

Chapter 3: FLEX Routes

Two transit routes traverse the US287 corridor. **Chapter 3** provides information about the two transit routes, the FLEX Loveland/Longmont Local route and the FLEX Boulder Express Route, and the respective stop features.

Figure 3-1 shows the FLEX Loveland/Longmont Local route and the FLEX Boulder Express route with associated stops. FLEX shares stops with the MAX Bus Rapid Transit (BRT) route in Fort Collins. These stops are shown with a yellow square on the map. Orange stops are served by the FLEX Loveland/Longmont Local route only, and purple stops are served by the FLEX Boulder Express. One stop in Loveland is served by both the Boulder Express and Loveland-Longmont Local routes. The Fort Collins South Transit Center, and the Lincoln Avenue and E 8th Street stop and Cleveland Avenue and E 8th Street stop in Loveland pair are served by both FLEX routes.

In 1999, the FLEX route began as the FoxTrot between Fort Collins and Loveland. In 2010, the FoxTrot route was extended to Berthoud and Longmont and was renamed the FLEX. In 2016, the FLEX route was extended again to the City of Boulder, which added service. The FLEX Loveland-Longmont Local route receives financial assistance from the cities of Fort Collins, Loveland, and Longmont, the Town of Berthoud, and Boulder County. The FLEX Boulder Express operates with funding from the City of Boulder, a grant from the Denver Regional Council of Governments (DRCOG) Congestion Mitigation and Air Quality (CMAQ) program, and contributions from Colorado State University (CSU) and University of Colorado (CU) Boulder.

The FLEX Loveland/Longmont Local route operates 17 scheduled trips per weekday. Each southbound trip begins at the South Transit Center in Fort Collins. Eight operate to the Loveland Food Bank and nine operate to Coffman & 8th/Roosevelt Park in Longmont. On Saturdays, 14 trips operate southbound, with 10 operating as far as the Loveland Food Bank and four operating to Coffman & 8th/Roosevelt Park; four trips operate from Longmont north to the South Transit Center in Fort Collins, and 10 from the Loveland Food Bank/Loveland Transit Center. There is no Sunday service on either route.

Figure 3-1 FLEX Routes and Stops

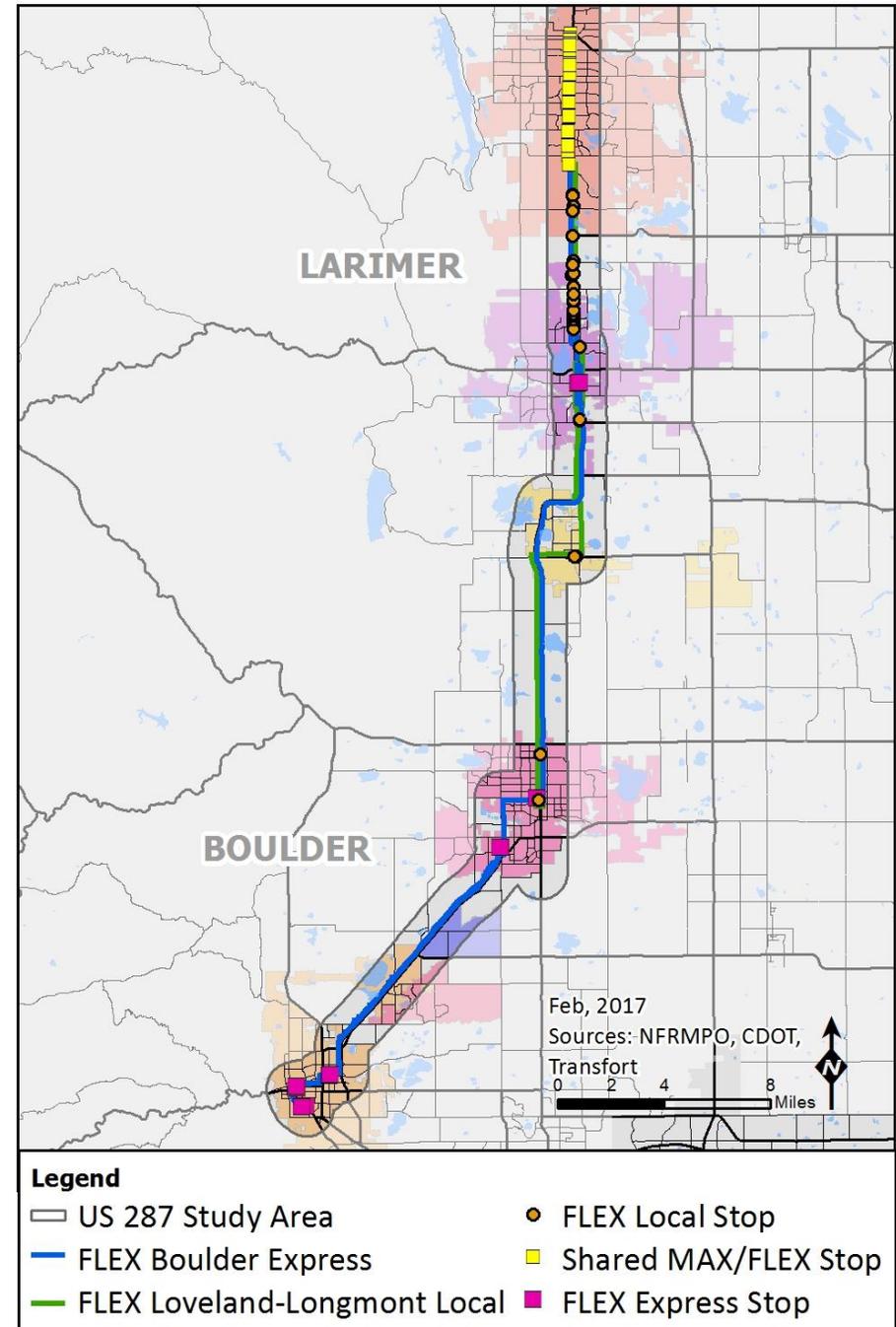


Figure 3-2 FLEX Boulder Express Bus at University Station



Image credit: NFRMPO staff

The FLEX Boulder Express route operates five roundtrips per weekday with no weekend service. Four southbound routes begin at the Downtown Transit Center in Fort Collins and one begins at the South Transit Center. All operate to the CU Boulder campus. Five northbound trips begin at the CU Boulder stop and operate to the Downtown Transit Center.

Both FLEX routes use the Transfort fare schedule, meaning all rides cost \$1.25 per trip. Seniors, people with disabilities, and individuals on Medicare pay \$0.60 per trip. FLEX also accepts Transfort passes, RamCards, RTD's EcoPass and CollegePass, and COLT passes.

Each FLEX bus is fitted with a rack accommodating up to three bicycles. Bicycle racks and storage are included at certain stations, which is denoted in the stop profiles.

Each stop profile provides average daily ridership by stop, information on the bicycle and pedestrian infrastructure, connecting transit routes, and stop features. A quarter-mile buffer has been drawn around each stop to show the average distance a person is willing to walk to transit service. Station pairs, which are stations located across the street but serving opposite directions, are combined into one profile. If a station feature only applies to one direction, the direction is denoted in parenthesis. Available amenities include:

- Benches;
- Bicycle facilities, including bicycle racks, bicycle securement bollards, and secure bicycle parking;
- Pads, which are concrete areas at stops where future amenities like benches and shelters may be built;
- Parking, and whether it is paid or unpaid;
- Street lights;
- Transit shelters; and
- Trash cans.

The stops listed in **Figure 3-3** are profiled. Stops are labeled as either northbound (NB) or southbound (SB), with their corresponding community, and whether the stop is served by the Express (EXP), Local (LOC), or both FLEX routes. There are 21 stops and stop pairs served by the FLEX Boulder Express, and 18 stops served by the FLEX Loveland-Longmont Local route.

Figure 3-3 Profiled FLEX Stops

Stop Name	Community	Route	
		EXP	LOC
Downtown Transit Center - (NB and SB)	Fort Collins	X	
MAX Stations <ul style="list-style-type: none"> • Mountain Station • Olive Station • Mulberry Station • Laurel Station • University Station • Prospect Station • Spring Creek Station • Drake Station • Swallow Station • Horsetooth Station • Troutman Station • Harmony Station 	Fort Collins	X	
South Transit Center - (NB and SB)	Fort Collins	X	X
US287 and Fossil Creek Parkway (NB) US287 and Cameron Drive (SB)	Fort Collins		X
US287 and Skyway Drive - (NB and SB)	Fort Collins		X
US287 and Trilby Road - (NB and SB)	Fort Collins		X
US287 and Carpenter Road/SH392 (NB and SB)	Fort Collins Larimer		X
US287 and 71 Street (NB and SB)	Larimer Loveland		X
US287 and 65 th Street (NB and SB)	Larimer Loveland		X
US 287 and 57 th Street (NB and SB)	Larimer Loveland		X
US287 and 50 th Street (NB and SB)	Larimer Loveland		X

Figure 3-3 Profiled FLEX Stops

Stop Name	Community	Route	
		EXP	LOC
Garfield Avenue and Knobcone Drive (NB) Garfield Avenue and 45 th Street (SB)	Loveland		X
Garfield Avenue and E 42 nd Street (NB) and Garfield Avenue and 41 st Street (SB)	Loveland		X
Garfield Avenue and E 37 th Street (NB) and Garfield Avenue and W 37 th Street (SB)	Loveland		X
Loveland Food Bank (2600 N Lincoln Avenue) (NB and SB)	Loveland		X
Lincoln Avenue and E 8 th Street (NB) and Cleveland Avenue and E 8 th Street (SB)	Loveland	X	X
Lincoln Avenue and 14 th Street SE (NB) and Lincoln Avenue and 14 th Street SW (SB)	Loveland		X
Mountain Avenue and 2 nd Street (NB) and Mountain Avenue and 3 rd Street (SB)	Berthoud		X
Main Street and 21 st Street (NB and SB)	Longmont		X
8 th and Coffman/Roosevelt Park (NB and SB)	Longmont		X
9 th and Coffman (NB and SB)	Longmont	X	
Hover Street and Village at the Peaks Mall (NB and SB)	Longmont	X	
Pearl Parkway and 30 th Street/Boulder Junction (NB and SB)	Boulder	X	
Canyon Boulevard and 14 th Street (SB) and Walnut Street and 14 th Street (NB)	Boulder	X	
Broadway and Euclid (NB)	Boulder	X	
18 th and Euclid (NB)	Boulder	X	

FLEX Boulder Express Stop Features

Downtown Transit Center

The Downtown Transit Center (DTC) is an ADA-accessible major transit hub in Old Town Fort Collins. As shown in **Figure 3-4**, a variety of services use the DTC as a hub. The MAX BRT route provides service every ten minutes throughout most of the day. Route 92 Tripper provides students with a trip from Poudre High School to the DTC along Laporte Avenue. The DTC is the northernmost stop for the FLEX Boulder Express.

2016 Average Daily FLEX Ridership:

- Northbound Alighting: 22
- Southbound Boarding: 20
- Total: 42

Transit connections:

- MAX Bus Rapid Transit
- Bustang, operated by CDOT
- FLEX Boulder Express
- Route 5
- Route 8
- Route 9
- Route 10
- Route 14
- Route 18
- Route 81
- Route 92

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
 - Pass and ticket sales
 - Printed maps, schedules, rider alerts
 - Restrooms
 - Lost and Found
 - Indoor waiting area
- Fort Collins Bike Share Hub
- Parking (Civic Center Parking Structure paid parking)
- Streetlights
- Ticket vending machine (located on MAX platform)

Figure 3-4 DTC Transit

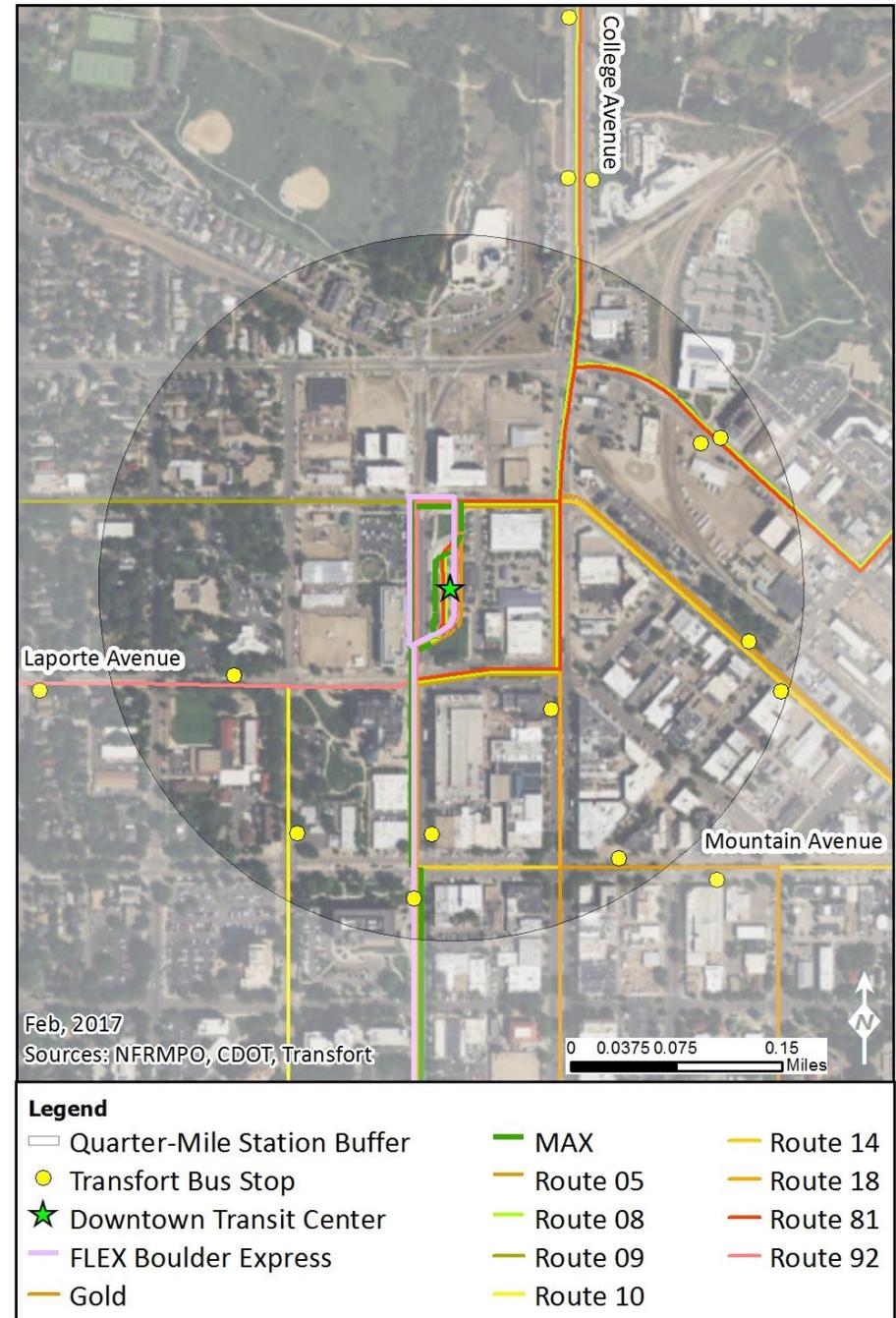
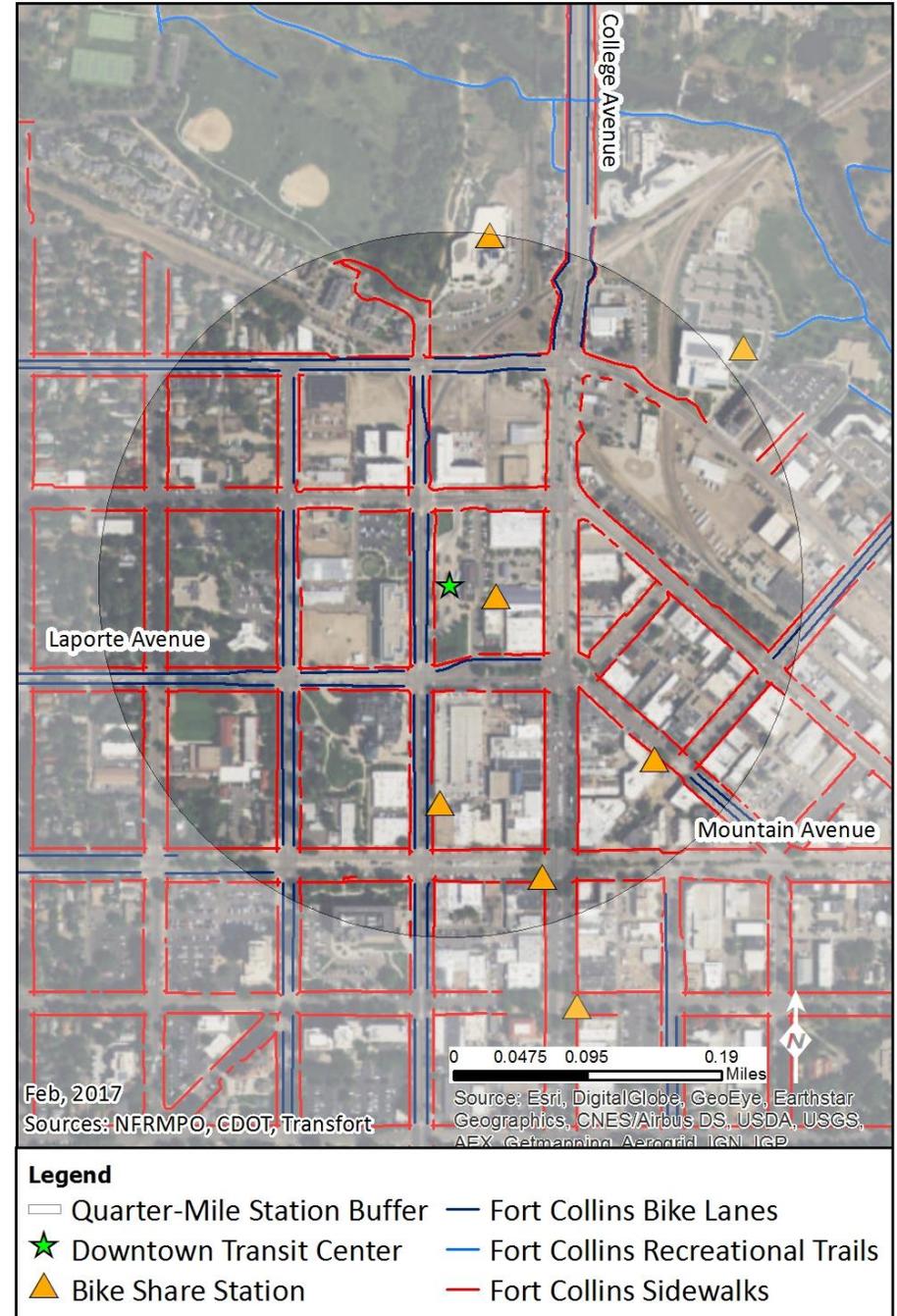


Figure 3-5 shows the density of sidewalks, bicycle sharing stations, and bicycle infrastructure available to users of the DTC. Sidewalks are provided on all major and side streets. Bicycle lanes are available on Cherry Street, Laporte Avenue, Mountain Avenue, Mason Street, and Howes Street. Four bicycle sharing stations are located within a quarter-mile walk of the DTC. Bicycles are allowed on the portion of College Avenue north of Laurel Street.

Figure 3-5 DTC Non-Motorized Infrastructure



MAX Stations

In May 2014, the City of Fort Collins opened the MAX BRT route. Operating on a fixed guideway parallel to US287/College Avenue between the Downtown Transit Center and the South Transit Center, the BRT route provides upgraded stop features that meet ADA guidelines. The FLEX Boulder Express stops at each MAX station between the DTC and STC.

