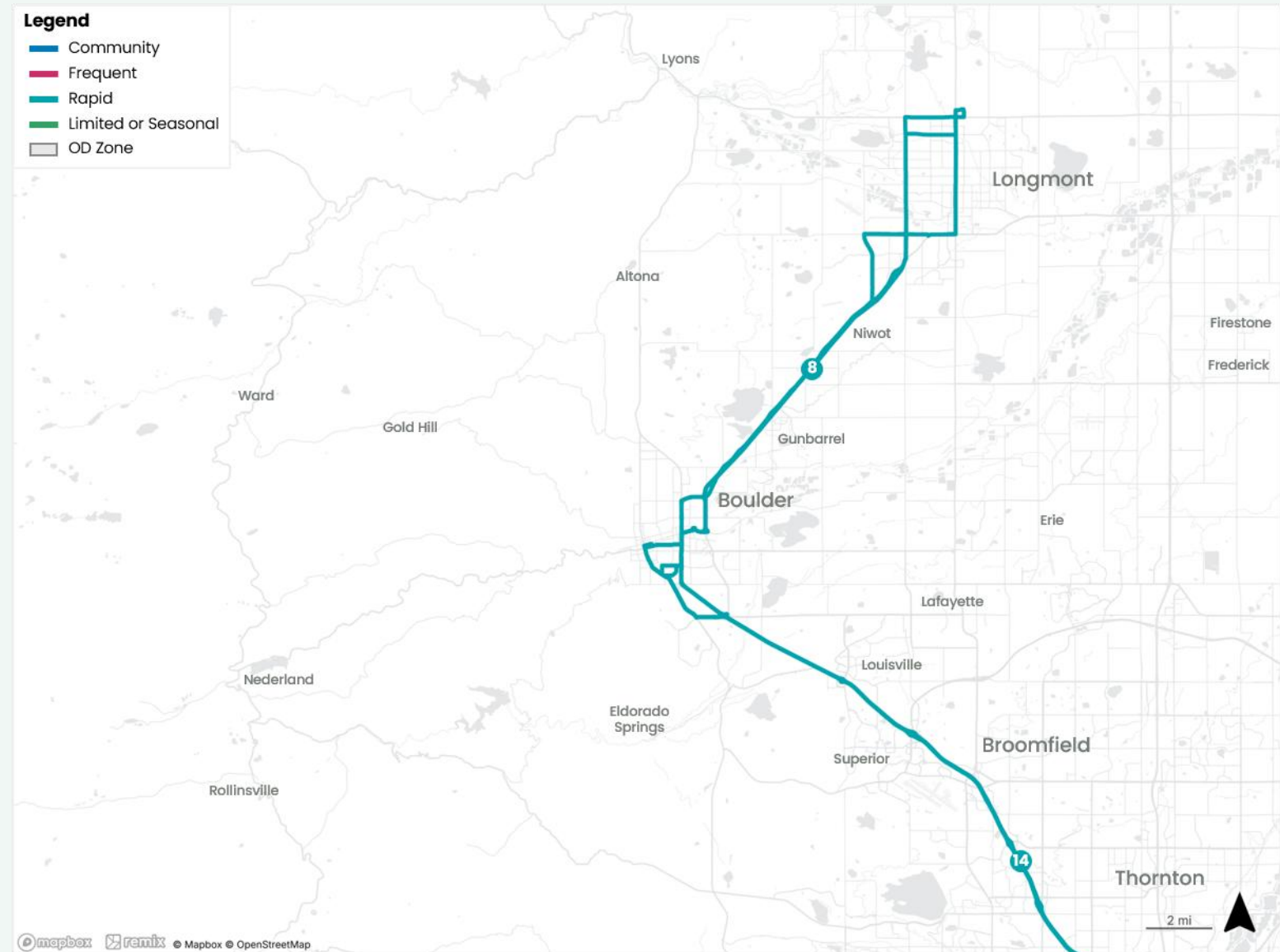
- Improvements focused on high-demand destinations and travel markets
- More frequent service on major transit corridors
- Expanded premium transit and regional connections
- Transit priority treatments
- Fare programs



Scenario 1: Grow Ridership

Rapid Services

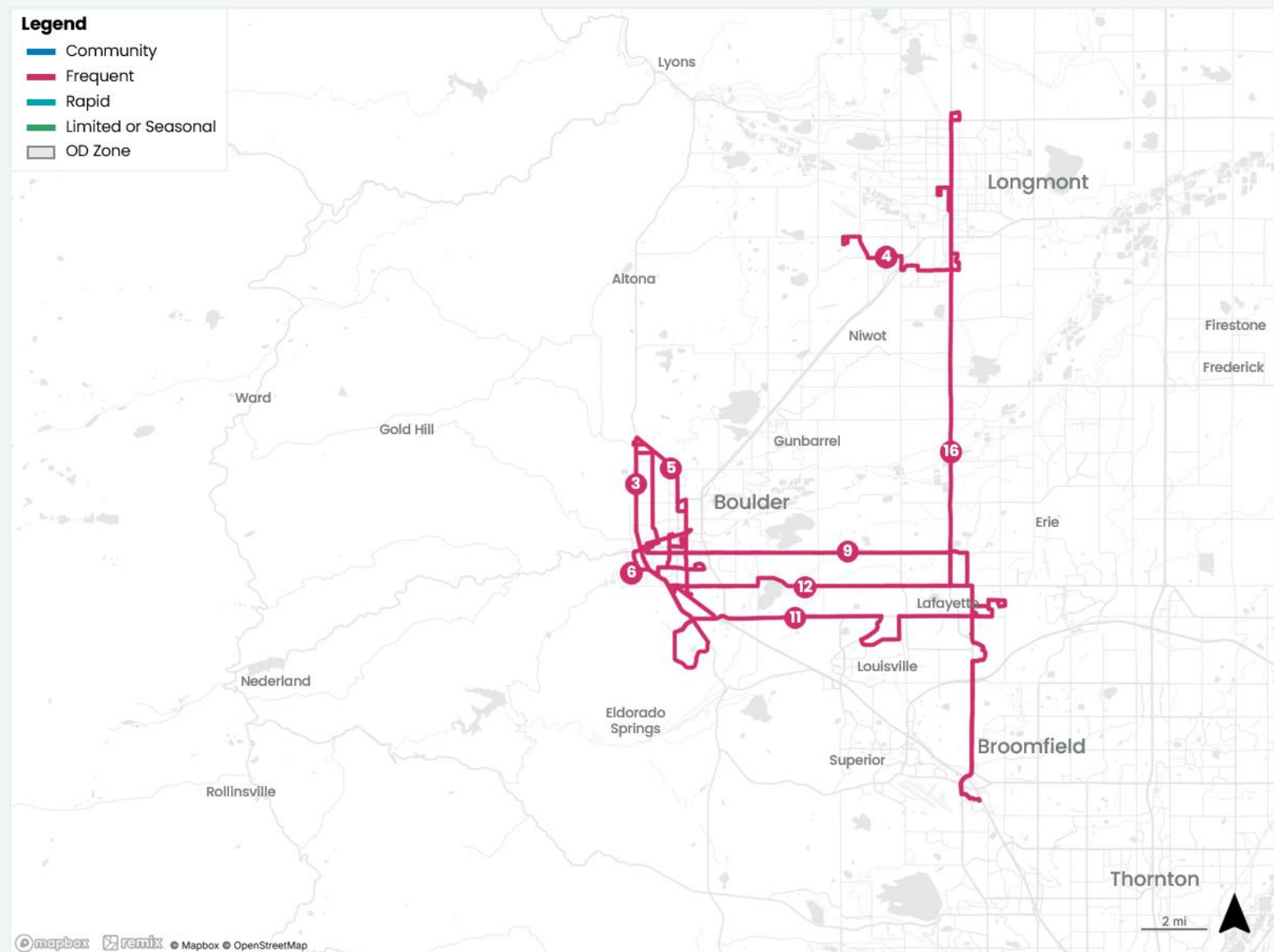
- **8:** Diagonal Flyer Blue Line frequency improvements
- **14:** FF1 frequency improvements



Scenario 1: Grow Ridership

Frequent Services

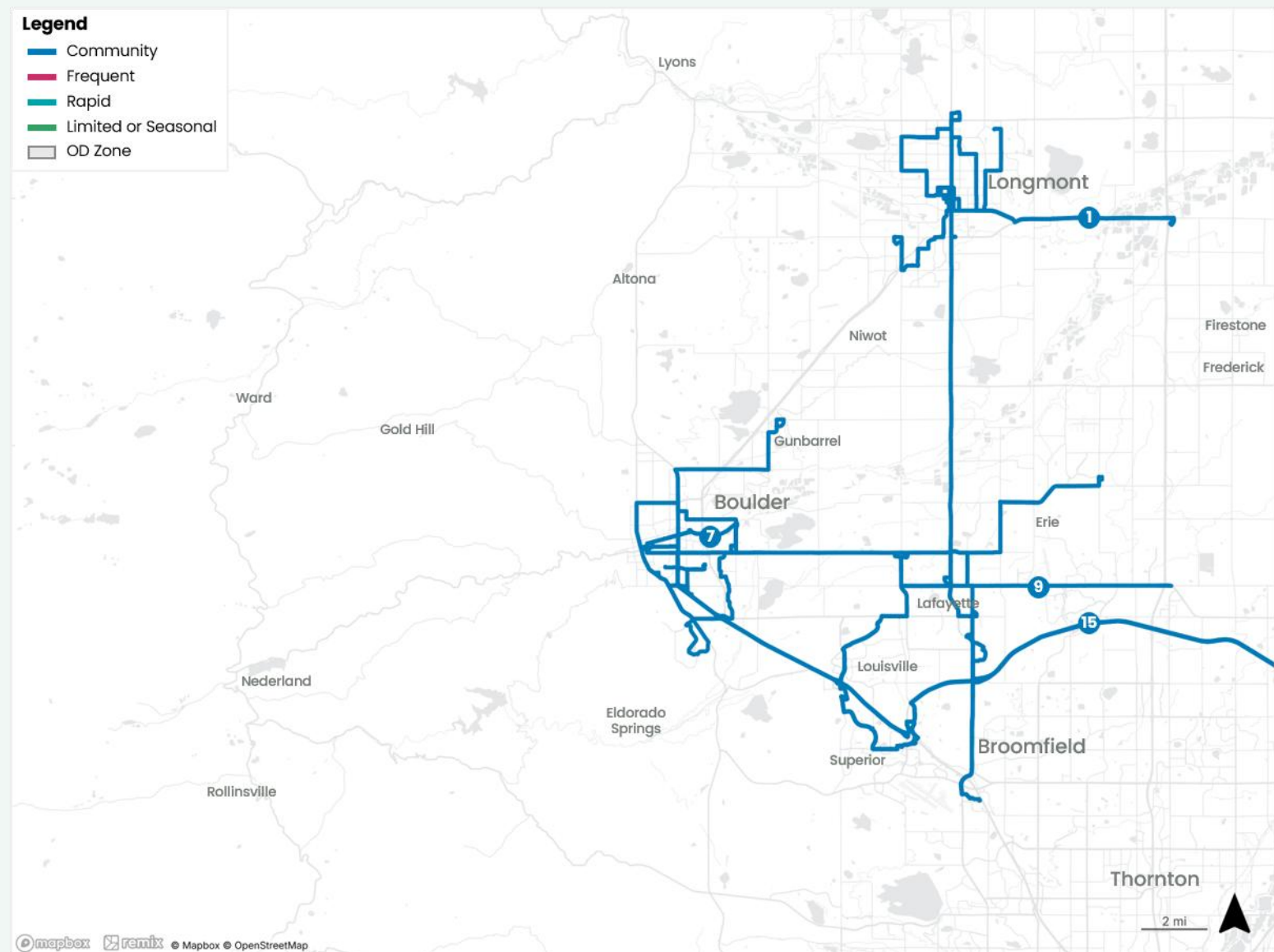
- **3:** SKIP frequency improvements in the evening and weekends
- **4:** Route 324 frequency improvements
- **5:** BOUND extension to Broadway and frequency improvements
- **6:** HOP split into four routes
- **9:** JUMP extension to Thornton and frequency improvements (short pattern)
- **11:** DASH frequency improvements
- **12:** Route 225 frequency improvements
- **16:** Route 287 frequency improvements