As shown in **Figure 3-6**, MAX stations connect many Transfort routes throughout the system. Stations where transit riders may transfer routes include:

- University Station - Around the Horn (10 minute all-day frequency)
- Prospect Station - GOLD Route (late nights only)
- Swallow Station - Route 5 (60 minute all-day frequency) and Route 6 (60 minute all-day frequency)
- Horsetooth Station - Route 12 (60 minute all-day frequency)
 - Route 5 stops at Mason Street and Horsetooth Road, approximately 0.1 miles east
- Harmony Station - Routes 12 (60 minute all-day frequency) and 19 (60 minute all-day frequency)

Aside from the two transit centers profiled on pages 44-45 and pages 48-49, each intermediate station features the following features:

- Audio Visual Displays - Next bus arrivals, travel alerts
- Bicycle parking
- Bicycle racks
- Shelter
- Streetlights
- Ticket vending machine
- Trash cans
- Streetlights

Park-N-Ride lots are available at the following stations:

- Drake Station
- Swallow Station
- Troutman Station

Figure 3-6 MAX Stations - Connecting Transit

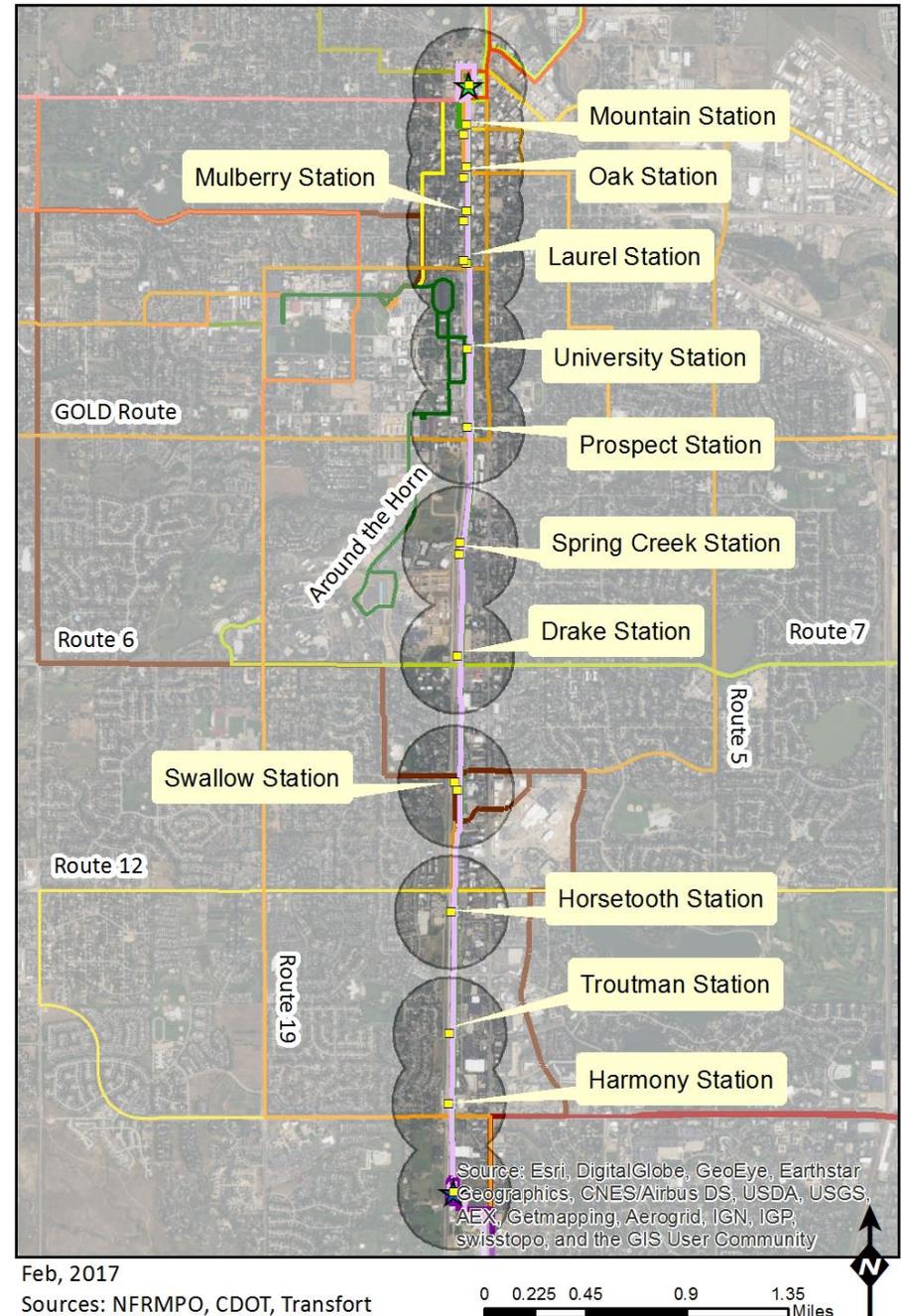


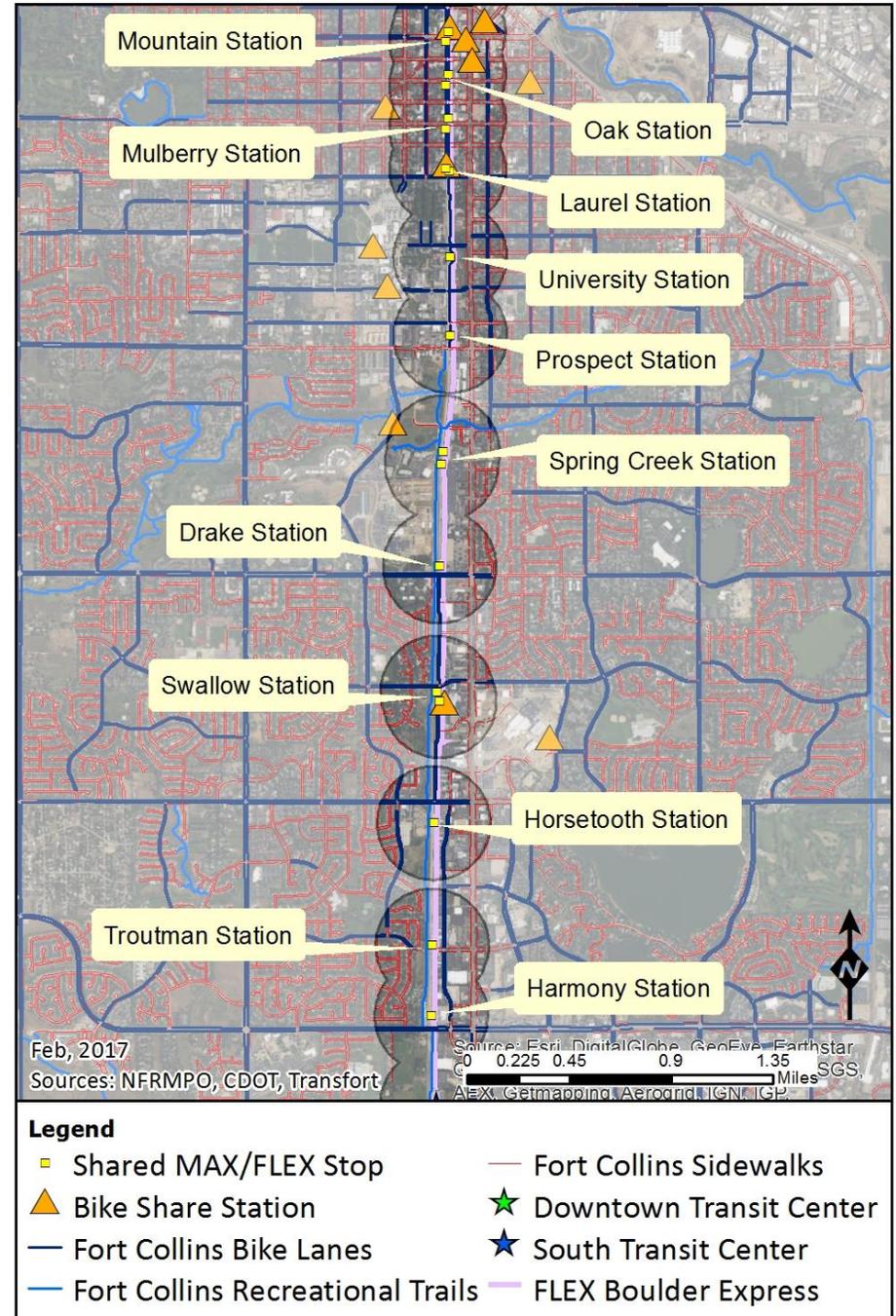
Figure 3-7 illustrates the non-motorized infrastructure in the City of Fort Collins and within the quarter-mile radius of each MAX station.

Secure bicycle parking is available at the University Station, provided in partnership with CSU.

Because of its location adjacent to a freight rail line, three pedestrian upgrades were built to allow safe crossings. An overpass connects Spring Creek Station to the Mason Trail, the Spring Creek Trail, and CSU buildings on the west side of the track. An underpass connects Troutman Station to the Mason Trail. Additionally, an underpass under US287/College Avenue is under construction between the Horsetooth Station and the Swallow Station. This new underpass will provide a safe mid-block crossing to the Foothills Mall.

Within Fort Collins, the Zagster bicycle sharing system allows people to rent bicycles at stations spread throughout the US287 corridor. Stations are shown on the map with orange triangles. Stations are predominantly located in Old Town Fort Collins, on the CSU campus, and near the Foothills Mall. Laurel Station and Swallow Station have bicycle sharing stations adjacent to the MAX stations.

Figure 3-7 MAX Station - Non-Motorized Infrastructure



South Transit Center (NB and SB)

The South Transit Center (STC) is located south of Harmony Road in Fort Collins, and is a major ADA-accessible hub for the Transfort system. The station was opened alongside the introduction of the MAX BRT service in 2014. Prior to the opening of the South Transit Center, the FLEX route began at Foothills Mall. As shown in **Figure 3-8**, a variety of services use the STC as a hub. The MAX route provides service every 10 minutes throughout most of the day. The FLEX Loveland/Longmont Local begins its southbound service at the STC.

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 192
- Southbound Boarding: 203; Southbound Alighting: 5
- Total: 402

Transit Connections:

- MAX Bus Rapid Transit (10 minute peak, 15 minute off-peak, 30 minute late night)
- FLEX Boulder Express
- FLEX Loveland/Longmont Local
- Route 6 (60 minute frequency all day)
- Route 12 (60 minute frequency all day)
- Route 16 (30 minute peak, 60 minute off peak)
- Route 19 (60 minute frequency all day)

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
 - Pass and ticket sales
 - Printed maps, schedules, rider alerts
 - Restrooms
 - Lost and Found
- Parking (171 free parking spots)
- Streetlights
- Ticket vending machine

Figure 3-8 STC - Transit

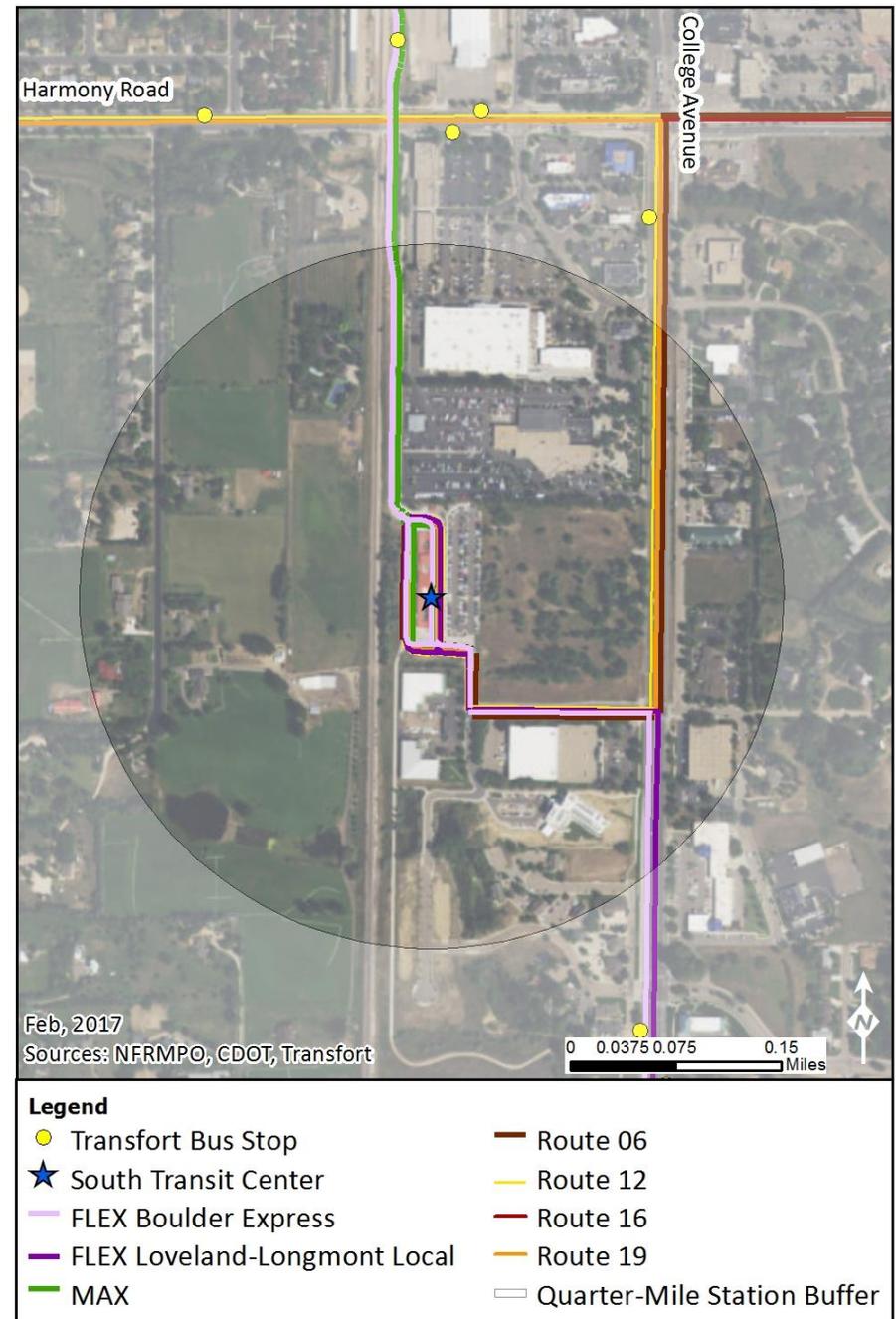
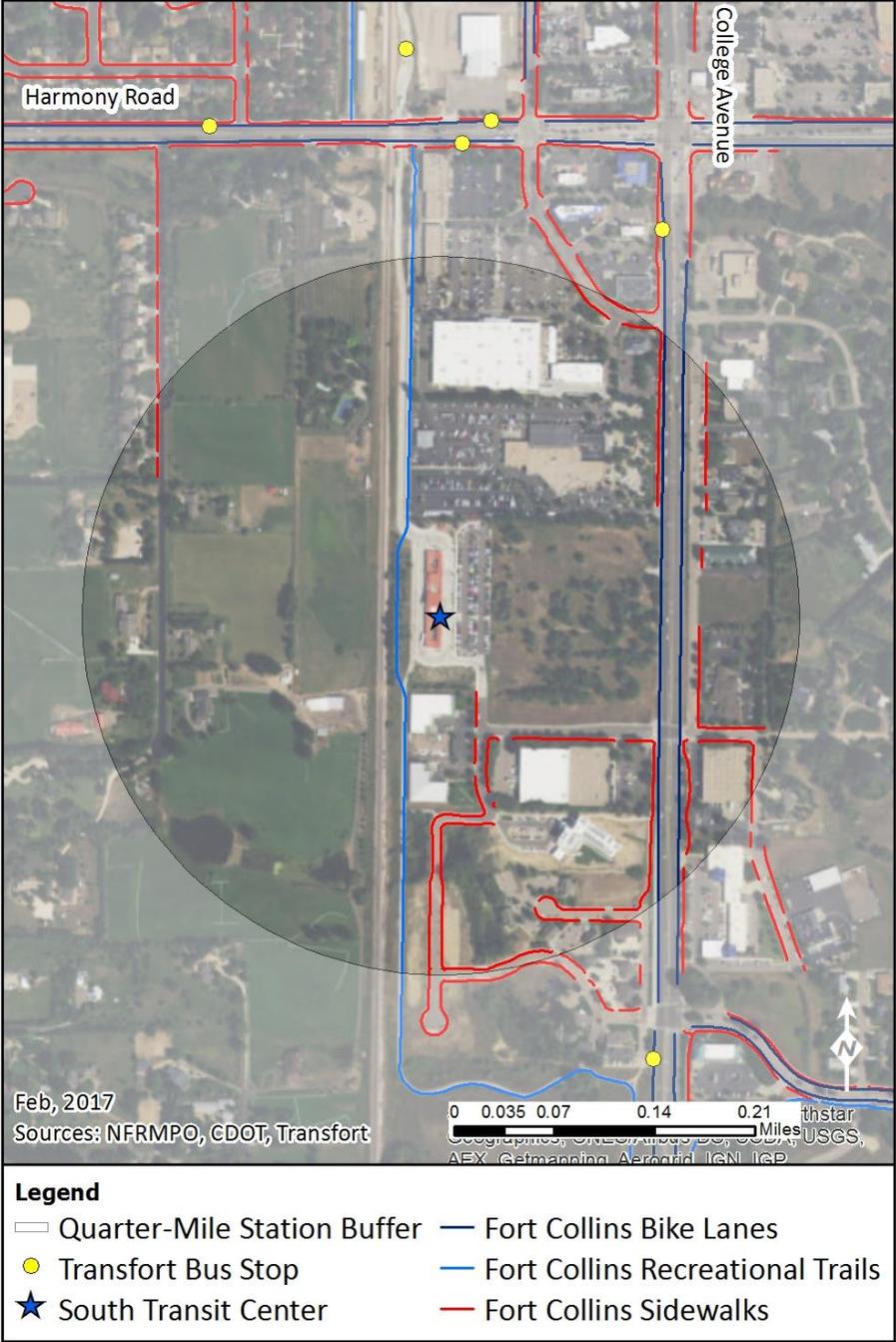


Figure 3-9 STC - Non-Motorized Infrastructure

Figure 3-9 shows the bicycle and pedestrian infrastructure available near the STC. Built as a Park-N-Ride in the southern part of the City, pedestrian infrastructure is not as dense as the DTC. Sidewalks are available in the neighborhoods adjacent to the STC. The Mason Trail runs to the south and west of the station.



Lincoln Avenue and E 8th Street (NB) and Cleveland Avenue and E 8th Street (SB)

The 8th Street station pair is located north of downtown Loveland at the South Transfer Station of the COLT network and is ADA-accessible. **Figure 3-10** shows the transit connections available at the 8th Street stop pair. All three routes within the COLT system connect at this stop. The 8th Street pair the only FLEX Boulder Express stop in the City of Loveland.

Transit Connections:

- FLEX Boulder Express
- FLEX Loveland-Longmont Local
- Route 100
- Route 200
- Route 300

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 15; Northbound Alighting: 29
- Southbound Boarding: 25; Southbound Alighting: 14
- Total: 83

Stop Features:

- Benches
- Streetlight
- Transit stop sign
- Trash can

Figure 3-10 8th Street Stop Pair - Transit

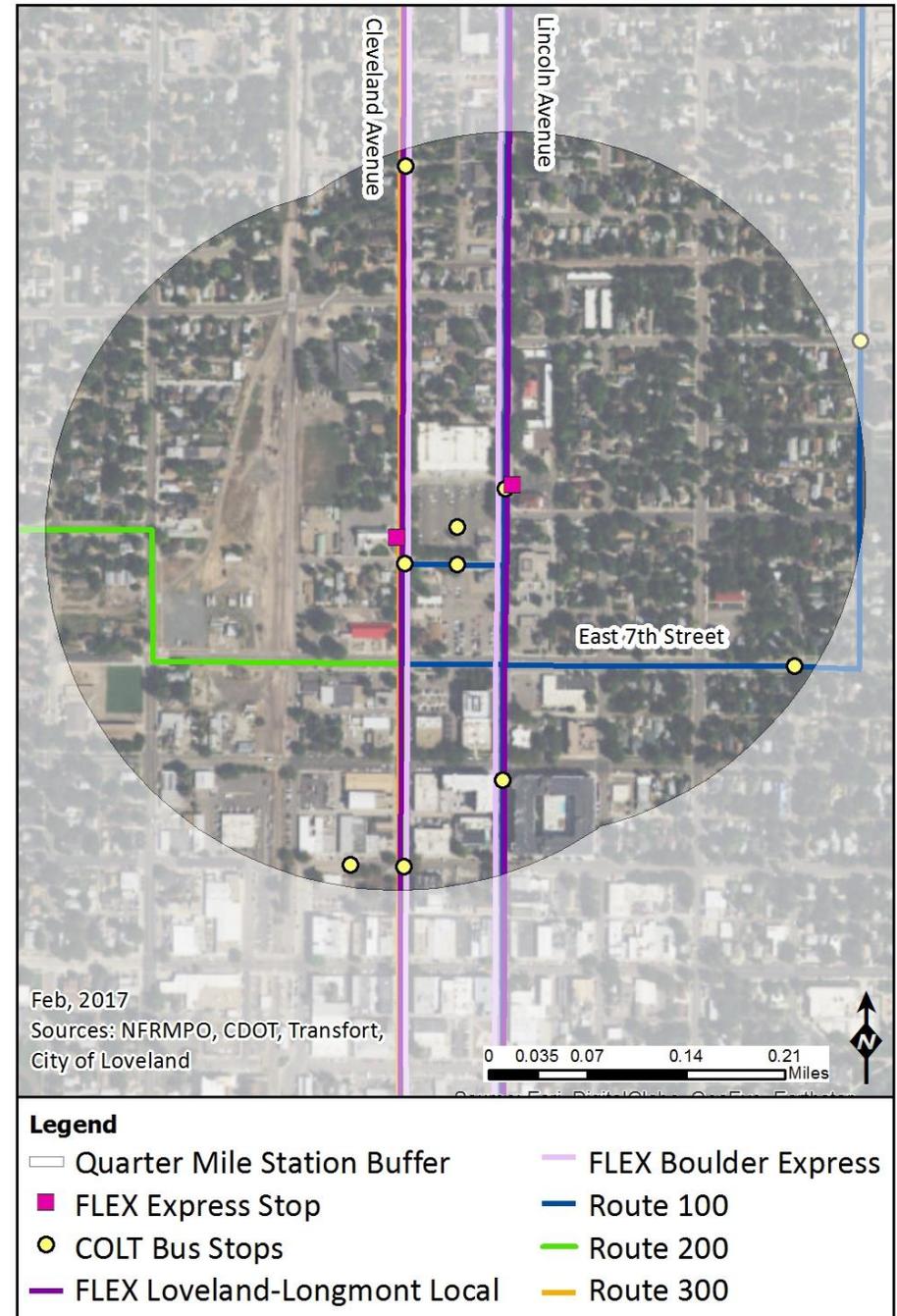
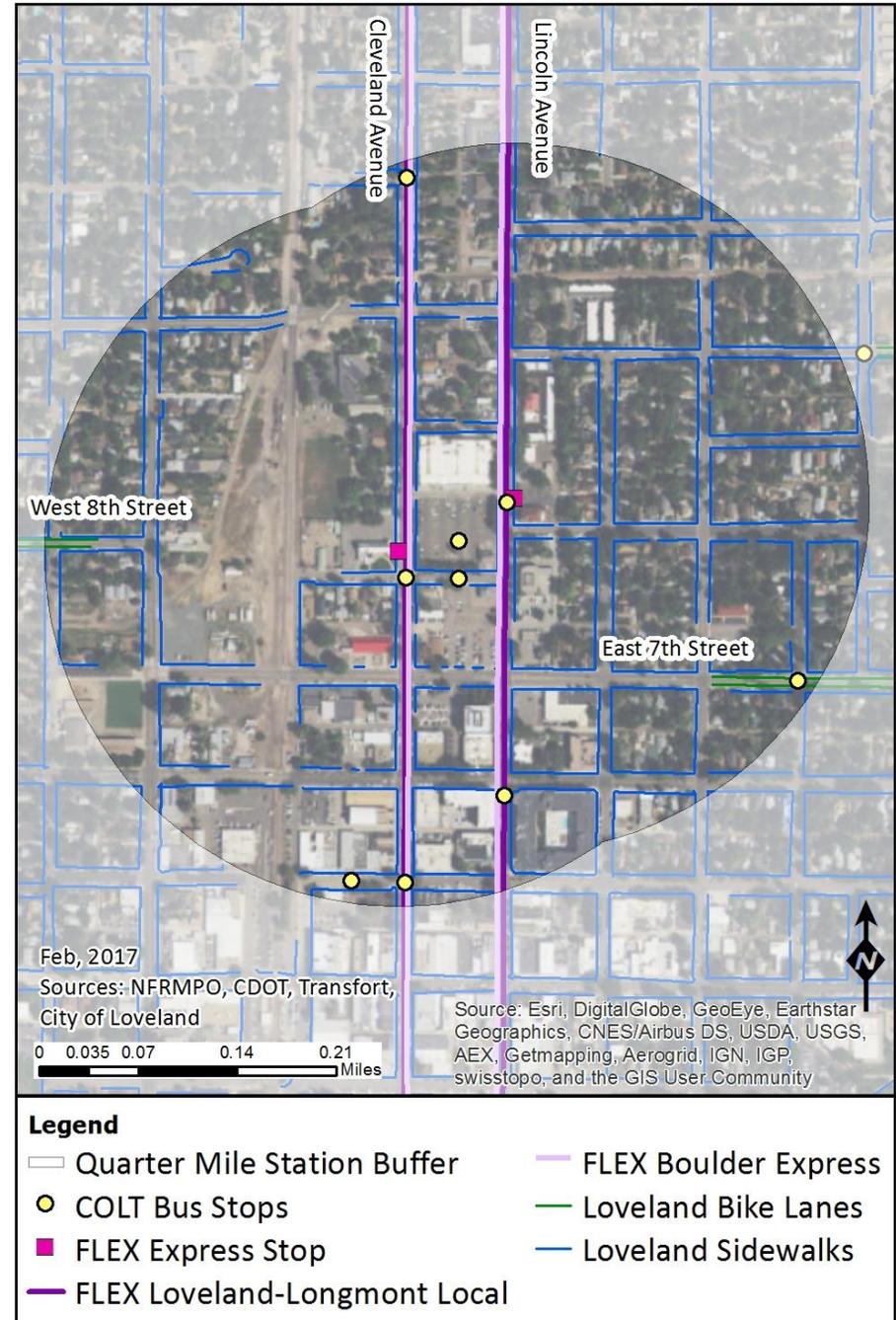


Figure 3-11 shows the non-motorized infrastructure available near the 8th Street stop pair. Due to its location in the center of the City, the station is connected to the City’s dense bicycle network. Bicycle lanes are available on East 7th Street three blocks east of the stop pair, and on West 8th Street west of the stop pair.

Figure 3-11 8th Street Stop Pair - Non-Motorized Infrastructure



8th and Coffman/Roosevelt Park (NB)

The 8th and Coffman/Roosevelt Park stop is located adjacent to downtown Longmont as shown in **Figure 3-12** and is ADA-accessible. The stop was previously the terminus of the FLEX route, and still provides connections between the Transfort and RTD systems.

Transit Connections:

- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD Route 326 (60 minute all-day frequency)
- RTD Route 327 (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD Route J (30 to 50 minute frequency, PM peak only)
- RTD Route L (20 to 30 minute peak, approximately 60 minute off-peak)

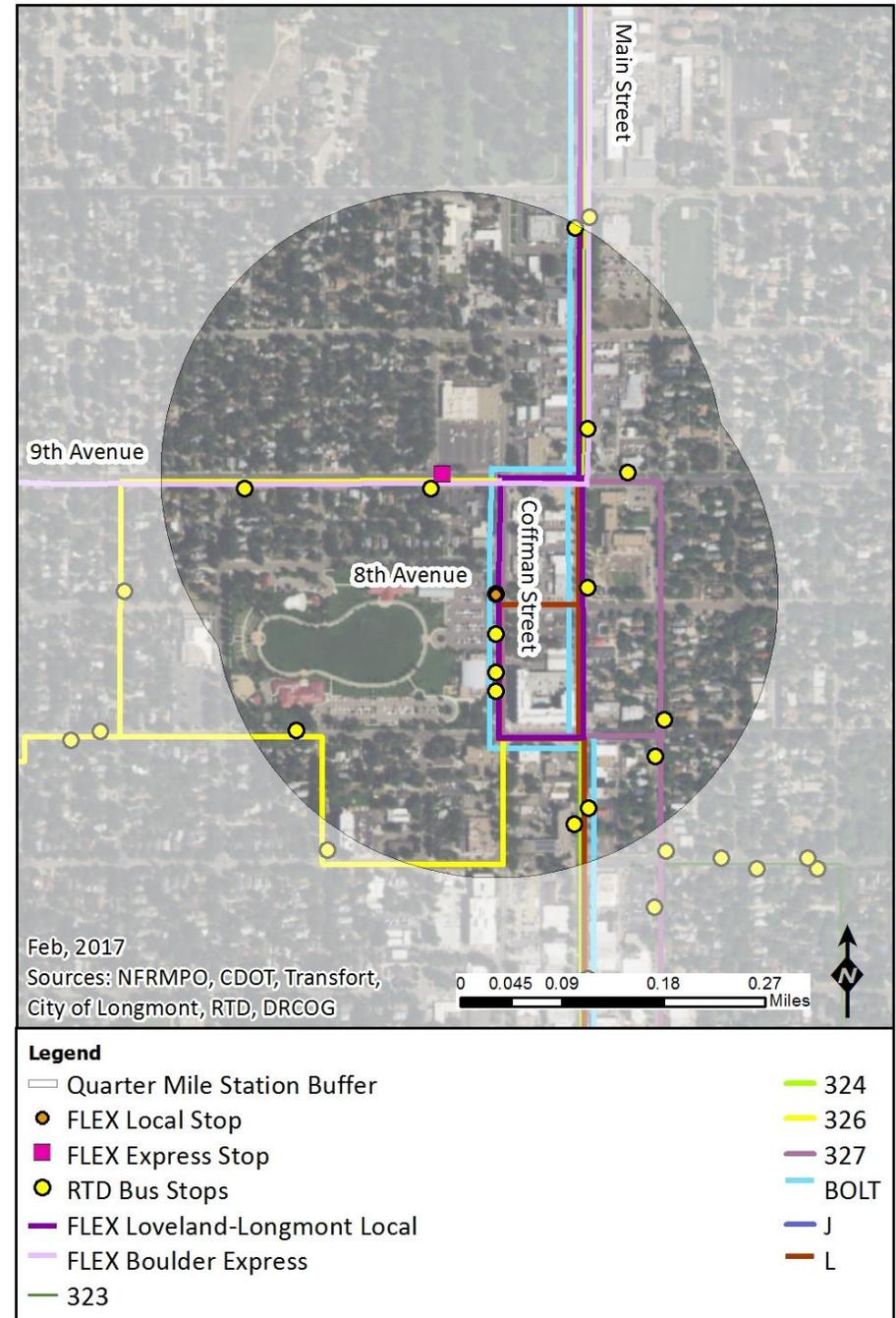
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 74; Northbound Alighting: 1
- Southbound Boarding: 1; Southbound Alighting: 60
- Total: 136

Stop Features:

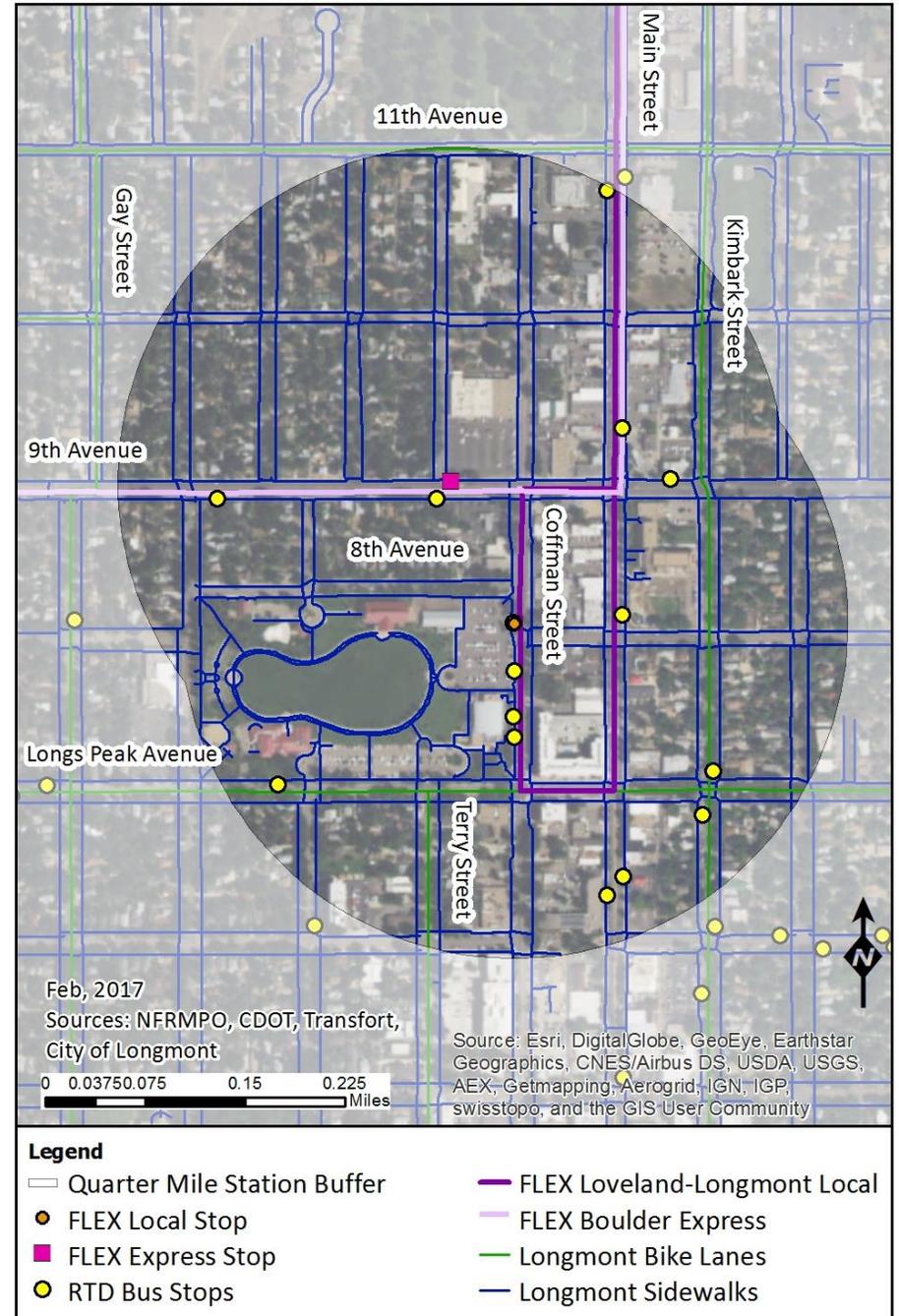
- Benches (RTD stop only)
- Secure bicycle storage
- Shelter (RTD stop only)
- Streetlights
- Transit stop sign

Figure 3-12 8th and Coffman Stop Pair Transit



Due to its location in downtown Longmont, the 9th and Coffman stop is connected into the City's dense sidewalk network. **Figure 3-13** shows the non-motorized infrastructure available. Bicycle lanes are available on 11th Avenue, Longs Peak Avenue, Gay Street, Terry Street, and Kimbark Street.

Figure 3-13 8th and Coffman Stop Pair - Non-Motorized Infrastructure



9th and Coffman (SB)

9th and Coffman is located on the north side of Roosevelt Park north of downtown Longmont, as shown in Figure 3-14 and is ADA-accessible. Due to an agreement between RTD and Transfort, passengers may only alight at this stop. Northbound passengers board at the 8th and Coffman stop located south of this station.

Transit Connections:

- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD Route 326 (60 minute all-day frequency)
- RTD Route 327 (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD Route J (30 to 50 minute frequency, PM peak only)
- RTD Route L (20 to 30 minute peak, approximately 60 minute off-peak)

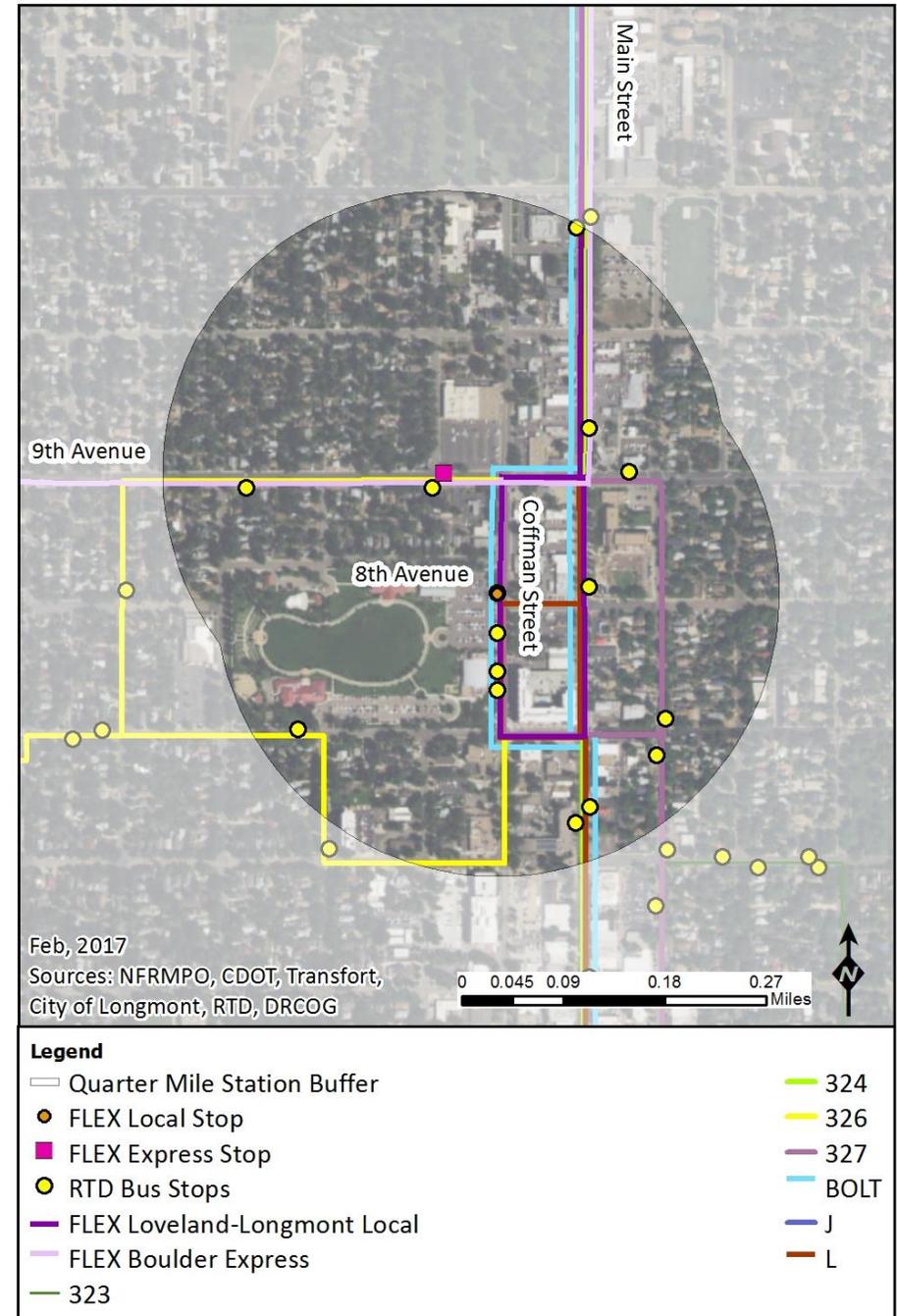
2016 Average Daily FLEX Ridership:

- Southbound Alighting: 7
- Total: 7

Stop Features:

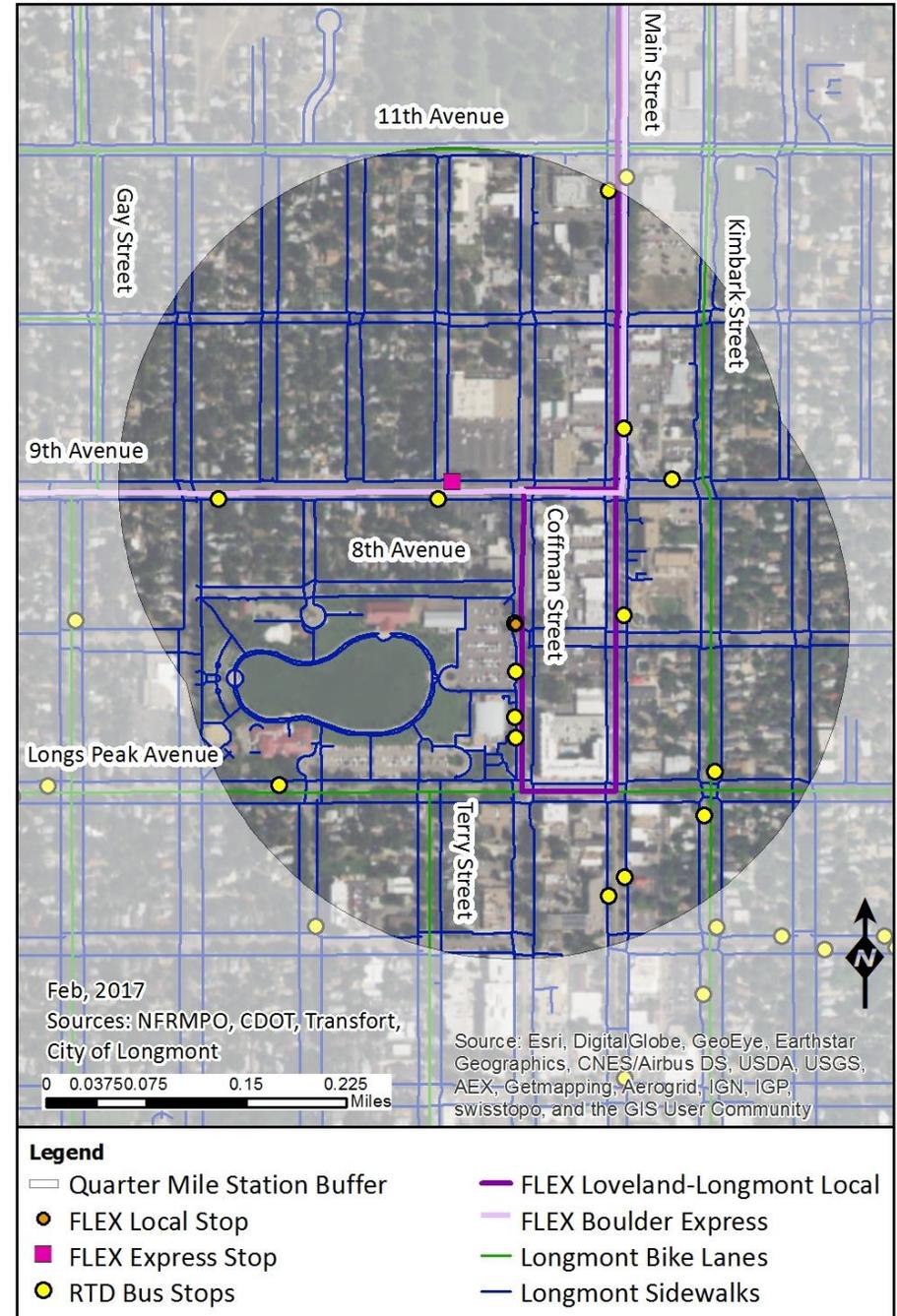
- Streetlight
- Transit stop sign

Figure 3-14 9th and Coffman Stop - Transit



Due to its location in downtown Longmont, the 9th and Coffman stop is connected into the City's dense sidewalk network. **Figure 3-15** shows the non-motorized infrastructure available. Bicycle lanes are available on 10th Avenue, Longs Peak Avenue, Gay Street, Terry Street, and Kimbark Street.

Figure 3-15 9th and Coffman Stop - Non-Motorized Infrastructure



Hover Street and Village at the Peaks Mall (NB and SB)

Hover Street and the Village at the Peaks Mall stop pair provide access to the west side of Longmont and is ADA-accessible. This is the first stop served solely by the FLEX Boulder Express route heading west toward Boulder, as illustrated in **Figure 3-16**.

Transit Connections:

- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency) - *outside of the ¼ mile buffer, but shown on map*
- RTD Route J (30 to 50 minute frequency, PM peak only) - *outside of the ¼ mile buffer, but shown on map*

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2
- Southbound Alighting: 3
- Total: 5

Stop Features:

- Pad
- Streetlights
- Transit stop sign

Figure 3-16 Village at the Peaks Mall Top Pair - Transit

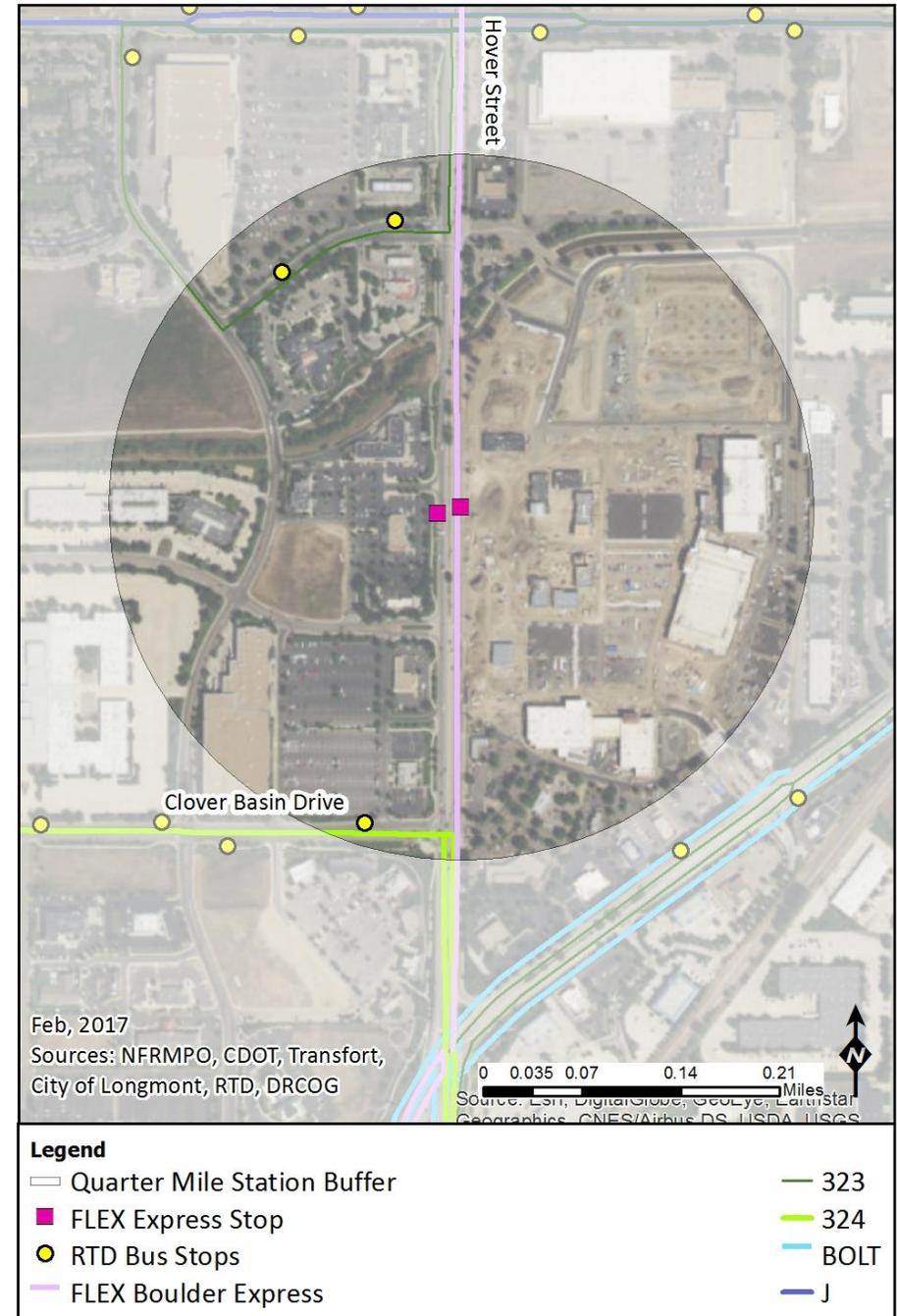
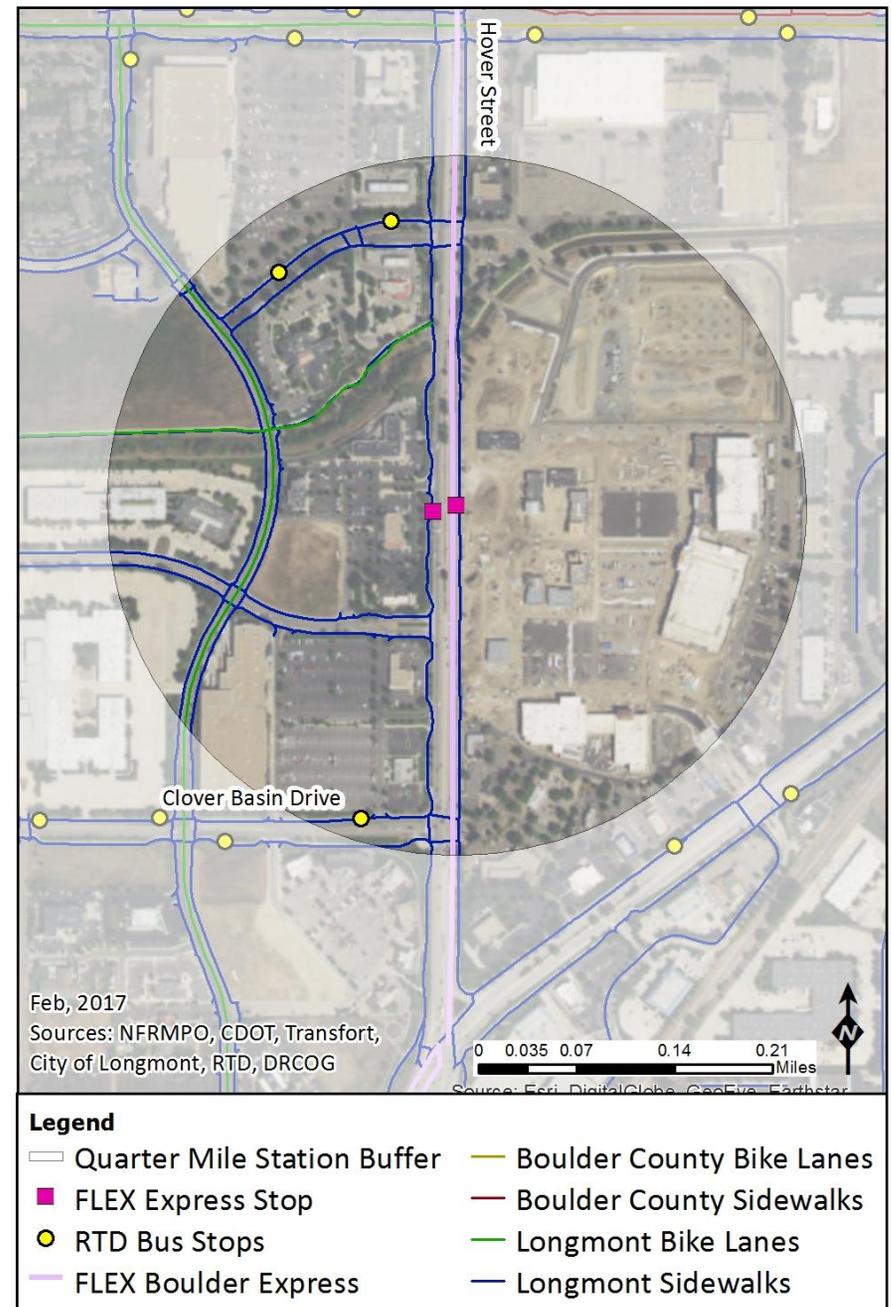


Figure 3-17 shows the non-motorized infrastructure near the Village at the Peaks Mall. The area around Village at the Peaks Mall is undergoing redevelopment. As a result, much of the area has seen investment into the non-motorized infrastructure available. New sidewalks connect the stop pair at the mall, and destinations along Hover Street. Bicycle lanes are available on Dry Creek Drive, and a multi-use trail traverses a nearby ditch.

Figure 3-17 Village at the Peaks Mall Stop Pair - Non-Motorized Infrastructure



Pearl Parkway and 30th Street/Boulder Junction (NB and SB)

The Boulder Junction stop at Pearl Parkway and 30th Street is a major redevelopment area for the City of Boulder with investment into transit-oriented development. The stop pair is ADA-accessible. Located in eastern Boulder, the station has an underground RTD bus terminal. In the future, the stop is expected to serve the FasTracks route from Denver through Boulder to Longmont. Transit connections are shown in **Figure 3-18**.

RTD initiated the Flatiron Flyer BRT system in January 2016. As a result, some routes included the HX and S were discontinued and replaced by Flatiron Flyer (FF) routes.

Transit Connections:

- FLEX Boulder Express
- RTD Route 205 (15 minute peak, 30 minute off-peak)
- RTD Route 206 (30 minute all-day frequency)
- RTD Route 208 (30 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD BOUND (10 minute peak, 30 minute off-peak)
- RTD HOP (9-15 minute all-day frequency)
- RTD HX (replaced by Flatiron Flyer, FF4)
- RTD Route S (replaced by Flatiron Flyer, FF6)

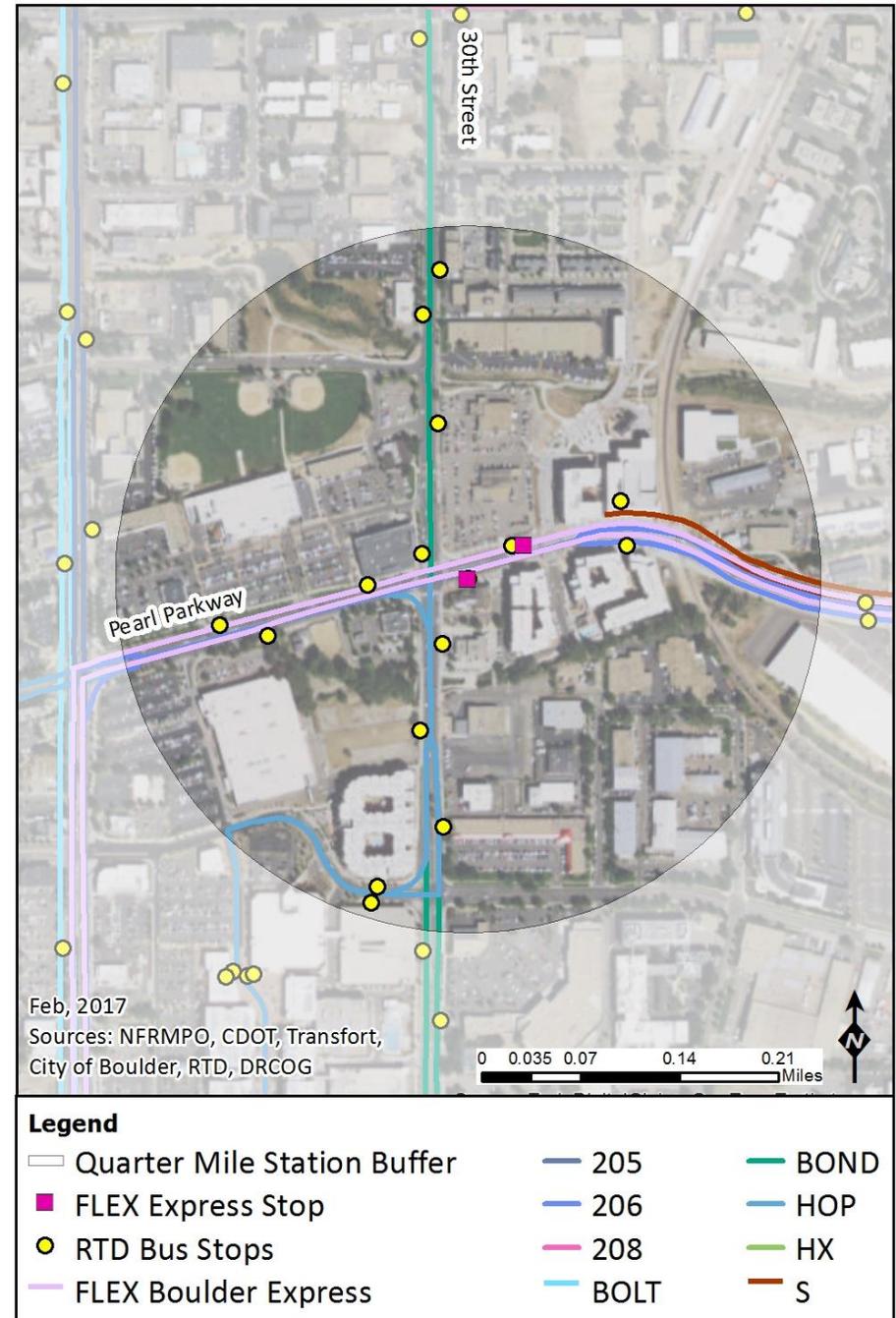
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 7
- Southbound Alighting: 12
- Total: 19

Stop Features:

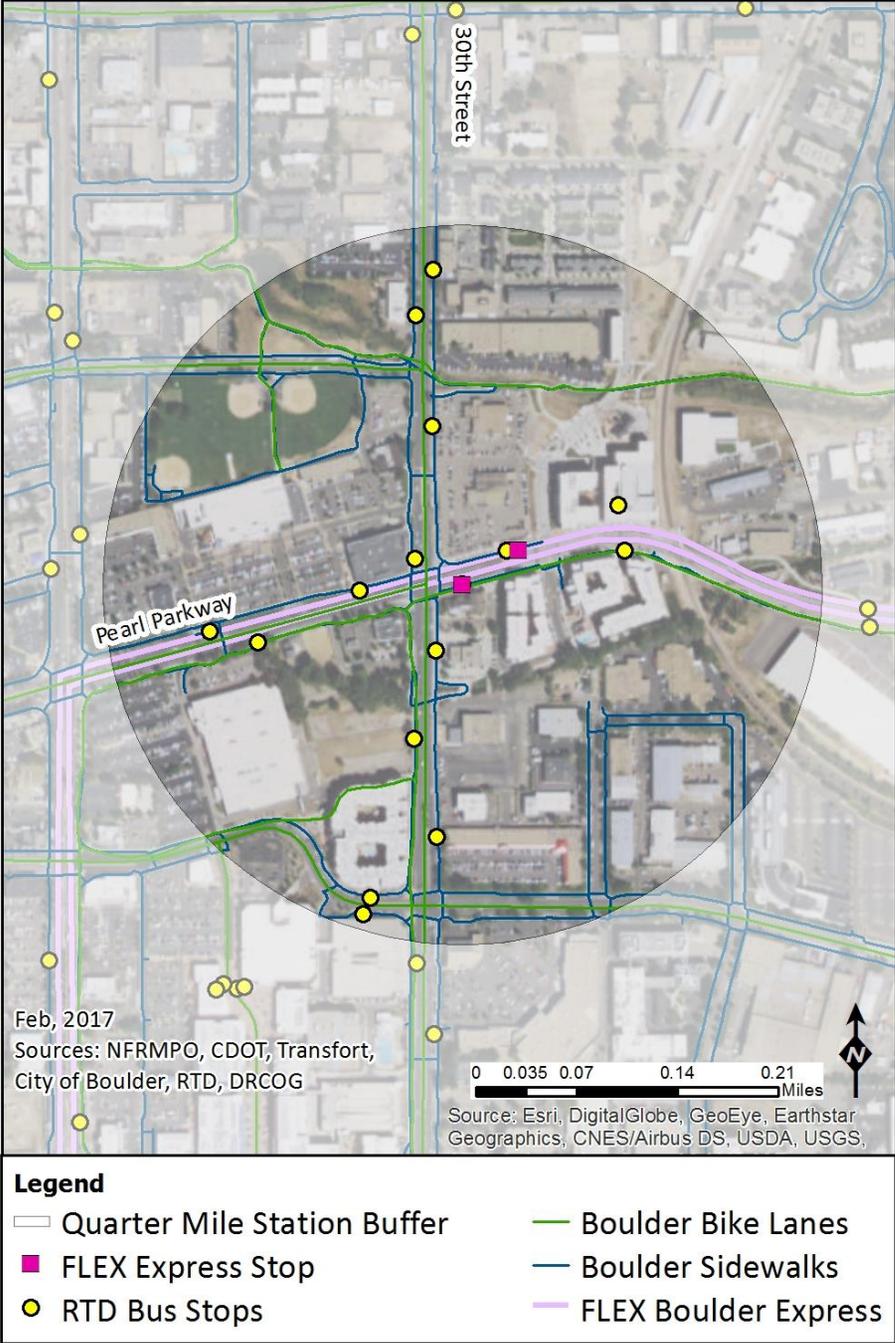
- Bench (SB only)
- Bicycle rack (SB only)
- Parking (386 parking spaces)
- Streetlights
- Trash can (SB only)
- Transit stop sign

Figure 3-18 Boulder Junction Stop Pair - Transit



Keeping in line with its reputation for non-motorized investments, the redevelopment around the Boulder Junction station has included investments into pedestrian and bicycle infrastructure. Bicycle lanes and recreational trails are available on most nearby streets, as illustrated in *Figure 3-19*.