Scenario 1: Grow Ridership

Community Services

- **1:** New Route 328 from Longmont to I-25 mobility hub
- **7:** HOP A extension to Flatiron Business Park every third trip
- **9:** JUMP extension to Thornton and frequency improvements (long pattern)
- **10*:** Eliminate LX; reinvest in Route 287 frequency improvements
- **15:** AB2 frequency improvements



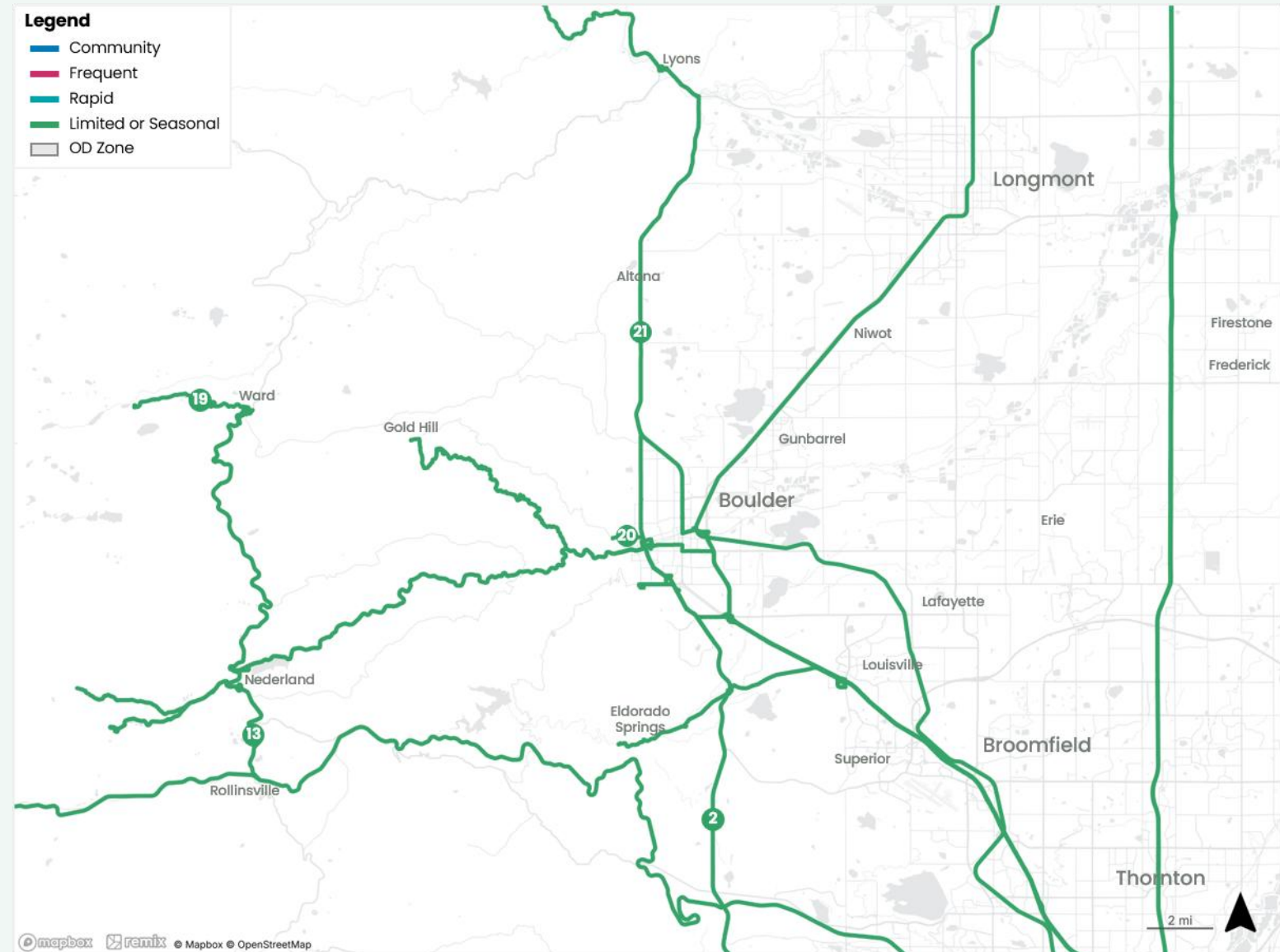
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Scenario 1: Grow Ridership

Limited or Seasonal Services

- **2:** New Snowstang from Boulder to Copper Mountain
- **13:** NB extension to Rollinsville on some trips
- **17*:** Eliminate LD1; reinvest in Route 287 frequency improvements
- **18*:** Eliminate FLEX from Longmont to Boulder; transfer to Diagonal Flyer
- **19:** New summer weekend shuttle from Ned to Brainard Lake via Ward
- **20:** HOP2Chautauqua extension to Sanitas Trailhead
- **21:** Fund Lyons Flyer

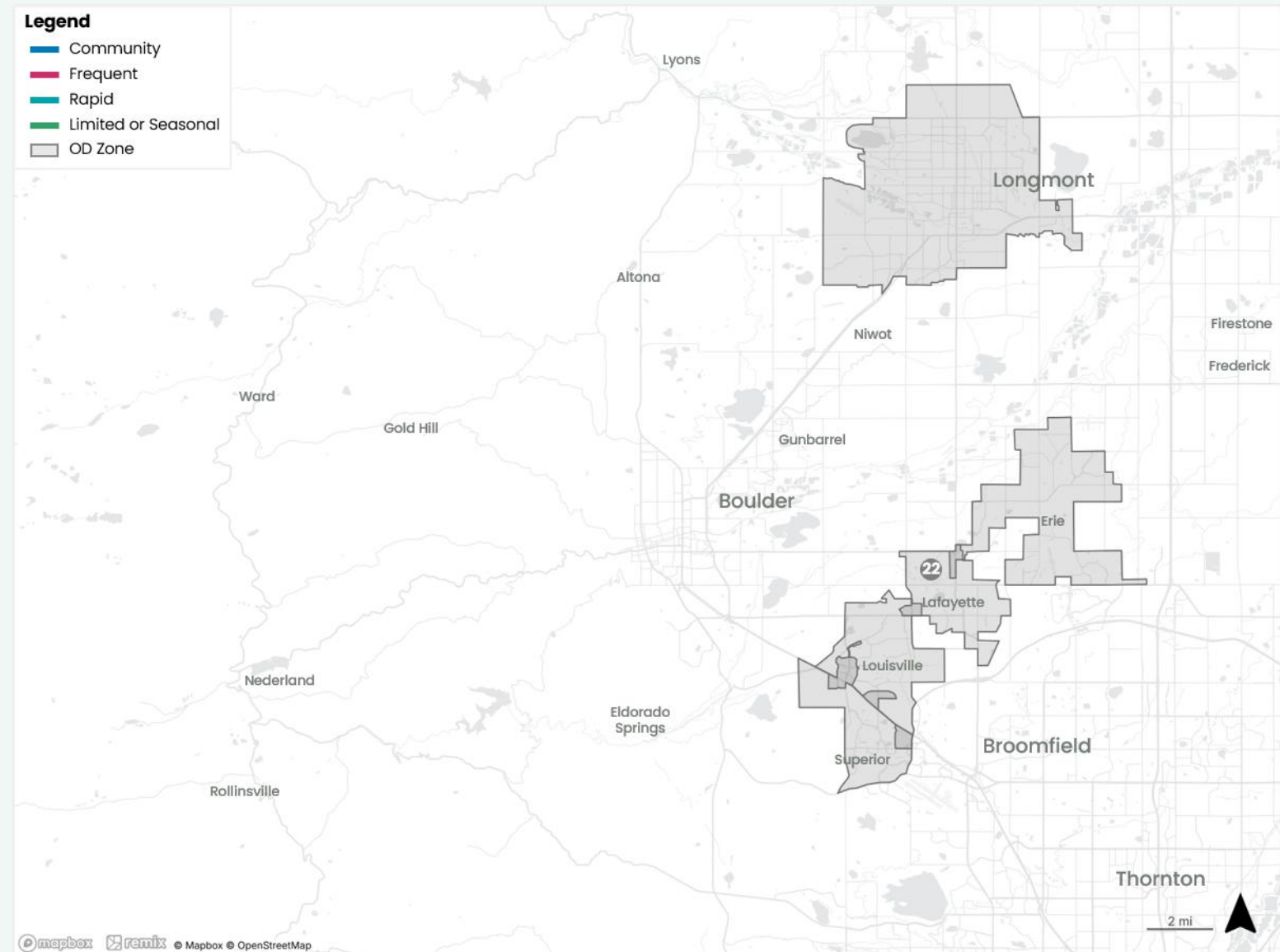
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Scenario 1: Grow Ridership

On-Demand Services

- **22:** Fund Ride Free Lafayette
- **23*:** Eliminate Longmont FlexRide; reinvest resources in RIDE Longmont and local fixed-route improvements