Figure 3-19 Boulder Junction Stop Pair - Non-Motorized Infrastructure



Canyon Boulevard and 14th Street (SB) and Walnut Street and 14th Street (NB)

The FLEX Boulder Express route stops at the Downtown Boulder Station on Canyon Boulevard headed toward the CU Boulder campus and on Walnut Street headed toward Fort Collins. The stop pair is located in Downtown Boulder, is one of three FLEX stops in the City of Boulder, and is ADA-accessible. As shown in **Figure 3-20**, a variety of services use the station as a hub.

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 21; Northbound Alighting: 1
- Southbound Alighting: 21
- Total: 42

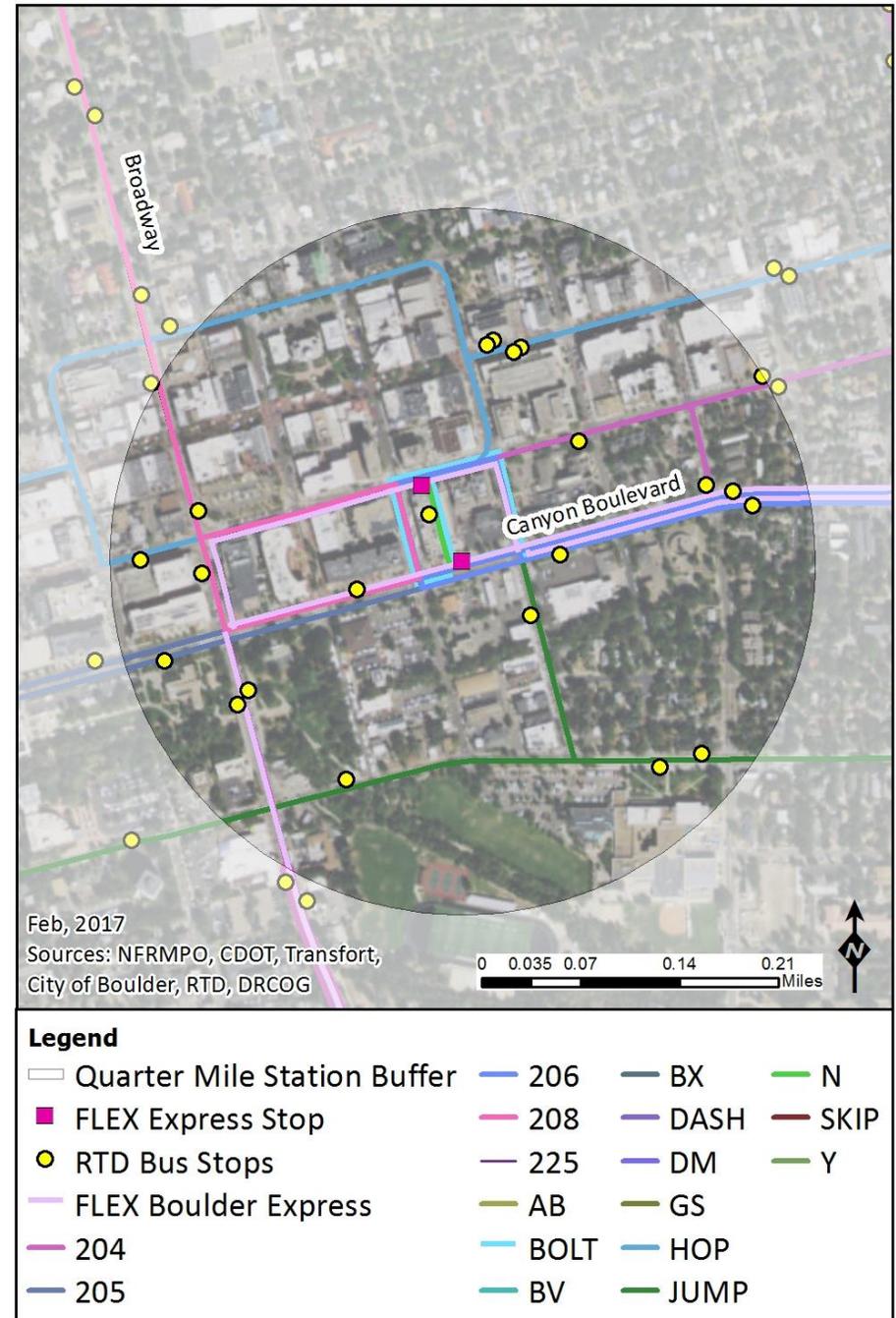
Transit Connections:

- FLEX Boulder Express
- RTD Route 204 (15 minute peak, 30 minute off-peak)
- RTD Route 205 (15 minute peak, 30 minute off-peak)
- RTD Route 208 (30 minute all-day frequency)
- RTD Route 225 (30 minute all-day frequency)
- RTD Route AB (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD DASH (15-30 minute all-day frequency)
- RTD Route GS (30-60 minute peak only service)
- RTD JUMP (10-15 minute all-day frequency)
- RTD Route N (60 to 120 minute all-day frequency)
- RTD Route Y (six daily trips)

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
 - Pass and ticket sales
 - Printed maps, schedules, rider alerts
 - Inside waiting area and Restrooms
 - Lost and Found
 - Ticket Vending Machine (Passes only)
- Parking (14th and Walnut Parking Garage, paid)
- Streetlights

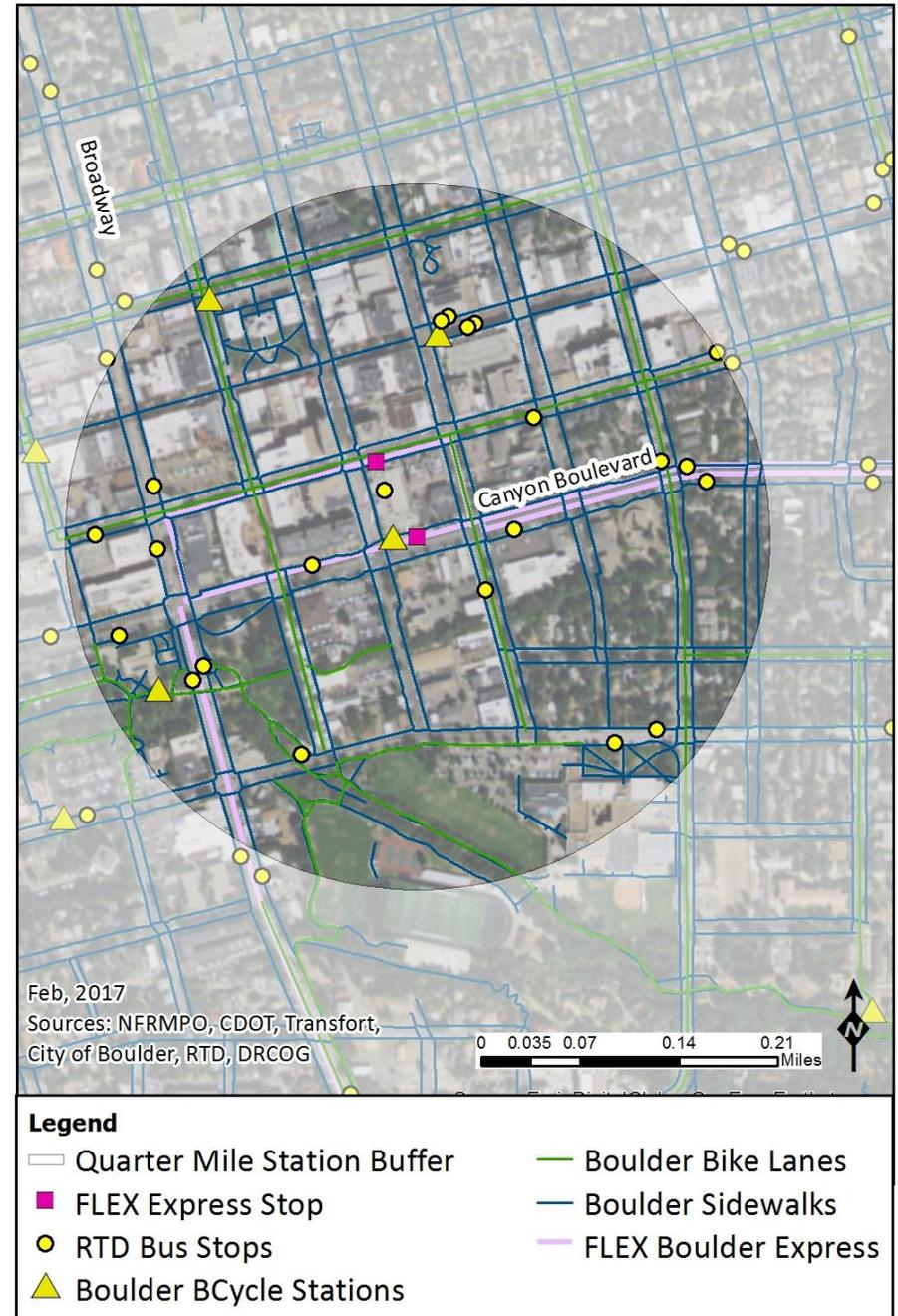
Figure 3-20 Boulder 14th Street Stop Pair - Transit



Downtown Boulder is well-connected with non-motorized infrastructure. Sidewalks are provided on every street, while bicycle lanes are provided on a majority of streets within the quarter-mile buffer. **Figure 3-21** shows this dense network of infrastructure.

Downtown Boulder is a hub for the Boulder B-Cycle system, which is a bicycle sharing system. There are four stations within the quarter-mile buffer. Two additional stations are located slightly outside of the buffer.

Figure 3-21 Boulder 14th Street Stop Pair -Non-Motorized Infrastructure



Broadway and Euclid (NB)

Broadway and Euclid is located on the western boundary of the CU Boulder campus and is ADA-accessible. The stop connects into the RTD system, providing transfers to a range of locations. Because of the student population, many transit routes enter or abut the campus. These transit routes are shown in **Figure 3-22**.

Transit Connections:

- FLEX Boulder Express
- RTD Route 204 (15 minute peak, 30 minute off-peak)
- RTD Route 209 (15 minute peak, 30 minute off-peak)
- RTD Route 225 (30 minute all-day frequency)
- RTD Route AB (60 minute all-day frequency)
- RTD Route BV (replaced by FF1 and FF2)
- RTD Route BX (replaced by FF1 and FF2)
- RTD DASH (15-30 minute all-day frequency)
- RTD Route DM (replaced by FF5)
- RTD Route GS (30-60 minute peak only service)
- RTD HOP (9-15 minute all-day frequency)
- RTD Route J (30-60 minute PM peak only)
- RTD SKIP (7-10 minute all day service, 15-30 minute late night)
- Stampede (10-15 minute all-day service)

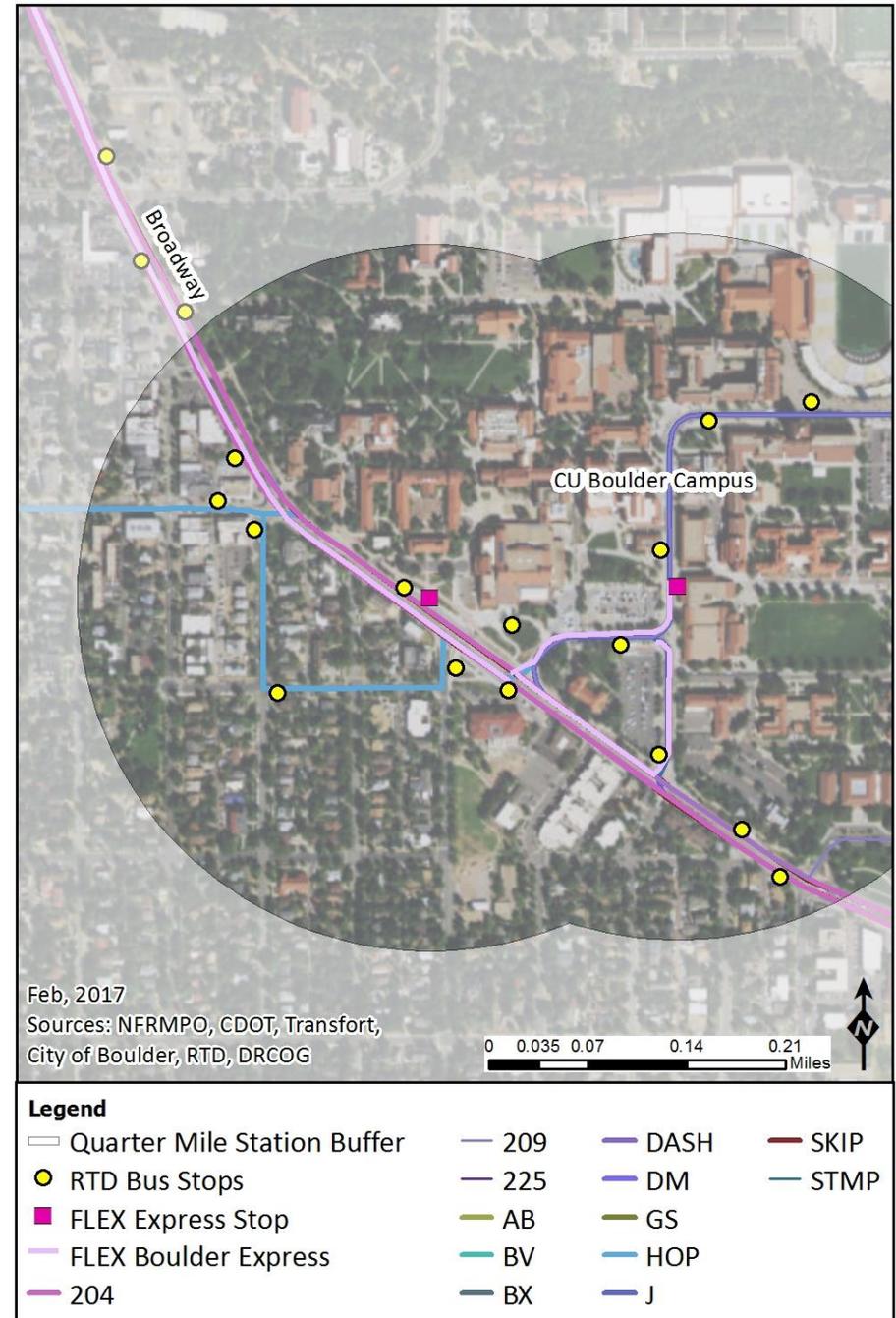
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 21;
- Total: 18

Stop Features:

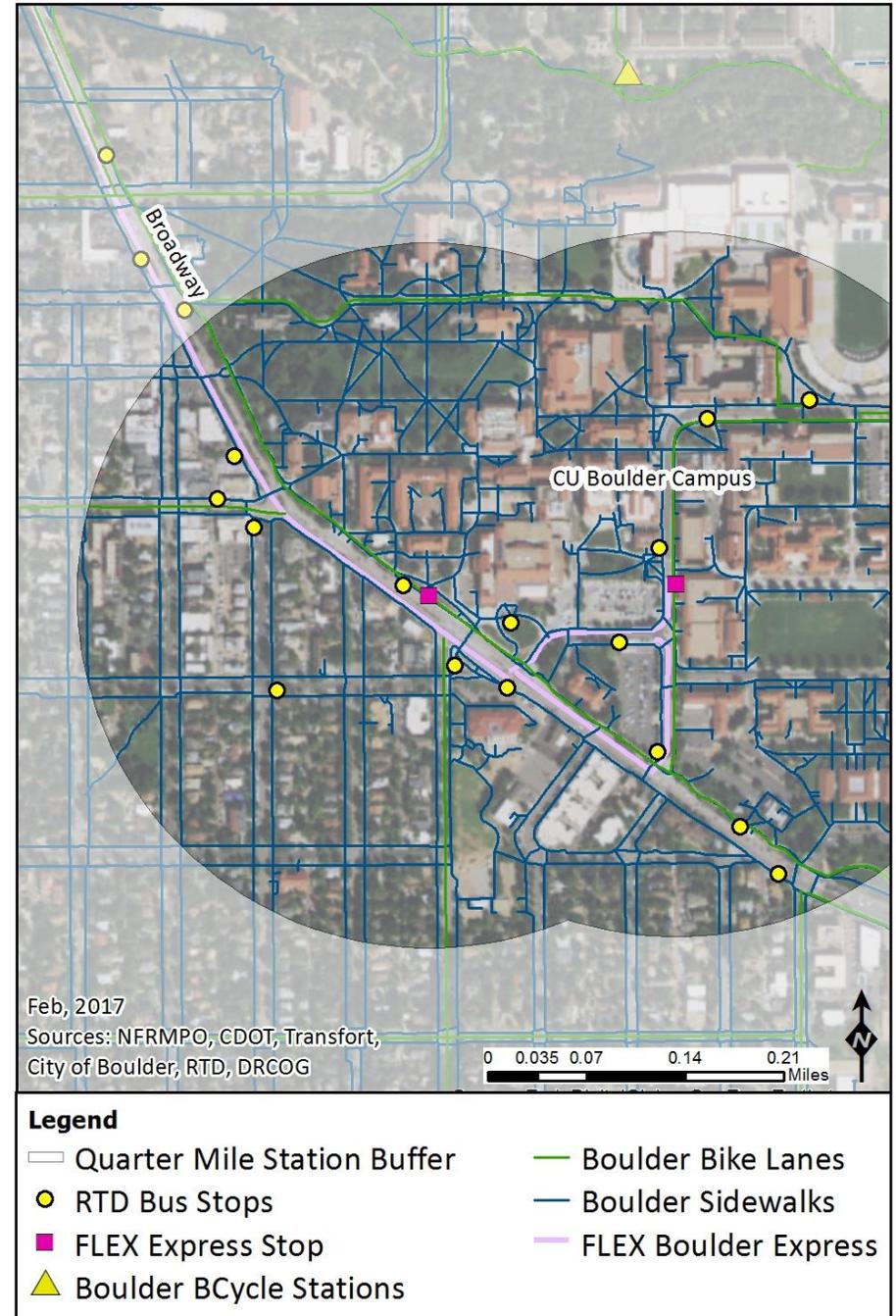
- Benches
- Bike racks
- Shelter
- Streetlights
- Transit sign
- Trash can

Figure 3-22 Broadway and Euclid Stop - Transit



Sidewalks in adjoining neighborhoods and within the CU Boulder campus are dense as shown in **Figure 3-23**. Bicycle lanes and trails also allow students, faculty, and visitors to traverse the campus without use of an automobile. A Boulder B-Cycle station is located north of the quarter-mile buffer.