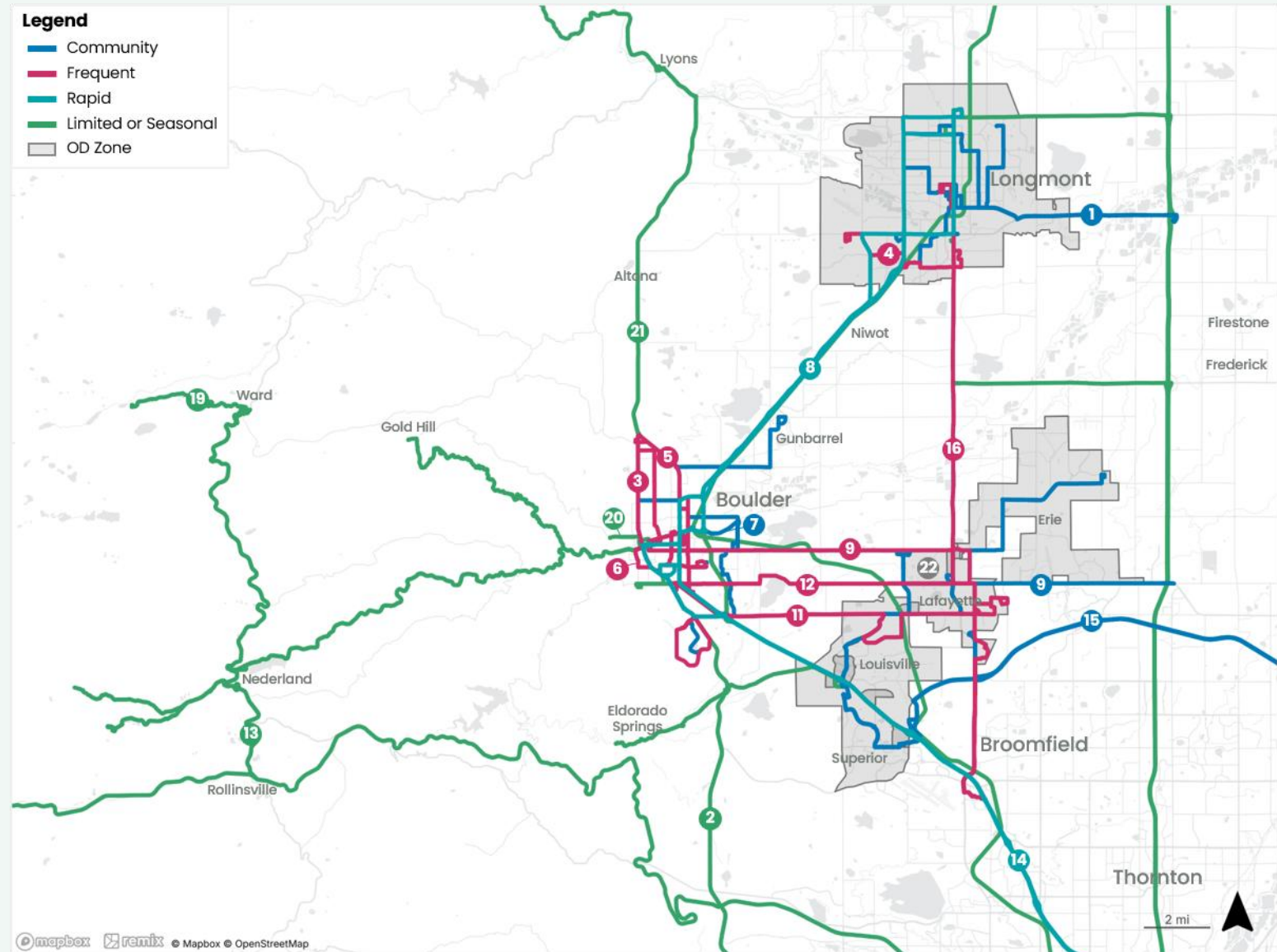


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Scenario 1: Grow Ridership

Capital & Program Investments*

- **24:** Expanded bikeshare in north and south Boulder
- **25:** New/expanded bikeshare in Longmont
- **26:** New bikeshare in southeastern Boulder County
- **27:** TSP at ~30 signals
- **28:** Real-time information in 4 communities
- **29:** New PnR at US 287 & NW Parkway
- **30:** New transit center at US 287 & CO 7
- **31:** New North Boulder transit center
- **32:** EcoPass for 5 communities



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Scenario 2: Cover the County

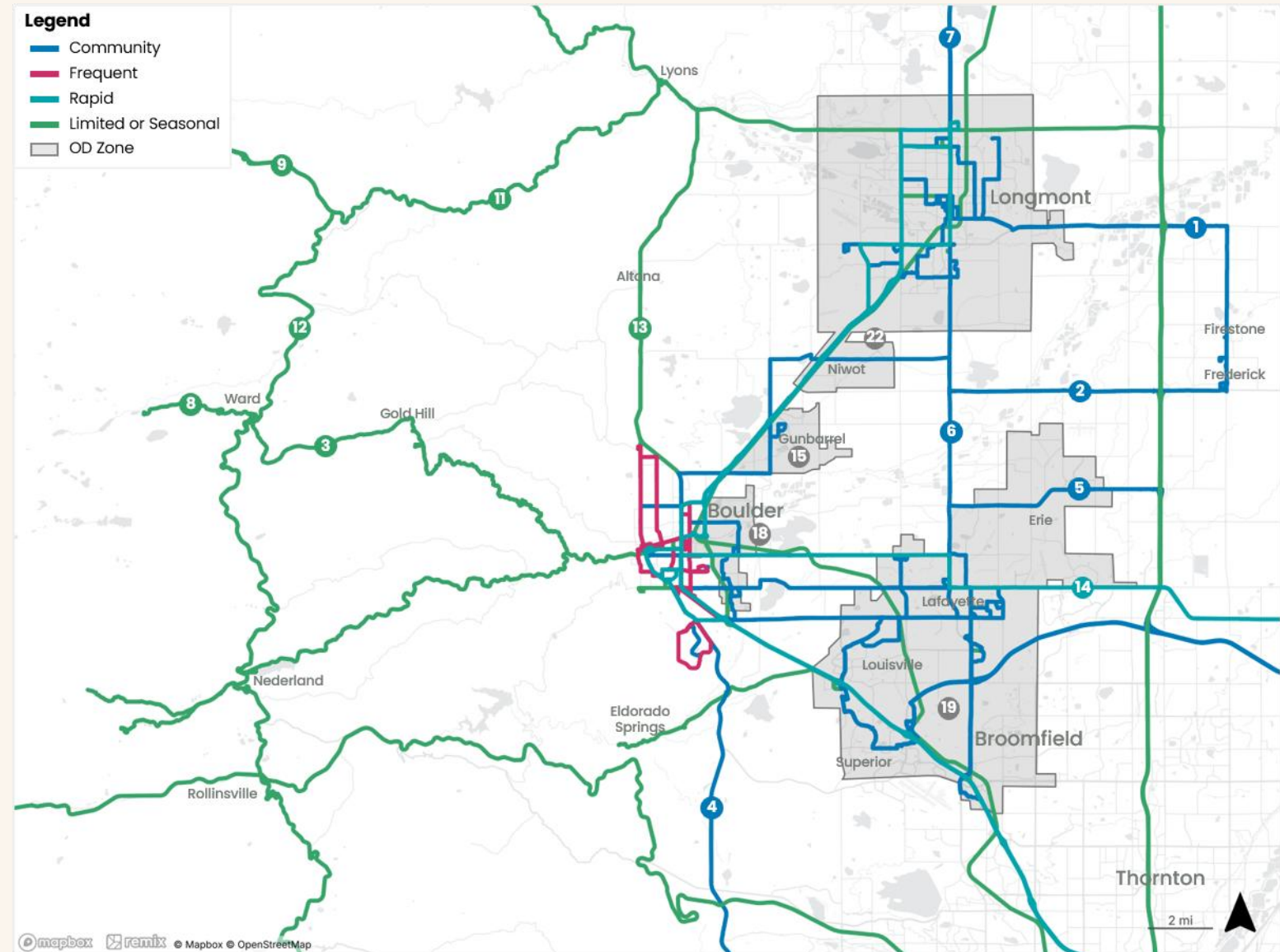
Desired Outcome: Expand the reach of the transit network by connecting more people and places.

Primary Service Types:

- Community Services
- Limited/Seasonal Services
- On-Demand Zones

Key Investments:

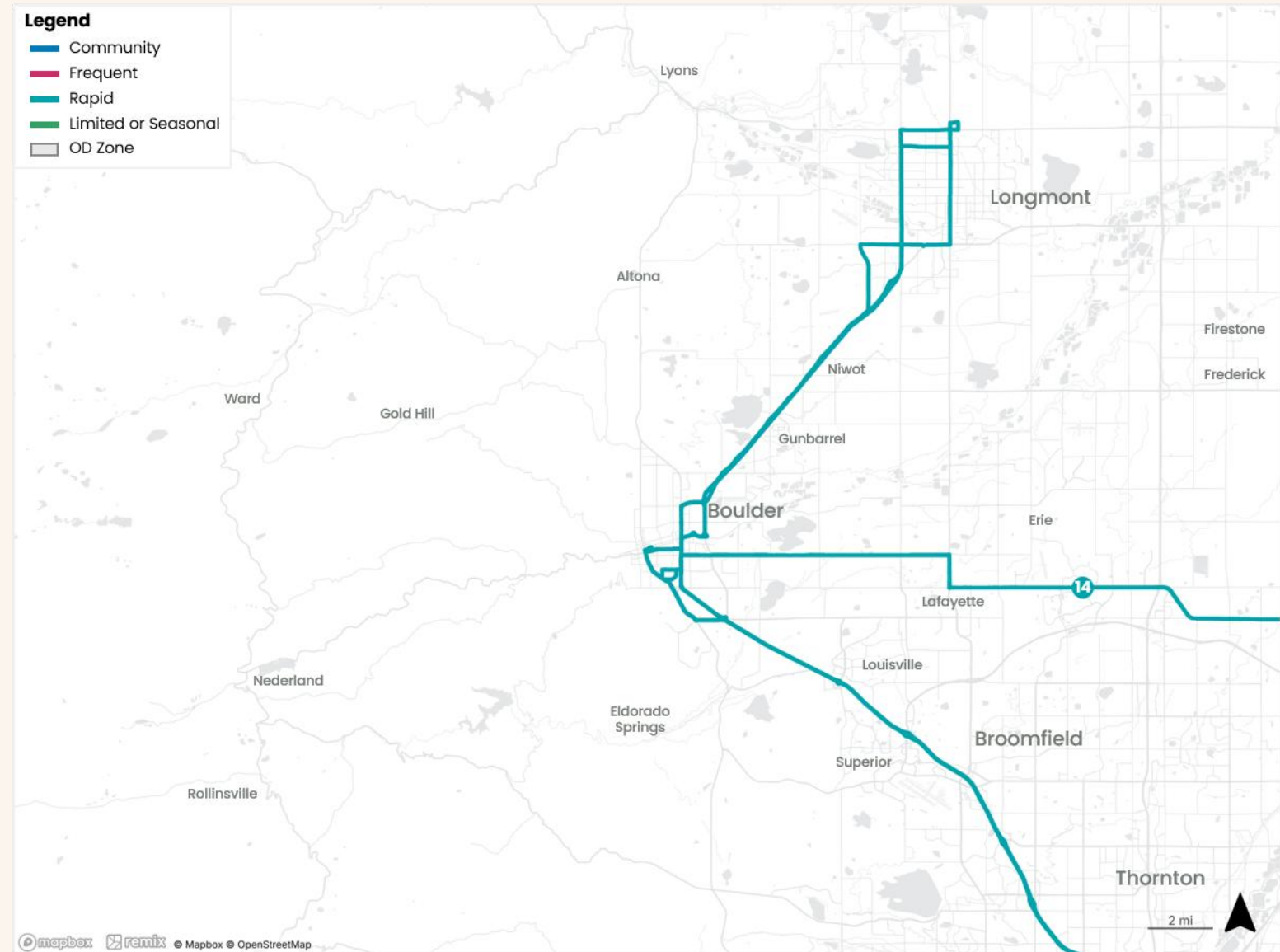
- New countywide connections
- Stronger links to neighboring counties and job centers
- Expanded service to mountain communities and recreation
- Additional on-demand zones
- Mobility hubs and park-and-ride facilities



Scenario 2: Cover the County

Rapid Services

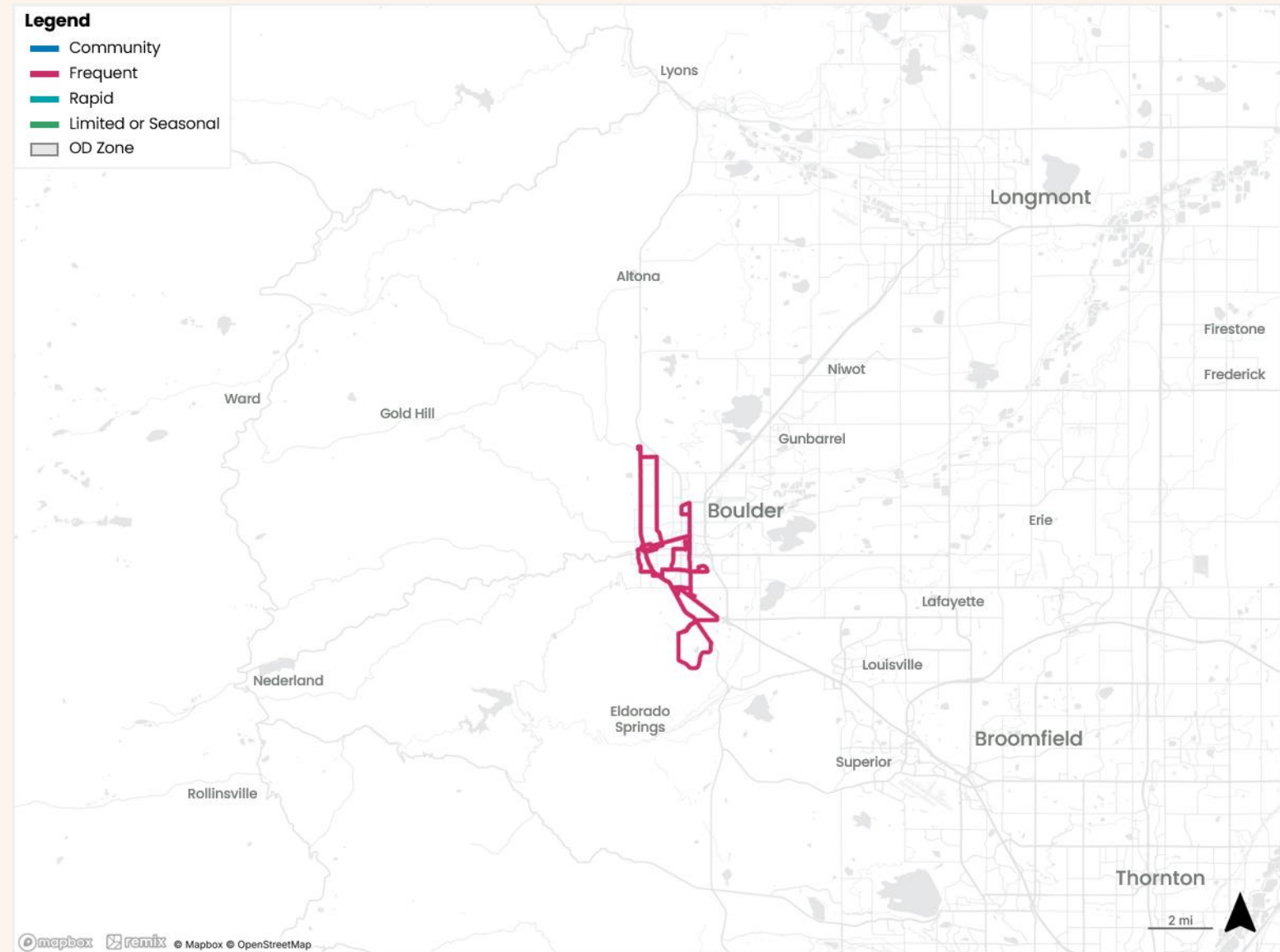
- **14:** Fund CO 7 BRT to Brighton



Scenario 2: Cover the County

Frequent Services

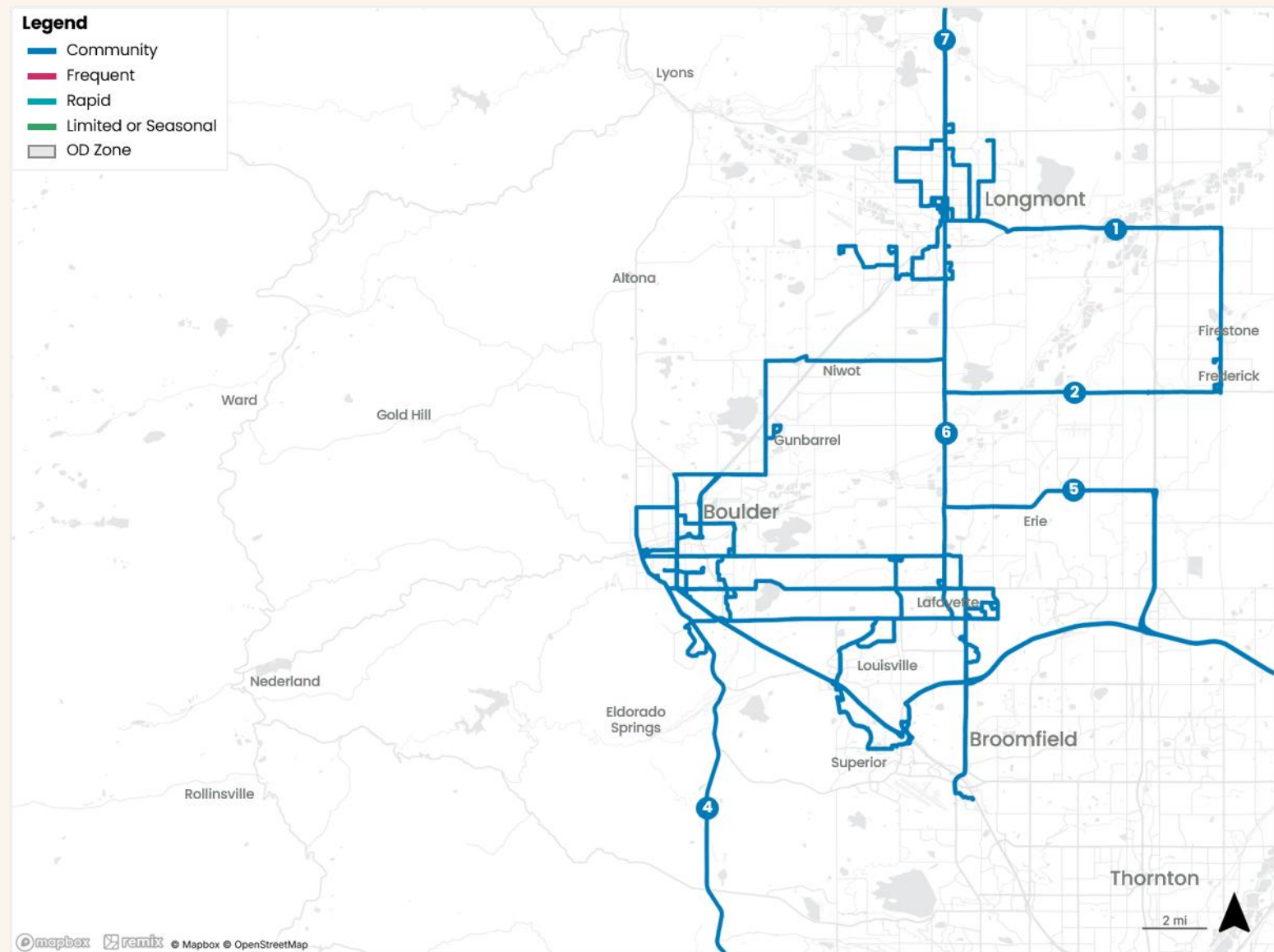
- No new or improved services



Scenario 2: Cover the County

Community Services

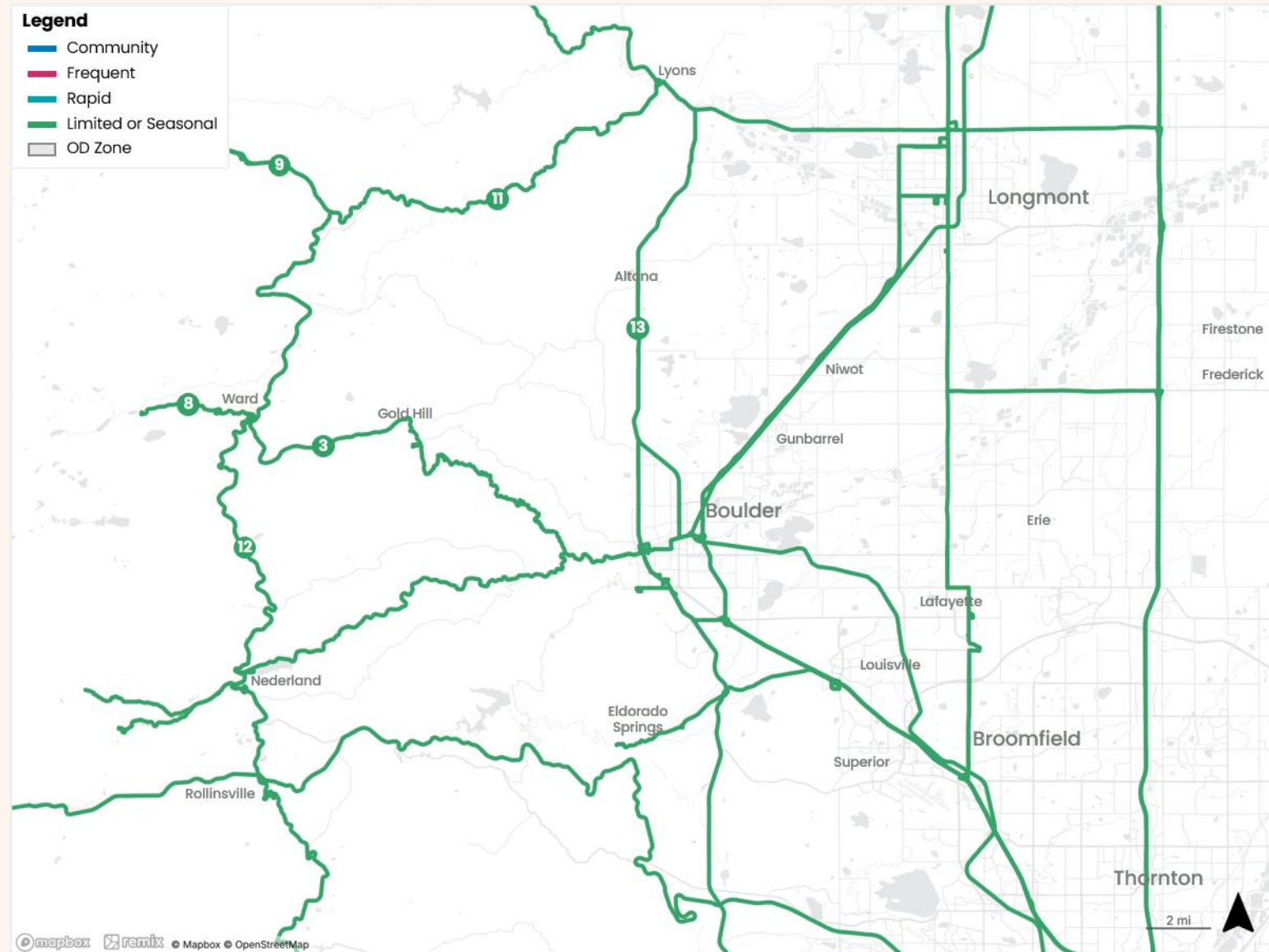
- **1:** New Route 328 from Longmont to Firestone and Frederick
- **2:** New route from Boulder Junction to Firestone via Gunbarrel and Niwot
- **4:** GS increased to all-day service with new weekend trips
- **5:** AL (Longmont to Airport) routed through Erie every third trip
- **6:** Route 287 frequency improvements between Lafayette and Longmont
- **7:** FLEX frequency improvements between Longmont and Fort Collins



Scenario 2: Cover the County

Limited or Seasonal Services

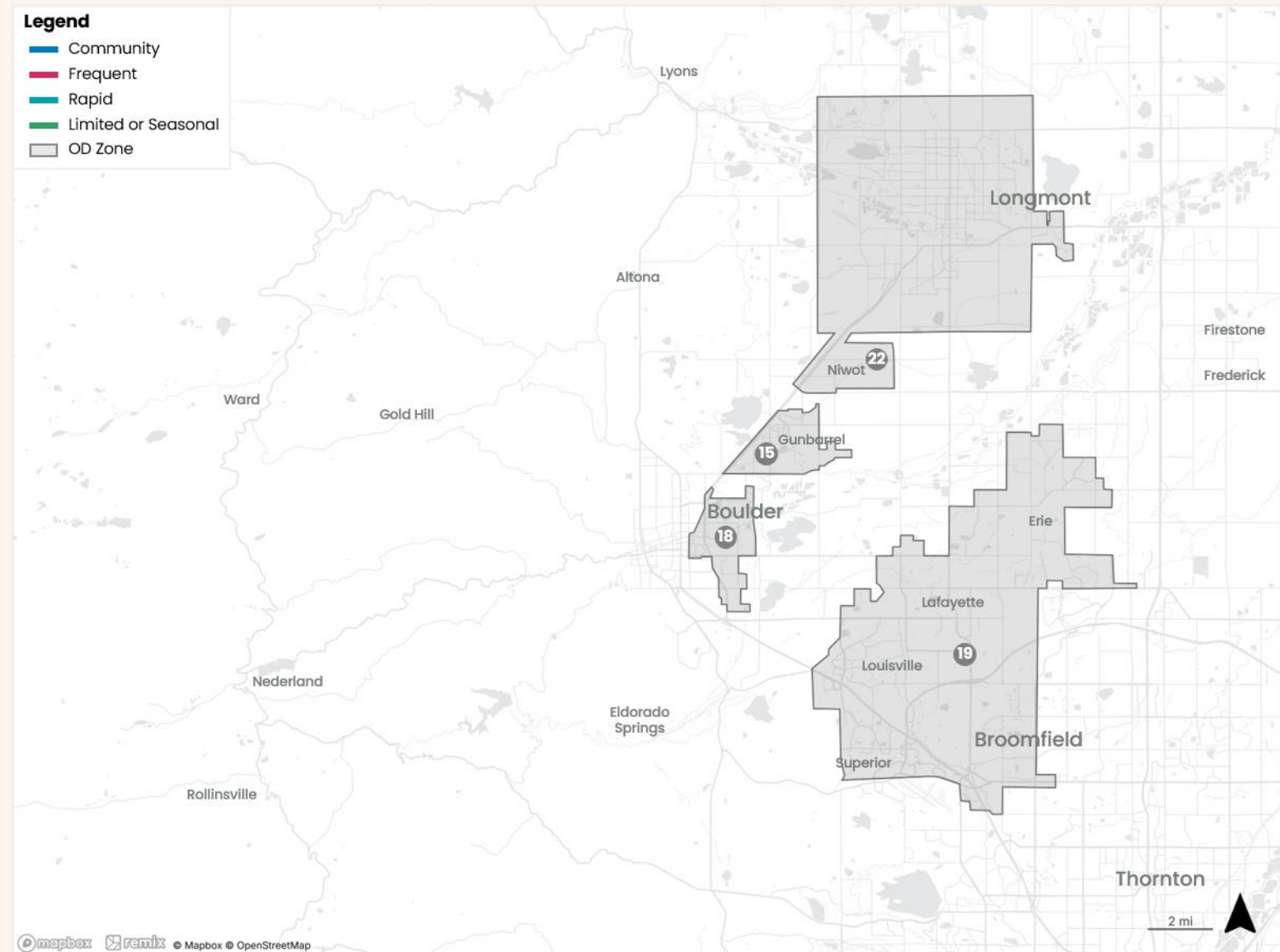
- **3:** Climb extension to Ward
- **8:** New summer weekend shuttle from Ned to Brainard Lake via Ward