Figure 3-23 Broadway and Euclid Stop - Non-Motorized Infrastructure



18th and Euclid (Southbound Terminus)

18th and Euclid is located on the campus of CU Boulder and is ADA-accessible. Many transit routes are available at this stop or at the Broadway and Euclid stop. Transit connections are shown in **Figure 3-24**.

Transit Connections:

- FLEX Boulder Express
- RTD Route 204 (15 minute peak, 30 minute off-peak)
- RTD Route 209 (15 minute peak, 30 minute off-peak)
- RTD Route 225 (30 minute all-day frequency)
- RTD Route AB (60 minute all-day frequency)
- RTD Route BV (replaced by FF1 and FF2)
- RTD Route BX (replaced by FF1 and FF2)
- RTD DASH (15-30 minute all-day frequency)
- RTD Route DM (replaced by FF5)
- RTD Route GS (30-60 minute peak only service)
- RTD HOP (9-15 minute all-day frequency)
- RTD Route J (30-60 minute PM peak only)
- RTD SKIP (7-10 minute all day service, 15-30 minute late night)
- Stampede (10-15 minute all-day service)

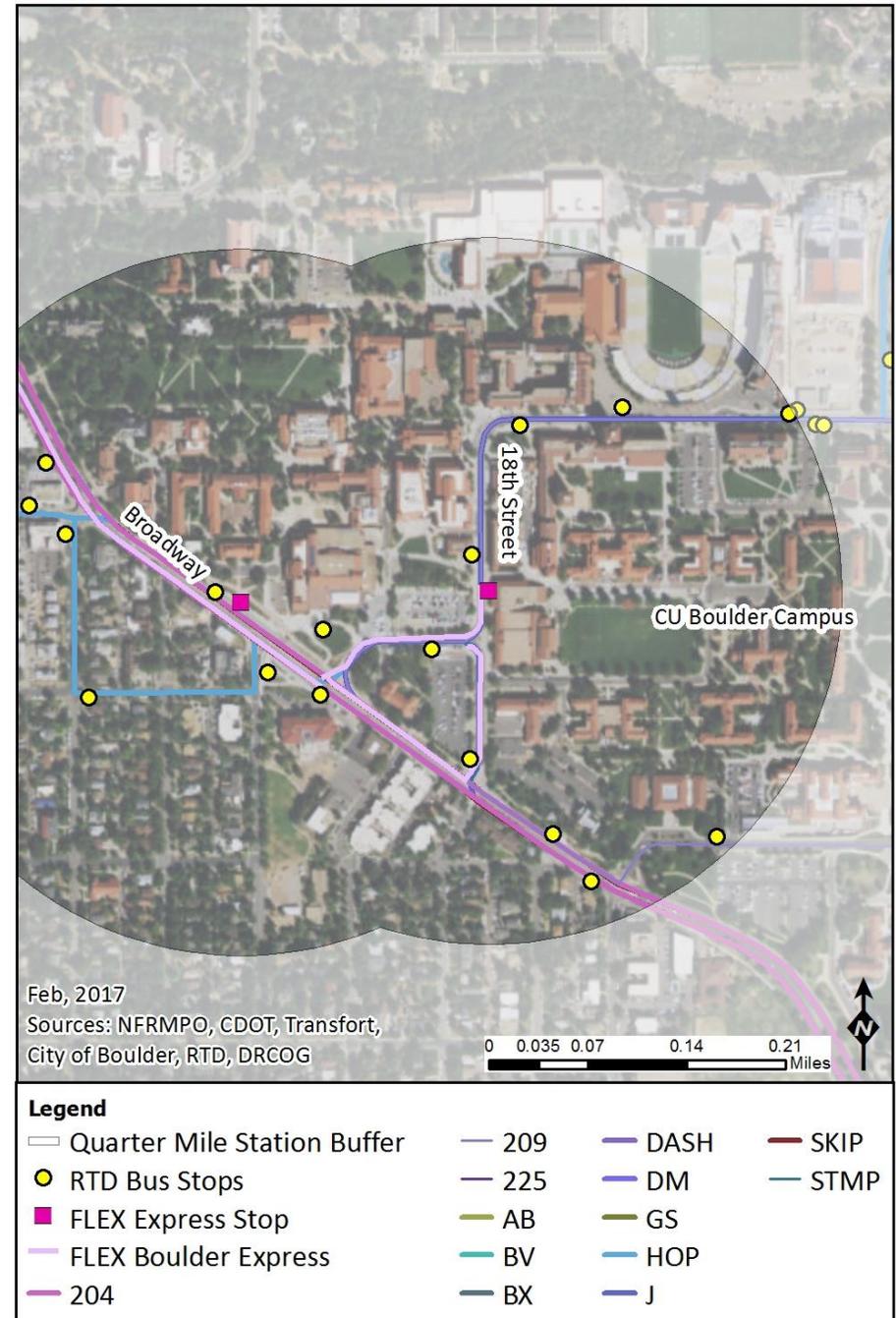
2016 Average Daily FLEX Ridership:

- Southbound Alighting: 17
- Total: 17

Stop Features:

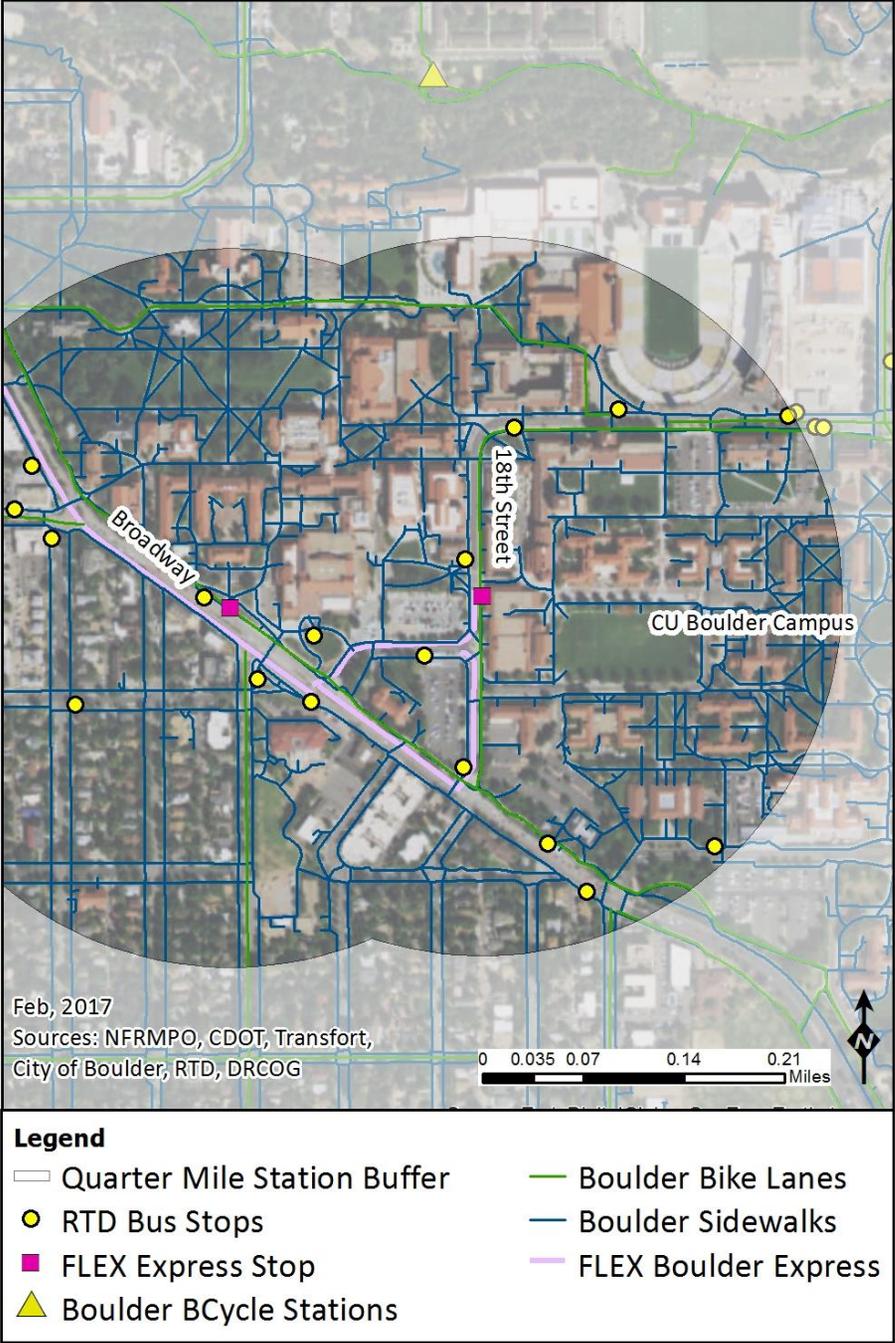
- Bicycle racks
- Pads
- Transit stop sign

Figure 3-24 18th and Euclid Stop - Transit



The sidewalk network in adjoining neighborhoods and within the CU Boulder campus is dense as shown in **Figure 3-25**. Bicycle lanes and trails also allow students, faculty, and visitors to traverse the campus without use of an automobile. A Boulder B-Cycle station is located north of the quarter-mile buffer.

Figure 3-25 18th and Euclid Stop - Non-Motorized Infrastructure



FLEX Loveland-Longmont Local Stop Features

South Transit Center (NB and SB)

The South Transit Center (STC) is located south of Harmony Road in Fort Collins, is a major hub for the Transfort system, and is ADA-accessible. The station was opened alongside the introduction of the MAX BRT service in 2014. Prior to the opening of the South Transit Center, the FLEX route began at Foothills Mall. As shown in **Figure 3-26**, a variety of services use the STC as a hub. The MAX route provides service every 10 minutes throughout most of the day. The FLEX Loveland/Longmont Local begins its southbound service at the STC.

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 192
- Southbound Boarding: 203; Southbound Alighting: 5
- Total: 402

Transit Connections:

- MAX Bus Rapid Transit (10 minute peak, 15 minute off-peak, 30 minute late night)
- FLEX Boulder Express
- FLEX Loveland/Longmont Local
- Route 6 (60 minute frequency all day)
- Route 12 (60 minute frequency all day)
- Route 16 (30 minute peak, 60 minute off peak)
- Route 19 (60 minute frequency all day)

Stop Features:

- Bicycle racks and secure bicycle shelter
- Bus shelters, including benches and trash cans
- Customer service desk, open 7:30am to 5:30pm
 - Pass and ticket sales
 - Printed maps, schedules, rider alerts
 - Restrooms
 - Lost and Found
- Parking (171 free parking spots)
- Streetlights
- Ticket vending machine

Figure 3-26 STC - Transit

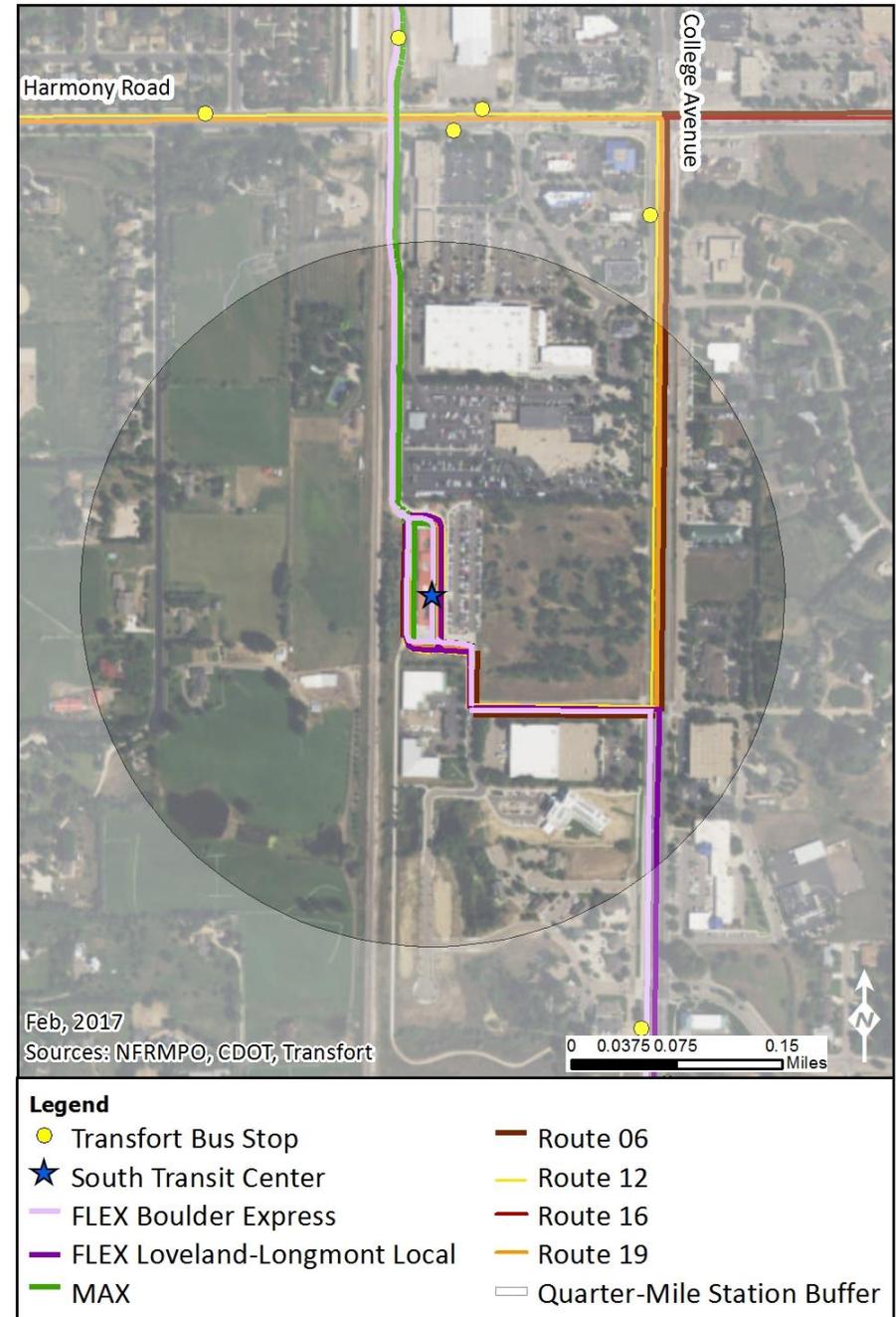
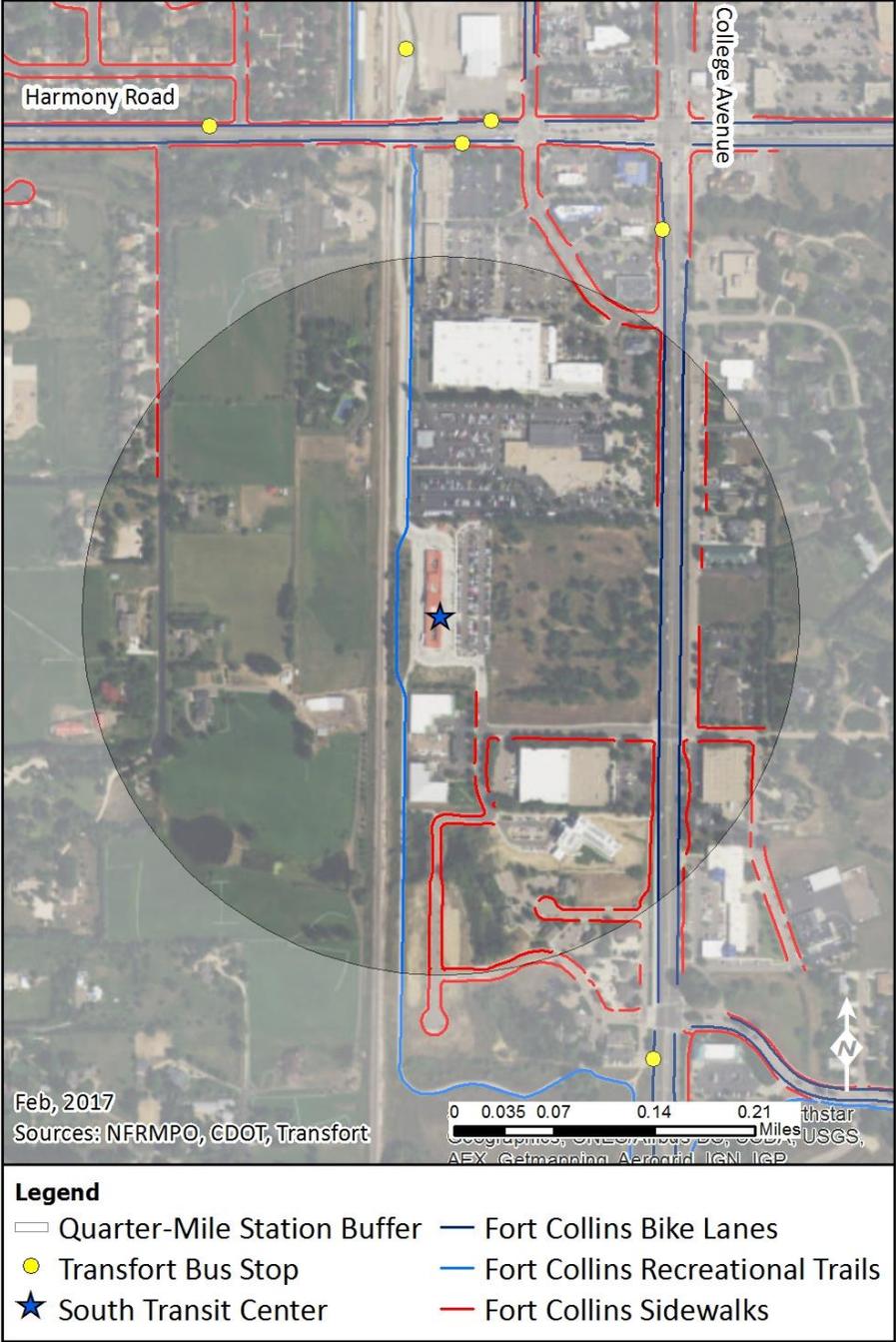


Figure 3-27 STC Non-Motorized Infrastructure

Figure 3-27 shows the bicycle and pedestrian infrastructure available near the STC. Built as a Park-N-Ride in the southern part of the City, pedestrian infrastructure is limited. Sidewalks are available in the neighborhoods adjacent to the STC. The Mason Trail runs to the south and west of the station.



US287 and Fossil Creek Parkway (NB)/Cameron Drive (SB)

As shown in **Figure 3-28**, the US287 and Fossil Creek Parkway/US287 and Cameron Drive stop pair does not provide connections to any other transit services and are partially ADA-accessible. The stops are located a short distance south of the STC. The station, however, does have access to sidewalks, and the Fossil Creek Trail and Mason Trail.

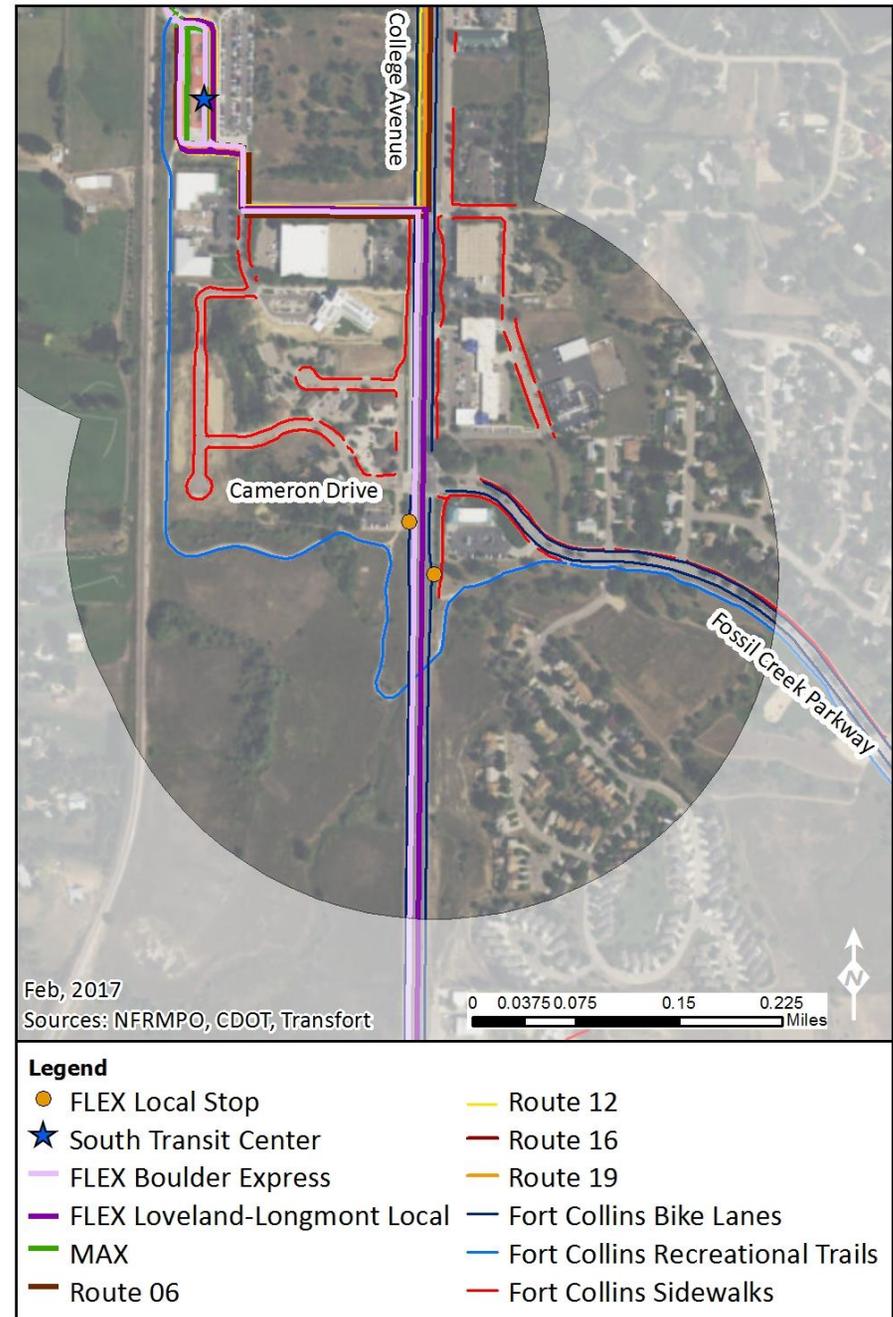
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 0; Northbound Alighting: 2
- Southbound Boarding: 16; Southbound Alighting: 0
- Total: 18

Stop Features:

- Bench
- Transit stop sign
- Shelter (SB only)
- Streetlights
- Trash can (SB only)

Figure 3-28 Fossil Creek Parkway and Cameron Drive Stop Pair - Transit and Non-Motorized Infrastructure



US 287 and Skyway Drive (NB and SB)

The US287 and Skyway Drive stop pair are located in a suburban section of southern Fort Collins as shown in **Figure 3-29**. A bicycle lane is provided on East Skyway Drive. Sidewalks are available in the neighborhood northeast of the intersection. The southbound stop is ADA-accessible, but the northbound stop is not. No connecting transit is available.

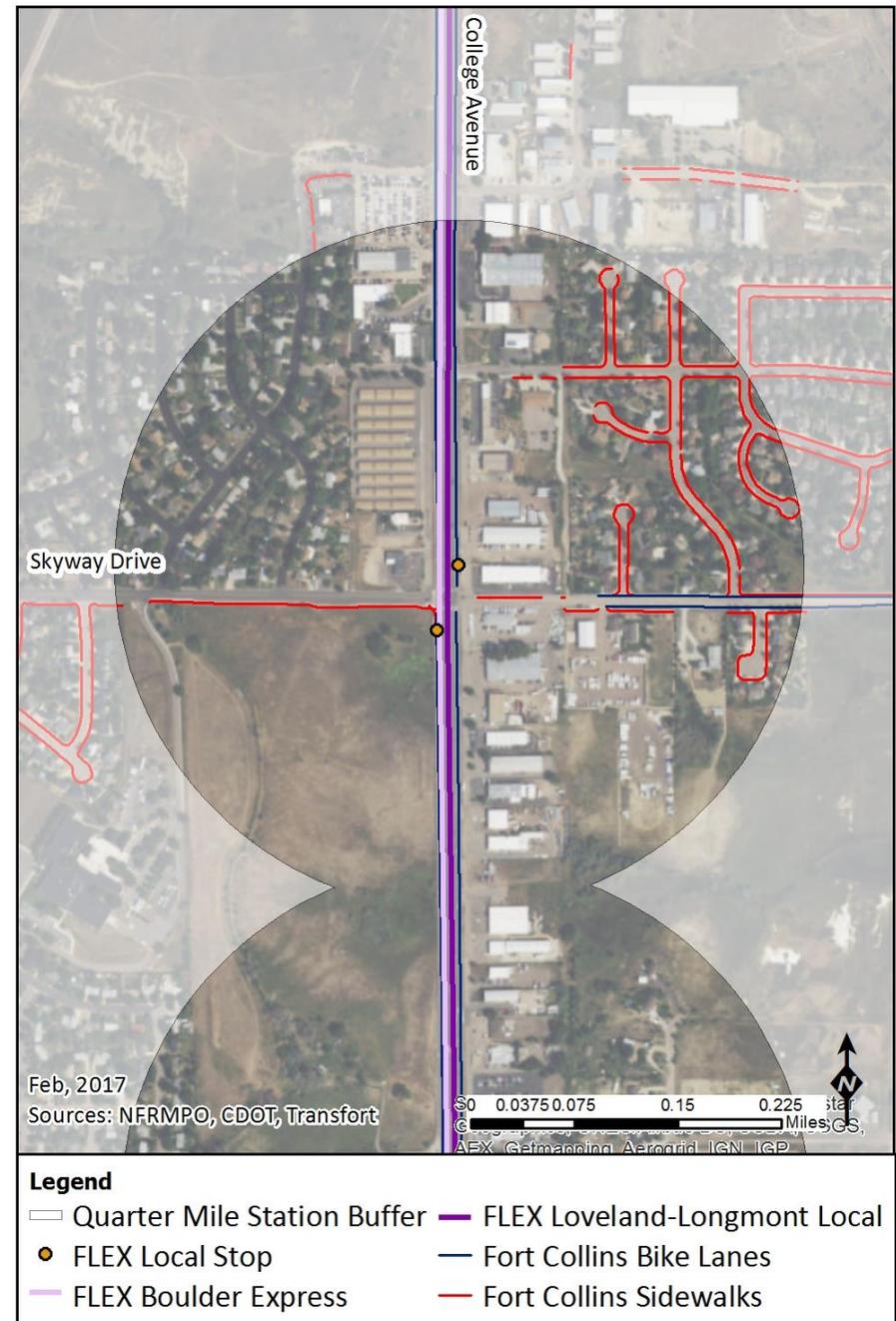
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 5; Northbound Alighting: 7
- Southbound Boarding: 4; Southbound Alighting: 6
- Total: 22

Stop Features:

- Bench
- Shelter (SB only)
- Streetlights
- Transit stop sign
- Trash can (SB only)

Figure 3-29 Skyway Drive Stop Pair - Transit and Non-Motorized Infrastructure



US287 and Trilby Road (NB and SB)

The Trilby Road stop pair is shown in **Figure 3-30**. They connect to wide shoulders, which act as non-motorized facilities. Sidewalks are available to the neighborhood southeast of the intersection and a sidewalk is available west of the quarter-mile buffer. No sidewalks connect directly to the stop pair, making this station not ADA-accessible. There are no transit connections at this stop.

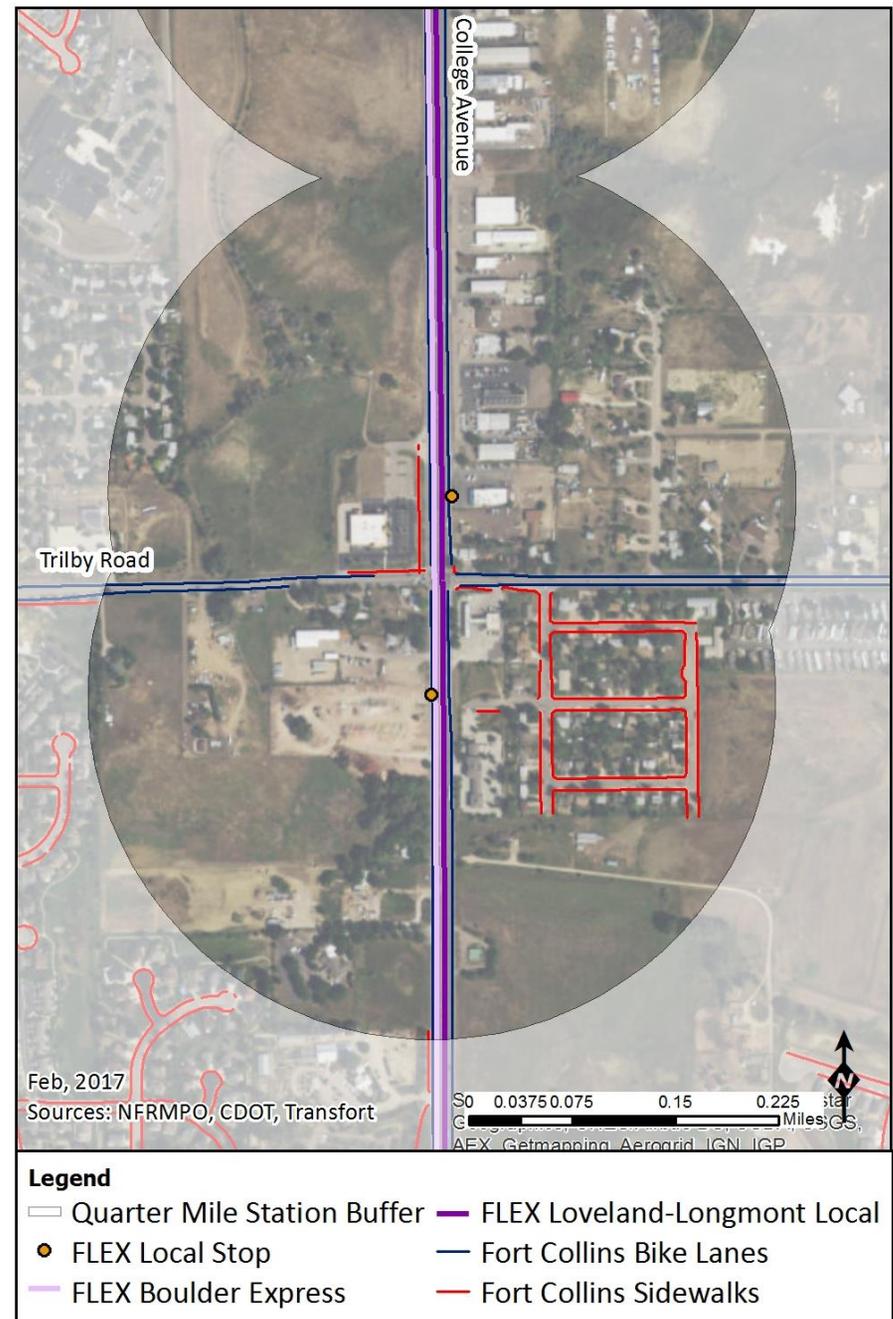
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 12; Northbound Alighting: 7
- Southbound Boarding: 7; Southbound Alighting: 12
- Total: 38

Stop Features:

- Bench (SB only)
- Shelter (SB only)
- Transit sign
- Trash can (SB only)

Figure 3-30 Trilby Road Stop Pair - Transit and Non-Motorized Infrastructure



US 287 and Carpenter Road (NB and SB)

As shown in **Figure 3-31**, the stop pair at Carpenter Road is accessible by wide shoulders, which act as non-motorized facilities. No sidewalks exist in this portion of the FLEX route, making this station not ADA-accessible. Bicycle lanes are also available on Carpenter Road. No transit connections are available at this stop.

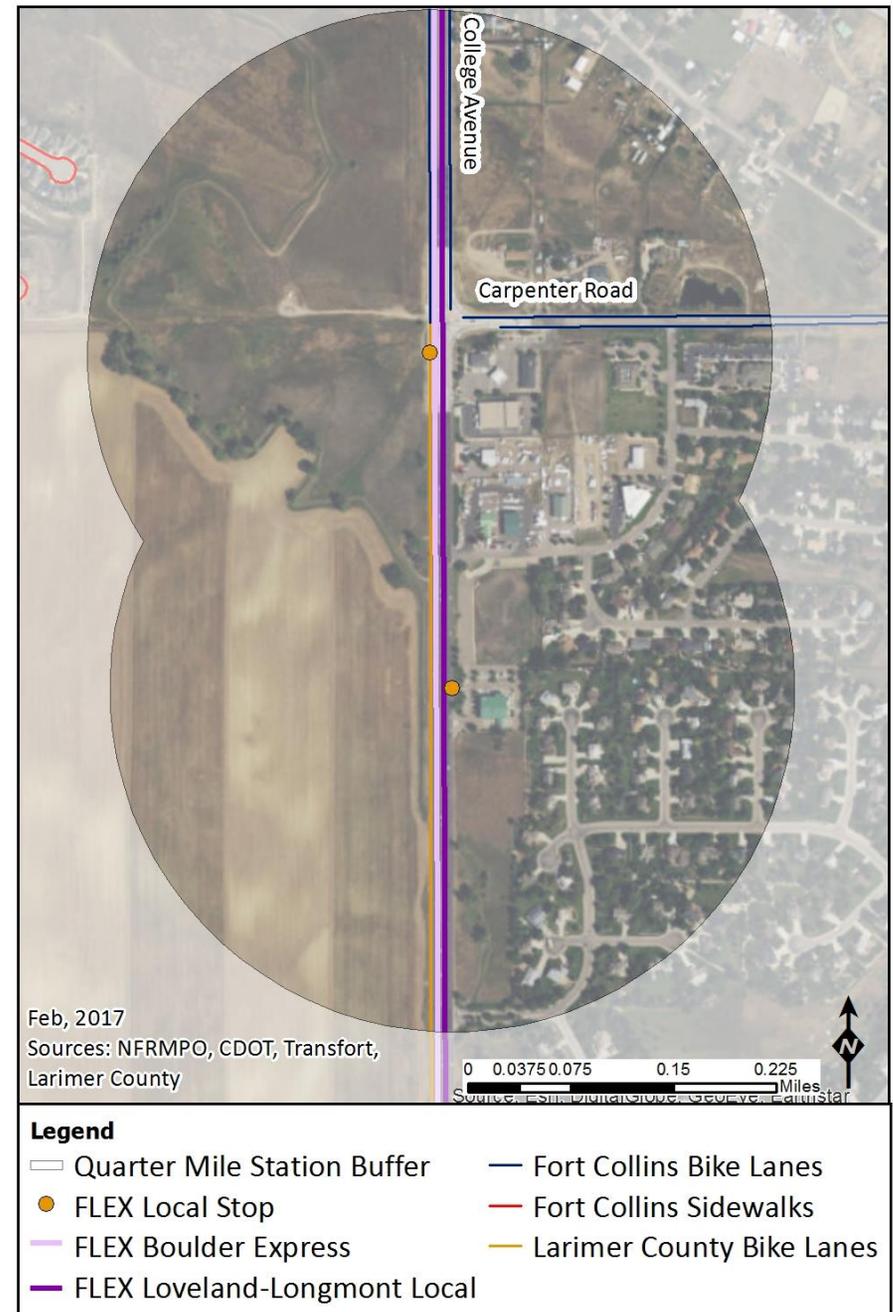
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 0
- Southbound Boarding: 0; Southbound Alighting: 2
- Total: 4

Stop Features:

- Bench (NB only)
- Pad (SB only)
- Shelter (NB only)
- Transit stop sign

Figure 3-31 Carpenter Road Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 71st Street (NB and SB)

Figure 3-32 shows the US287 and 71st Street stop pair. A sidewalk is available to the southbound stop at West 71st Street, but no sidewalks are available to the northbound stop. This stop is partially ADA-accessible. Bicycle lanes provide access to the neighborhood west of US287. No transit connections are available at this stop.

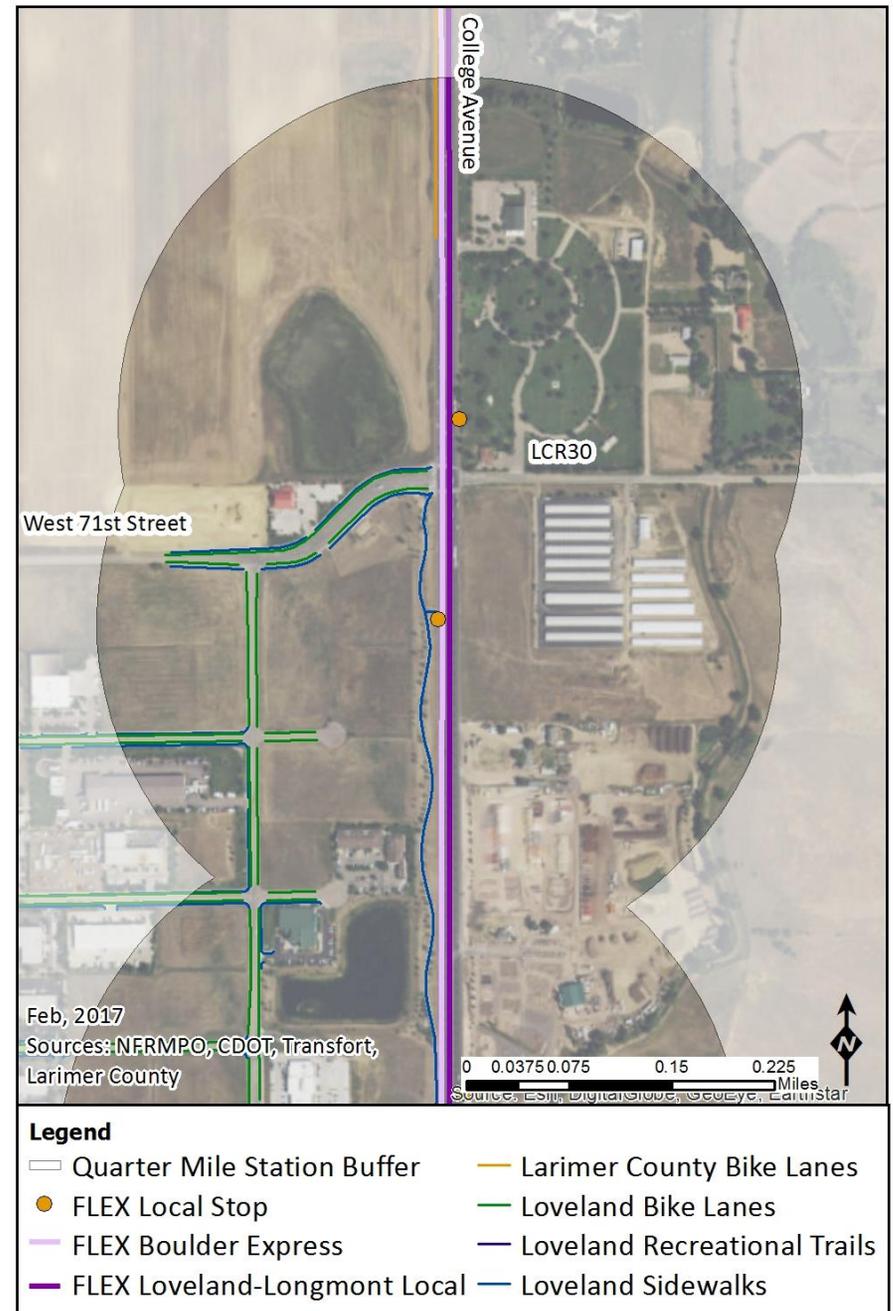
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 1; Northbound Alighting: 0
- Southbound Boarding: 0; Southbound Alighting: 1
- Total: 2

Stop Features:

- Bench (SB only)
- Shelter (SB only)
- Streetlight (SB only)
- Transit stop sign
- Trash can (SB only)

Figure 3-32 71st Street Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 65th Street (NB and SB)

The southbound stop at West 65th Street is accessible by sidewalks, which provide connections to Walmart, making it ADA-accessible. The northbound stop is not accessible by sidewalk and therefore is not ADA-accessible. No transit connections are available at this station. An underpass of the Loveland trail system traverses US287 at West 64th Street. No transit connections are available at this stop. This is shown in *Figure 3-33*.