- **9:** New summer weekend shuttle from Boulder to Wild Basin via Lyons
- **10*:** New rotating seasonal weekend shuttle to parks and trailheads around the county
- **11:** New lifeline service from Longmont to Ward via Lyons
- **12:** Mountain Rides extension to Estes Park and Gilpin County Rec Center on every other trip; frequency improvements and span increase
- **13:** Fund Lyons Flyer



Scenario 2: Cover the County

On-Demand Services

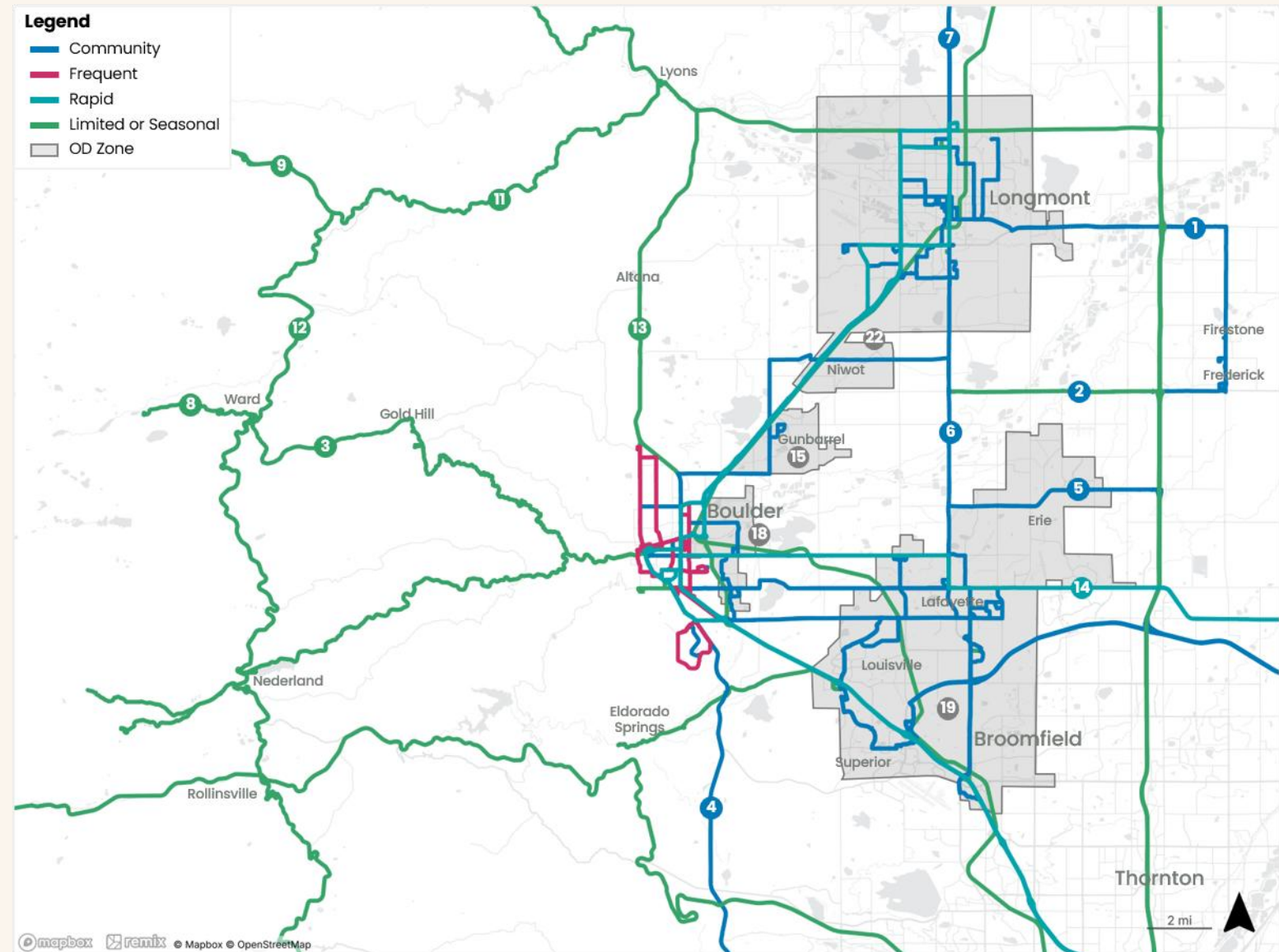
- **15:** Fund Ride Gunbarrel
- **16*:** Fund Ride Free Lafayette
- **17*:** Fund Ride Southeast
- **18:** New East Boulder zone
- **19:** Expand Ride Southeast to Broomfield
- **20*:** Discontinue Superior FlexRide, Louisville FlexRide, Ride Free Lafayette, and Erie Bee; reallocate resources to expanded Ride Southeast
- **21*:** Discontinue Longmont FlexRide; reallocate resources to RIDE Longmont
- **22:** Expand RIDE Longmont to Niwot



Scenario 2: Cover the County

Capital & Program Investments*

- **23:** New bikeshare in Lafayette
- **24:** New bikeshare in Louisville
- **25:** New bikeshare in Superior
- **26:** New/expanded bikeshare in Longmont
- **27:** New scootershare in Lafayette
- **28:** New scootershare in Louisville
- **29:** New scootershare in Superior
- **30:** New scootershare in Longmont
- **31:** New transit center and PnR in Nederland
- **32:** New PnR in Lyons
- **33:** Expanded Lyons Taxi voucher



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Scenario 3: Support Daily Life

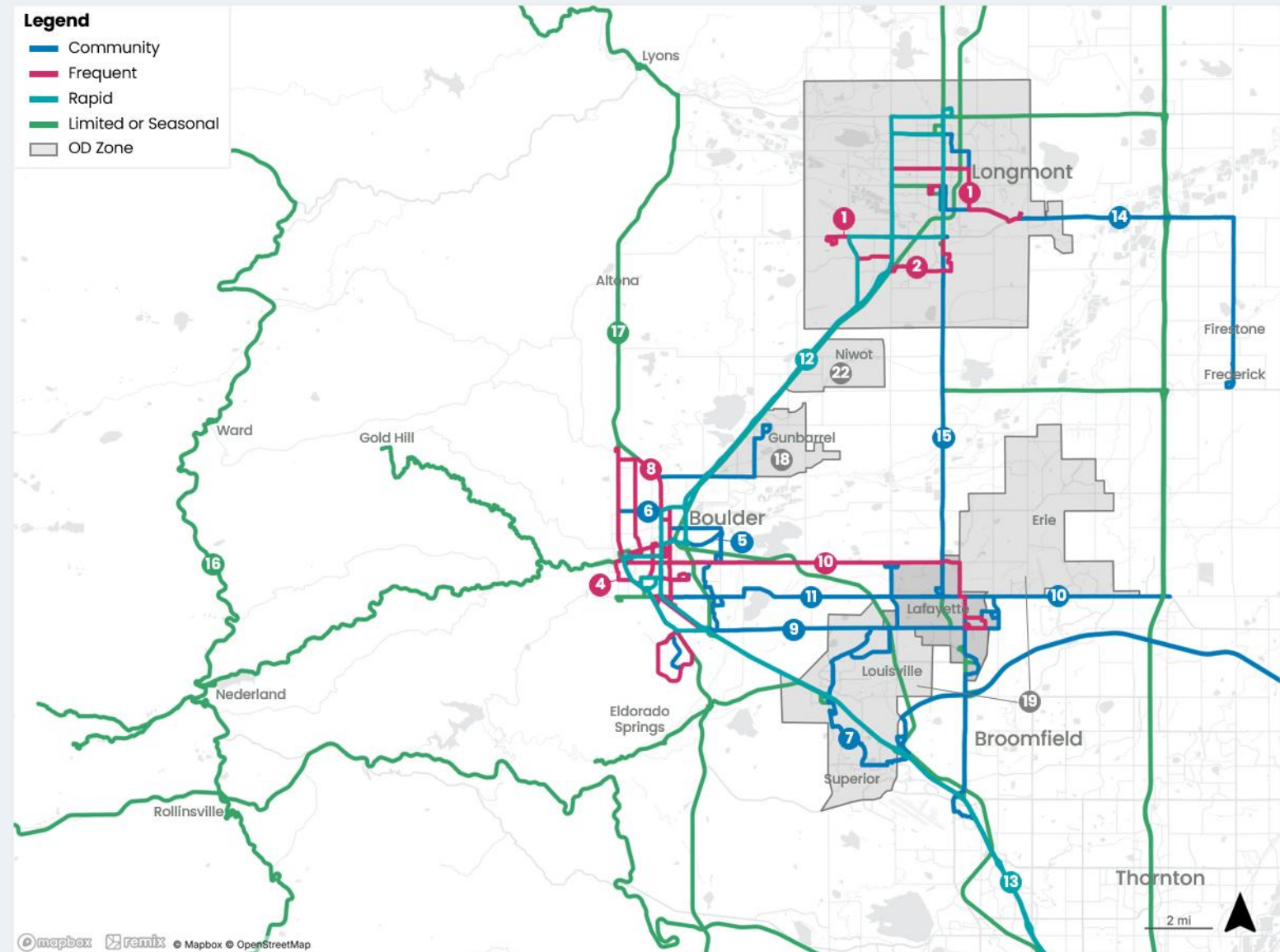
Desired Outcome: Make transit a more useful and dependable option for everyday travel.

Primary Service Types

- Frequent Services
- Community Services
- On-Demand Zones

Key Investments

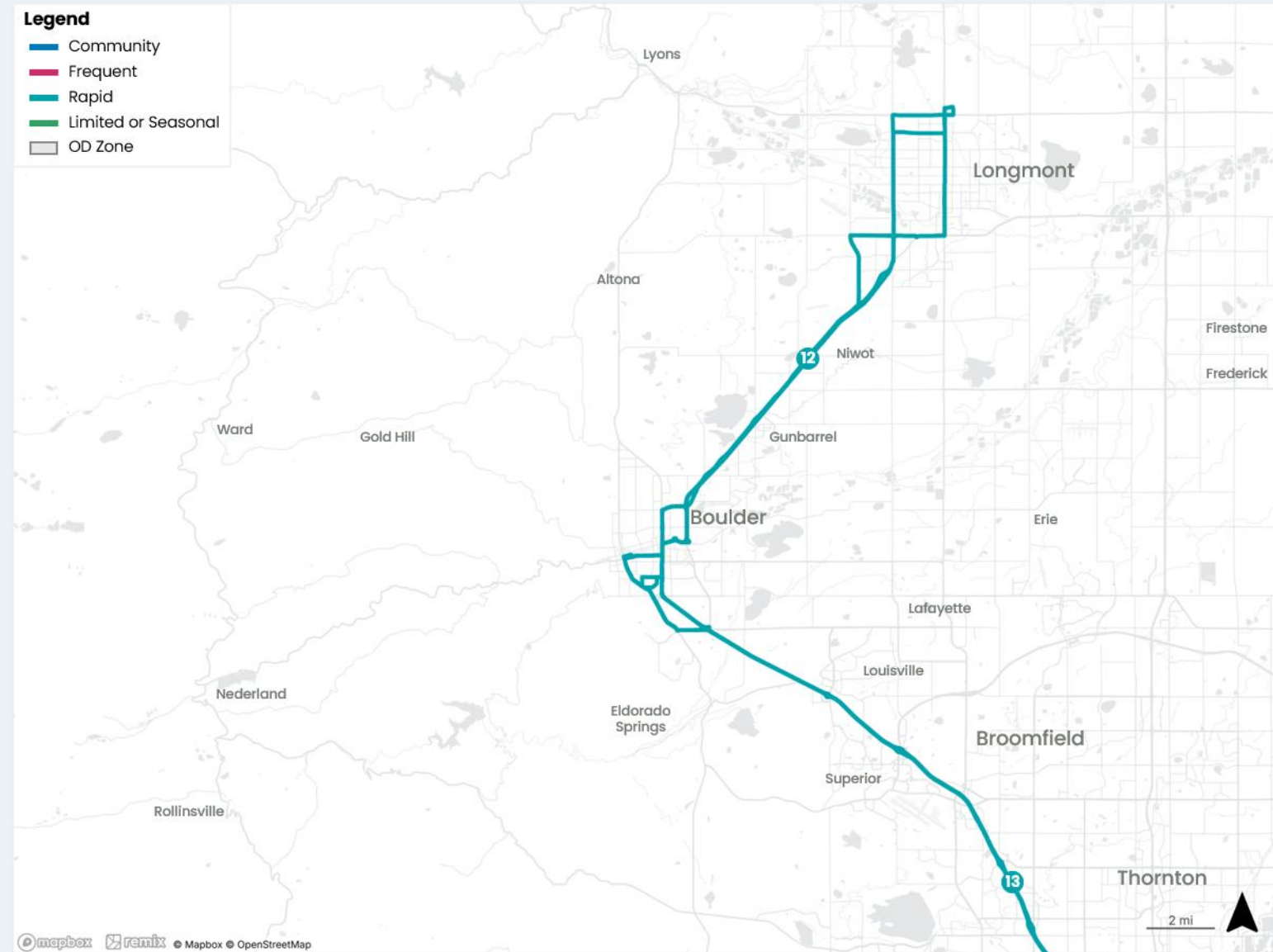
- Expanded service hours and improved local routes
- Better access to everyday destinations
- Flexible options where fixed-route service is less practical
- Improved bus stops and amenities
- Expanded EcoPass and fare assistance programs



Scenario 3: Support Daily Life

Rapid Services

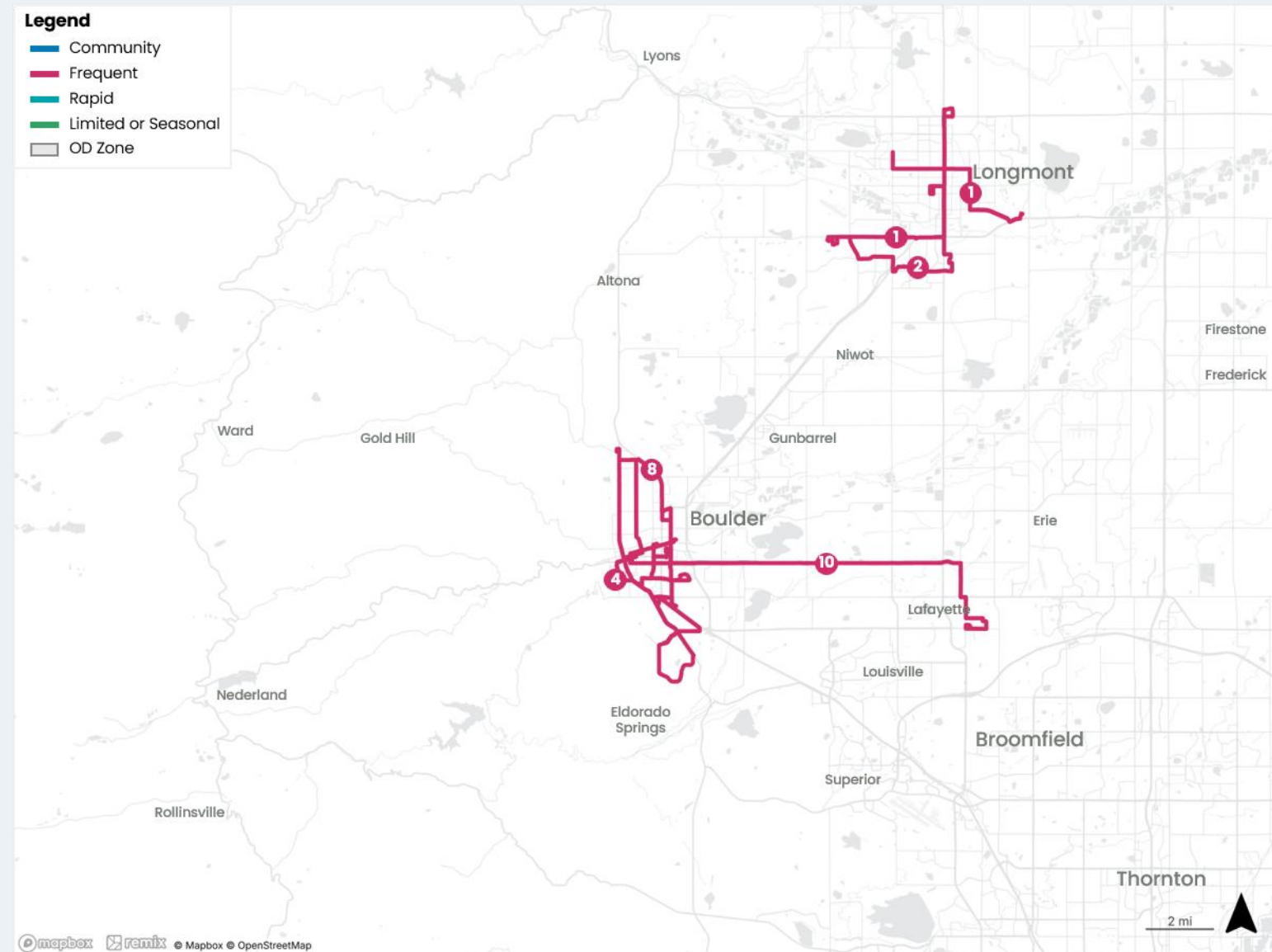
- **12:** Diagonal Flyer Blue Line and Orange Line span increase
- **13:** FF1 span increase



Scenario 3: Support Daily Life

Frequent Services

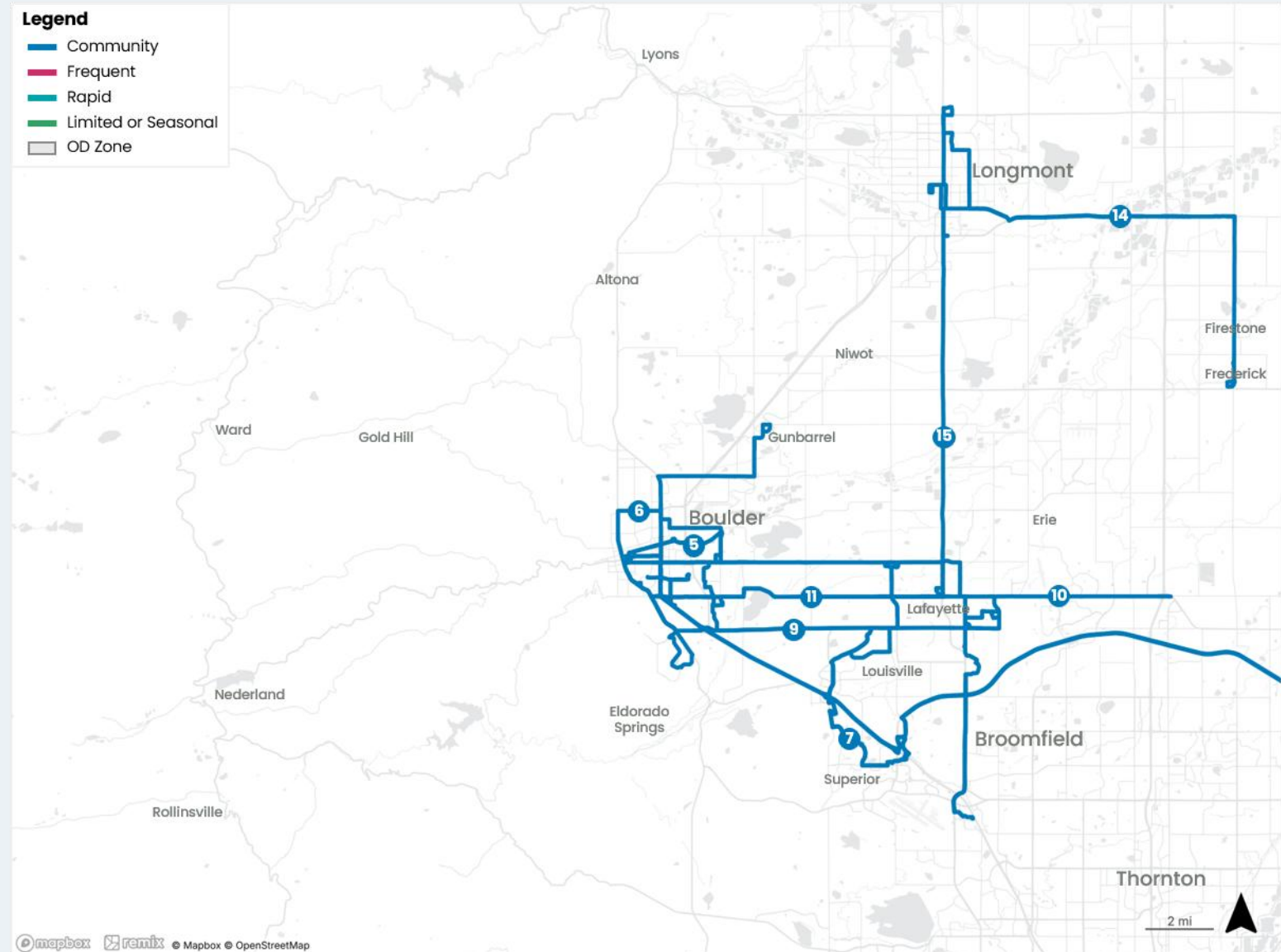
- **1:** New local routes in Longmont (Zig and Zag)
- **2:** Route 324 span increase and frequency improvements
- **4:** HOP split into four routes
- **8:** BOUND extension to North Boulder
- **10:** JUMP extension to Thornton and frequency improvements (short pattern)



Scenario 3: Support Daily Life

Community Services

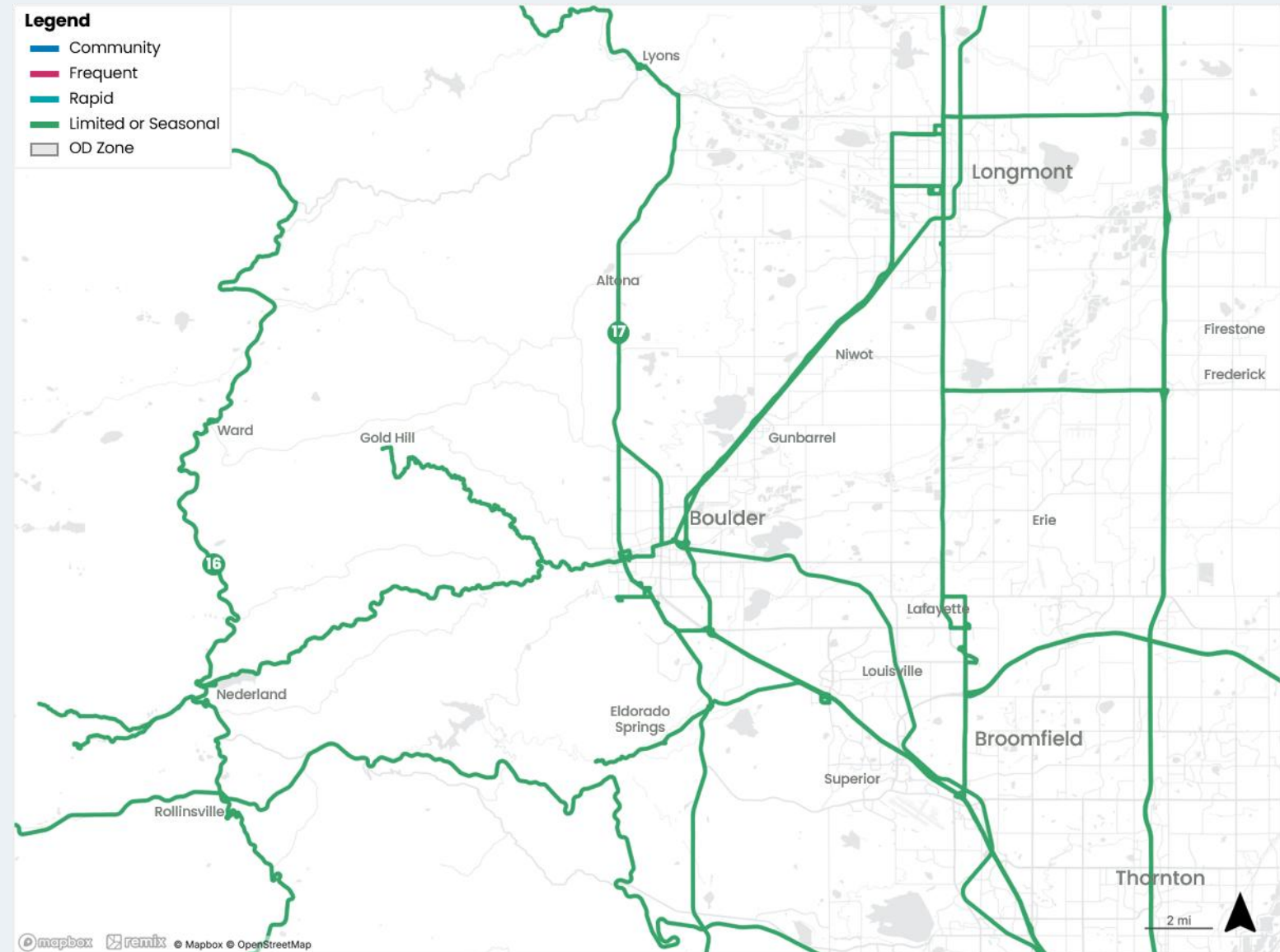
- **3*:** Eliminate Routes 323 and 326; reinvest resources in new local routes and Route 324
- **5:** HOP A extension to Flatiron Business Park every third trip
- **6:** Route 208 span increase
- **7:** Route 228 span increase
- **9:** DASH span increase
- **10:** JUMP extension to Thornton and frequency improvements (long pattern)
- **11:** Route 225 span increase
- **14:** New Route 328 from Longmont to Firestone/Frederick
- **15:** Route 287 span increase



Scenario 3: Support Daily Life

Limited or Seasonal Services

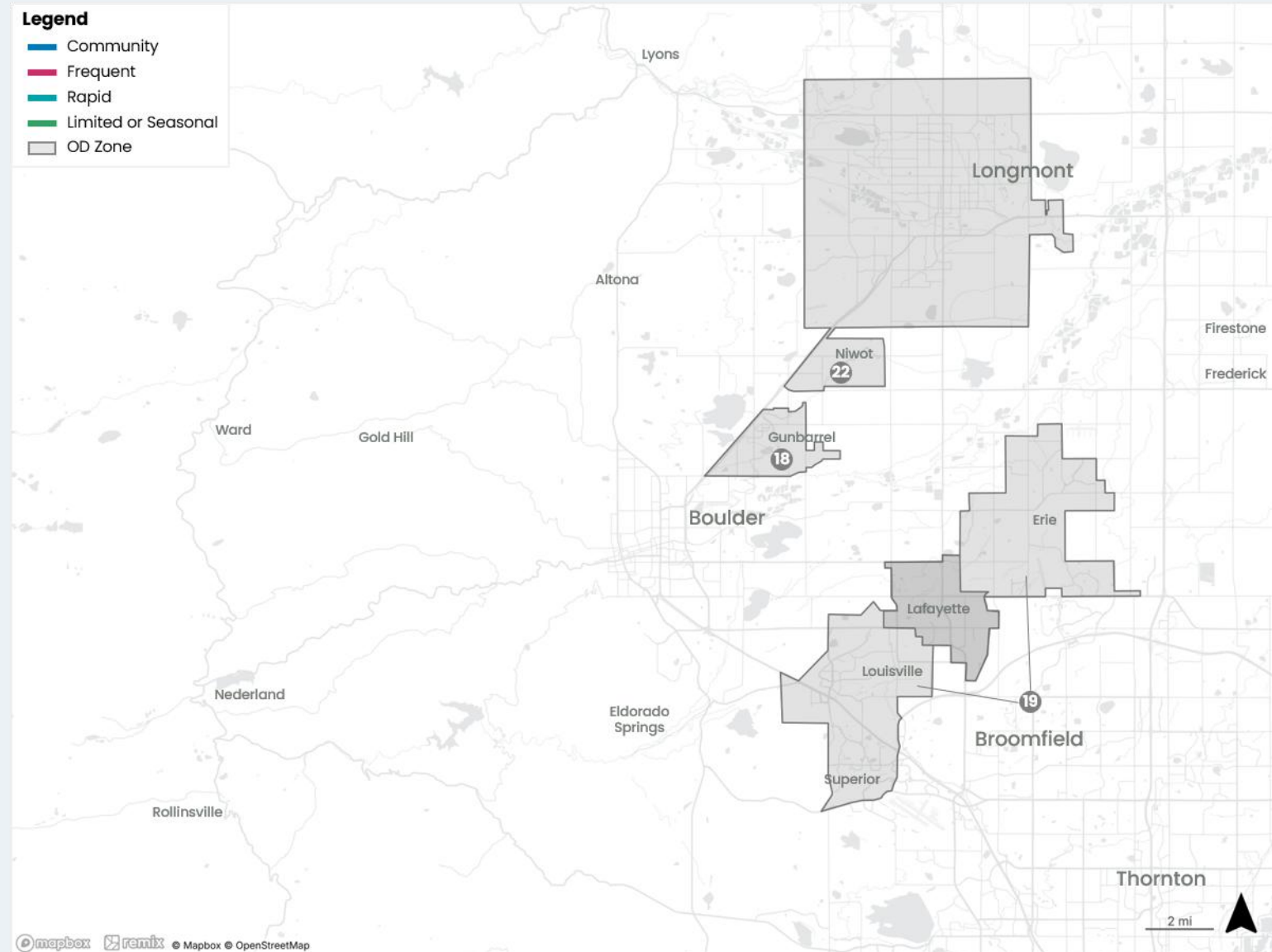
- **16:** Mountain Rides extension to Estes Park and Gilpin County Rec Center on every other trip; frequency improvements and span increase
- **17:** Fund Lyons Flyer



Scenario 3: Support Daily Life

On-Demand Services

- **18:** Fund Ride Gunbarrel
- **19:** Create 2 new overlapping on-demand zones
- **20*:** Discontinue Superior FlexRide, Louisville FlexRide, and Erie Bee; reallocate resources to new southeast zones
- **21*:** Discontinue Longmont FlexRide; reallocate resources to RIDE Longmont
- **22:** Expand RIDE Longmont to Niwot

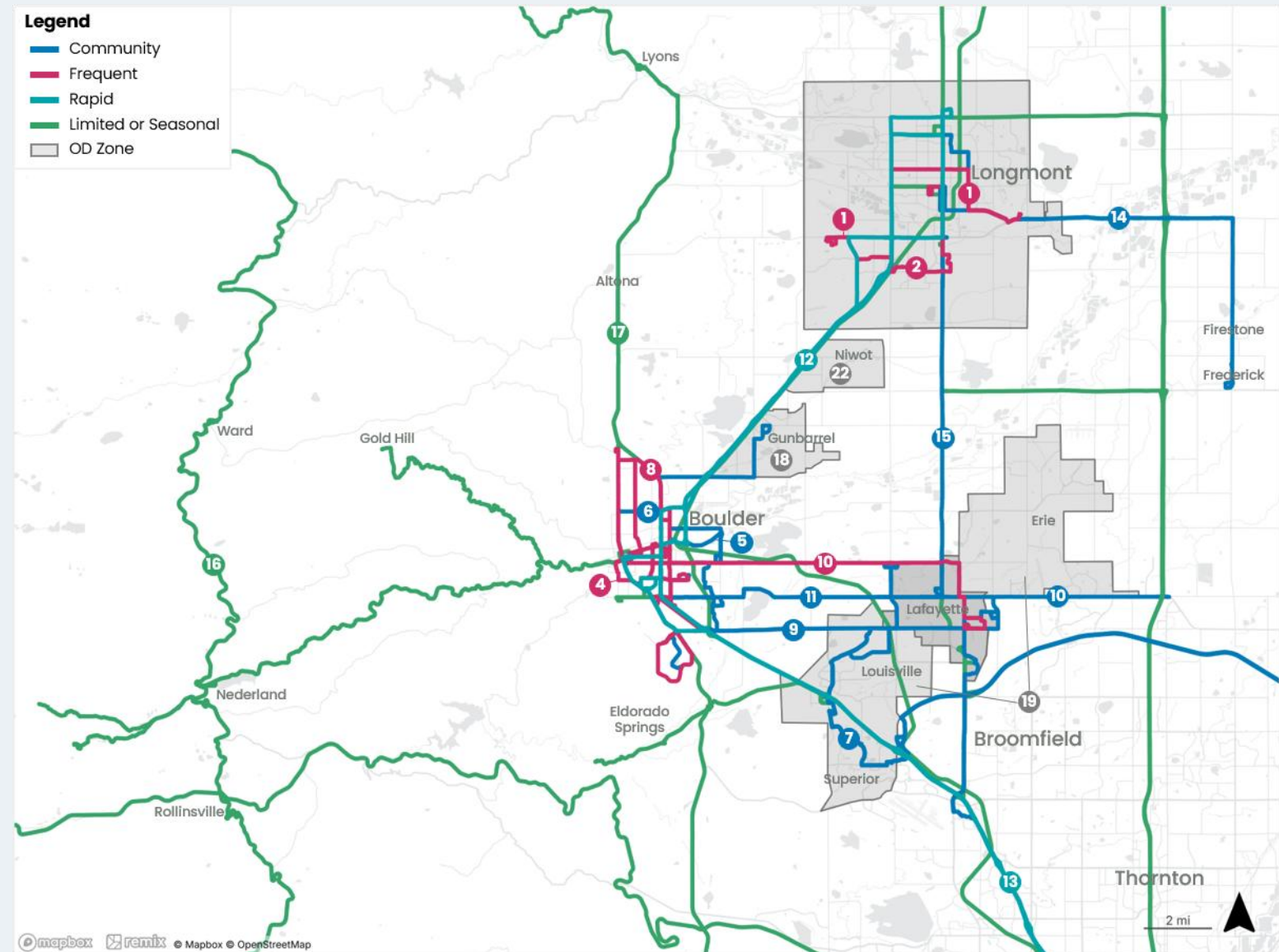


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Scenario 3: Support Daily Life

Capital & Program Investments*

- **23:** New bikeshare in Lafayette
- **24:** New scooter share in Lafayette
- **25:** TSP across the county
- **26:** Bus stop amenity improvements in Nederland, Longmont, Lafayette, Louisville, Superior, and Erie
- **27:** New transit center at US 287 & CO 7
- **28:** Funding toward countywide EcoPass



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**What questions or comments do you have
about the initial scenarios?**

What changes would you recommend?



Looking Ahead

June & July

- Summarize findings from Transit Vision outreach
- Refine future transit scenarios
- Meet with Subregional Forum
- Finalize evaluation criteria and methods
- Begin scenario evaluation
- Continue financial planning activities
- Update equity framework

Next Forum TAC Meeting

Review preliminary scenario evaluation results
Discuss approach to Phase 3 outreach



Thank You!



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Draft Scenarios – Summary

	Scenario 1: Grow Ridership	Scenario 2: Cover the County	Scenario 3: Support Daily Life
Theme	<i>Attract more transit trips in high-demand corridors</i>	<i>Expand geographic access and regional connectivity</i>	<i>Make transit a more useful and dependable option for everyday travel</i>
Emphasized Service Types	• Rapid Services • Frequent Services	• Community Services • Limited/Seasonal Services • On-Demand Services	• Frequent Services • Community Services • On-Demand Services
Representative Transit Investments	• Major corridor investments within the county (speed, frequency) • More service to higher-density areas and high-demand destinations • Local community frequency and span improvements • Enhanced service on the Flatiron Flyer, Diagonal Flyer, and other high-frequency connections • Expanded premium services	• More countywide services • Better access to regional jobs and opportunities • Services to Weld, Gilpin, and Larimer counties • Enhanced service to mountain communities and recreation destinations	• Better service in high-need areas (better links to certain neighborhoods) • New or improved connections to more daily needs and services • Expanded lifeline and on-demand services • Extended service hours, including targeted improvements
Supportive/Programmatic Investments	• Expanded EcoPass programs • Bikeshare expansion	• Vanpool and voucher programs • Bikeshare and scootershare expansion	• Countywide EcoPass program • Bikeshare and scootershare expansion
Capital Investments	• Transit signal priority • Park-and-ride improvements • Corridor improvements supporting faster transit	• New mobility hubs and transit centers • Park-and-rides throughout the County	• Bus stop accessibility and amenity improvements • Community mobility hubs