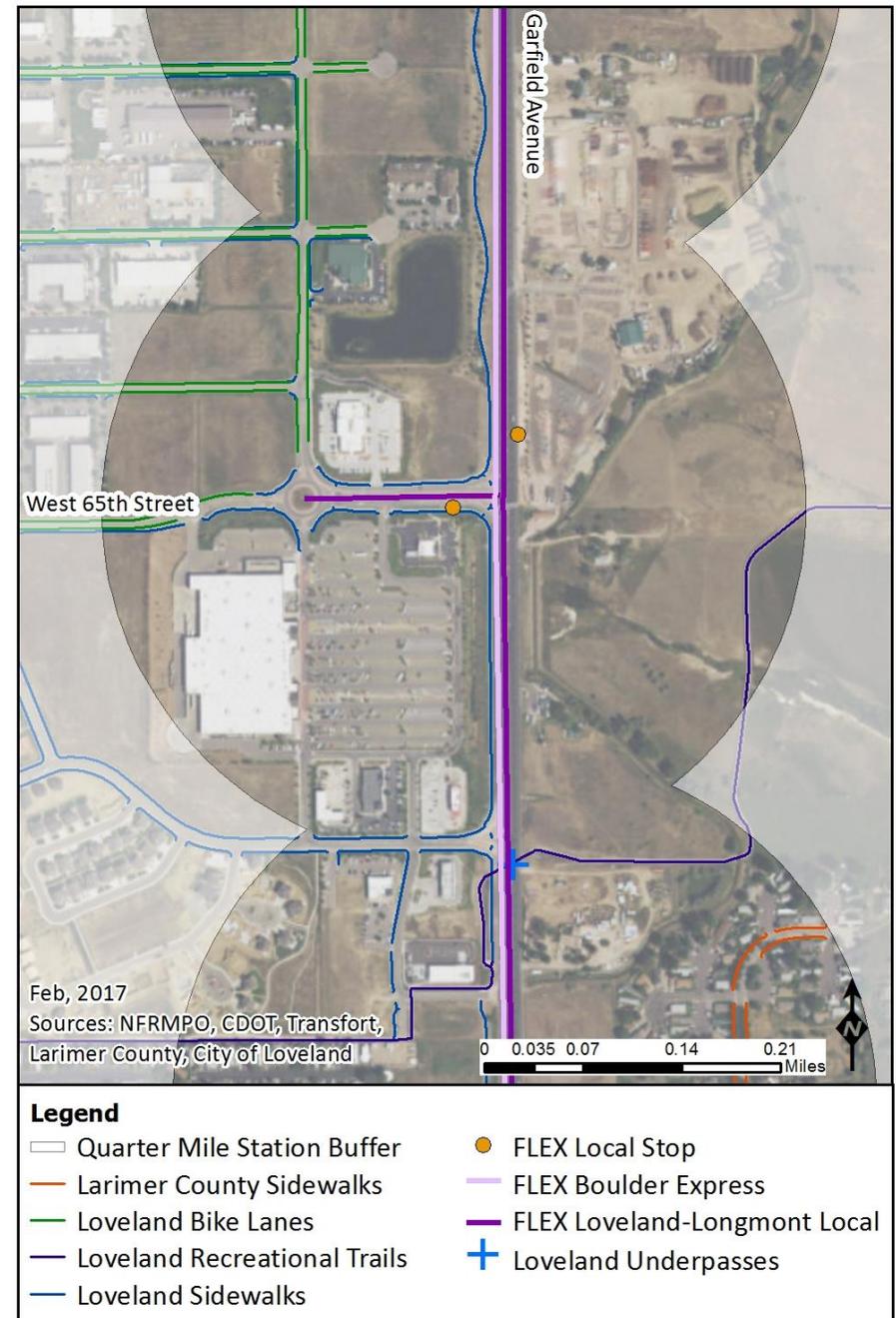
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 7; Northbound Alighting: 10
- Southbound Boarding: 14; Southbound Alighting: 15
- Total: 46

Stop Features:

- Bench
- Streetlight (SB only)
- Transit stop sign

Figure 3-33 65th Street Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 57th Street (NB and SB)

As illustrated in **Figure 3-34**, there are no sidewalks at West 57th Street to either transit stop. No sidewalks make this stop pair not ADA-accessible. A sidewalk exists on the west side of the road, providing connections to the Walmart shopping center. Sidewalks exist within the adjacent neighborhoods and are maintained by Larimer County. No transit connections are available at this stop.

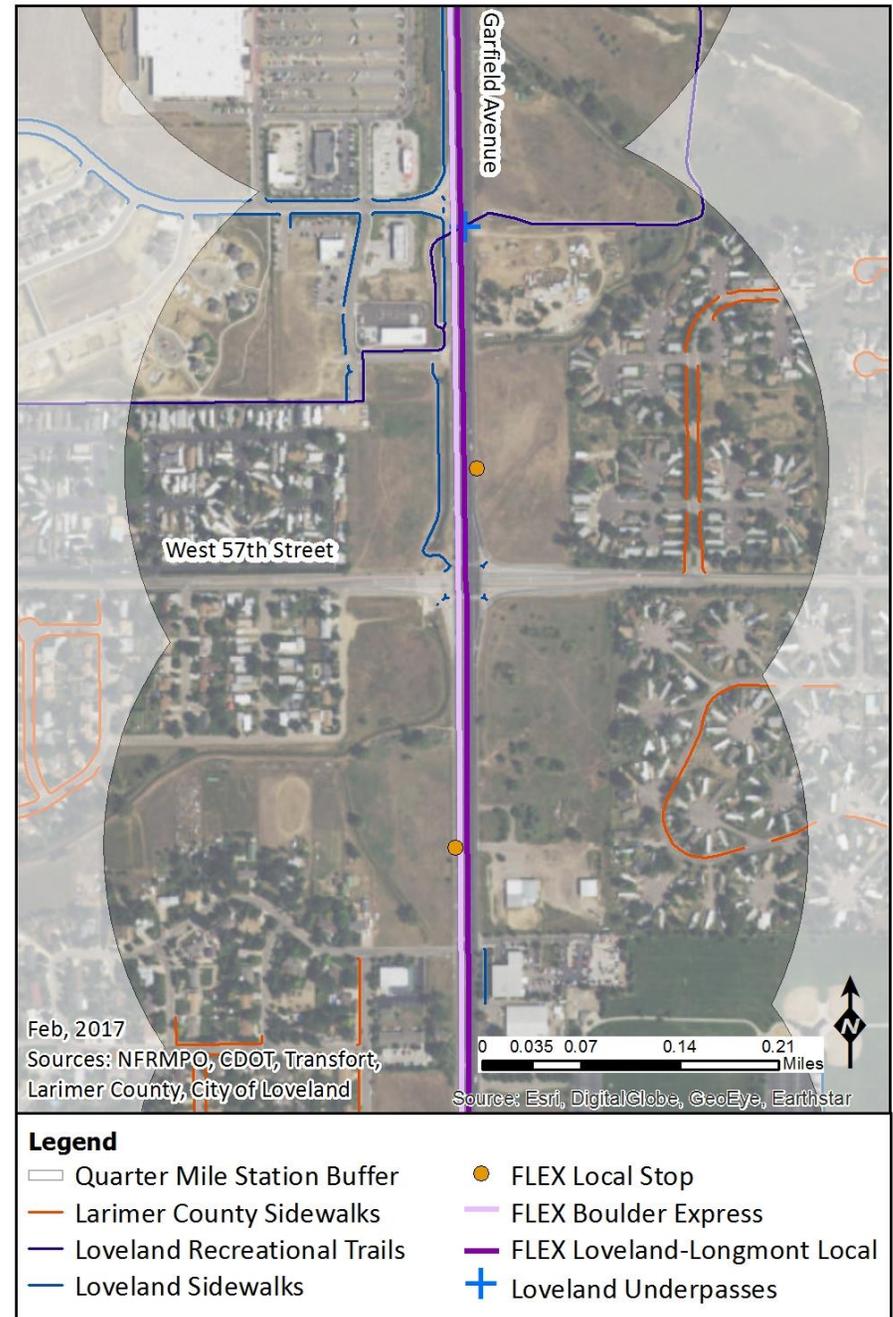
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 5; Northbound Alighting: 9
- Southbound Boarding: 7; Southbound Alighting: 2
- Total: 23

Stop Features:

- Bench
- Shelter (NB only)
- Transit stop sign
- Trash can (NB only)

Figure 3-34 57th Street Stop Pair - Transit and Non-Motorized Infrastructure



US287 and 50th Street (NB and SB)

Figure 3-35 shows Larimer County sidewalks provide access from the intersection of West 50th Street and US287; however, neither transit stop is accessible by sidewalks. Sidewalks exist in the neighborhoods south of the intersection. This stop pair is not ADA-accessible.

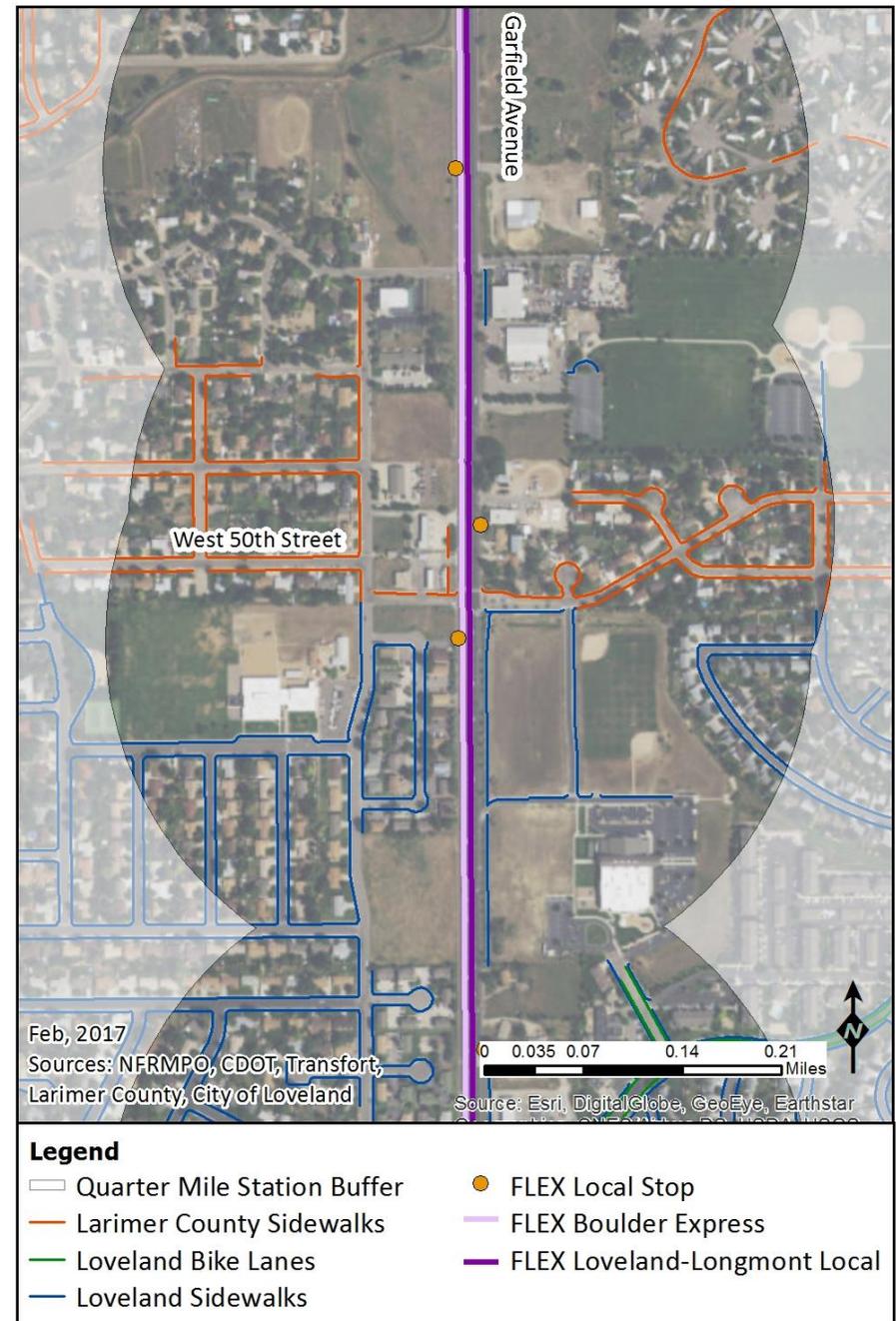
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 1; Northbound Alighting: 6
- Southbound Boarding: 3; Southbound Alighting: 1
- Total: 11

Stop Features:

- Bench
- Transit stop sign

Figure 3-35 50th Street Stop Pair - Transit and Non-Motorized Infrastructure



Garfield Avenue and Knobcone Drive (NB)/45th Street (SB)

Sidewalks are robust in the neighborhoods adjacent to the US287 and West 45th Street/Knobcone Drive intersection, as illustrated in **Figure 3-36**. Both stops are ADA-accessible. Bicycle lanes are available on Knobcone Drive. No transit connections are available at this stop. Due to the density of stops in this part of Loveland, the stop pair is denoted with yellow arrows on the map.

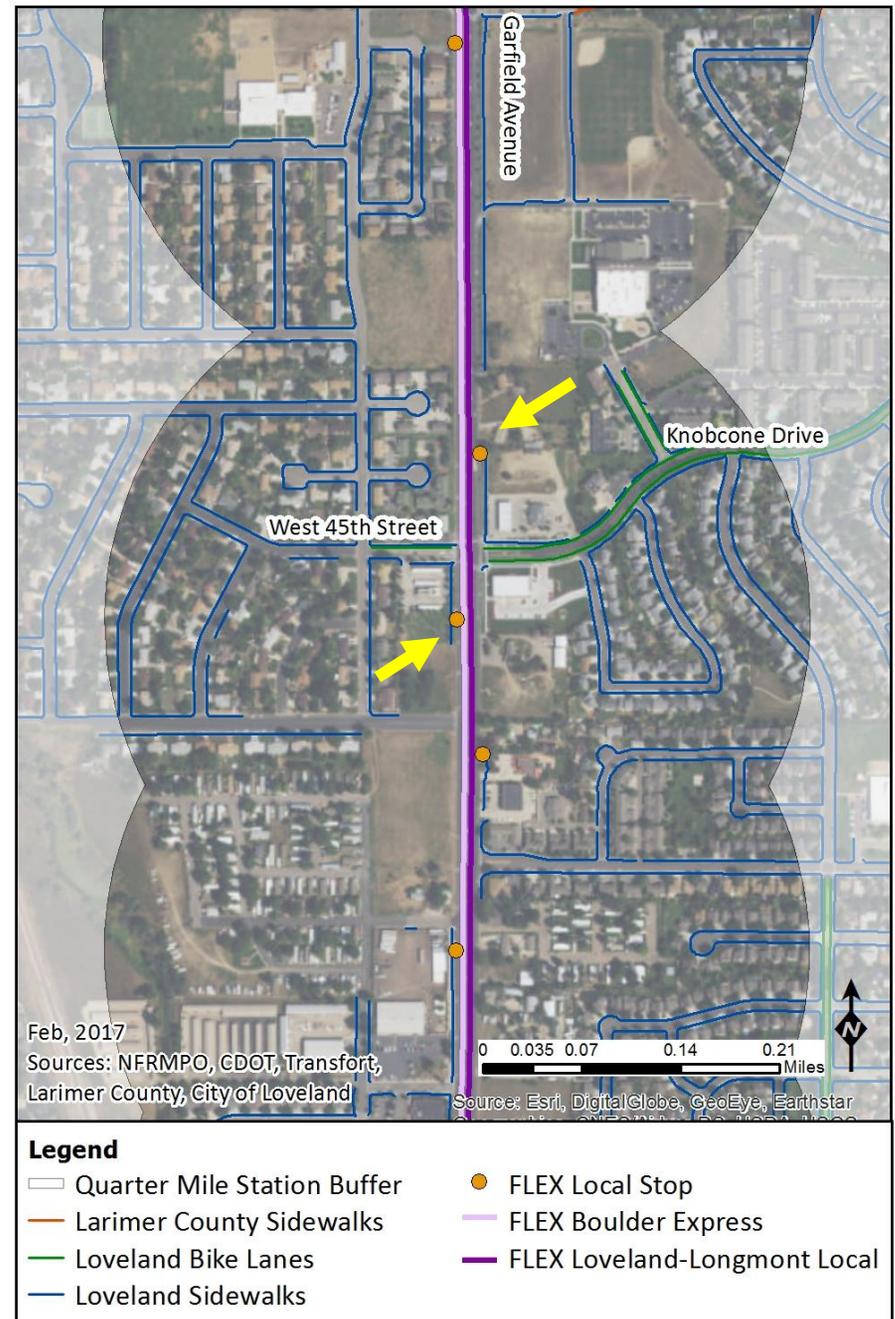
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 6; Northbound Alighting: 3
- Southbound Boarding: 5; Southbound Alighting: 6
- Total: 20

Stop Features:

- Bench
- Shelter (SB only)
- Streetlights
- Transit stop sign
- Trash can (SB only)

Figure 3-36 Knobcone/45th Street Stop Pair - Transit and Non-Motorized Infrastructure



Garfield Avenue and E 42nd Street (NB)/41st Street (SB)

Sidewalks are provided on the east side of US287 from West 42nd Street to the northbound FLEX stop. Sidewalks are also available on the west side of US287 from West 41st Street. The stop pair is not accessible by bicycle lanes. This stop pair is not accessible by bicycle lanes. This stop pair is ADA-accessible. No transit connections are available at this station. The transit and non-motorized infrastructure is shown in **Figure 3-37**. Due to the number of stops along this portion of Garfield Avenue, the stop pair is marked with yellow arrows on the map.

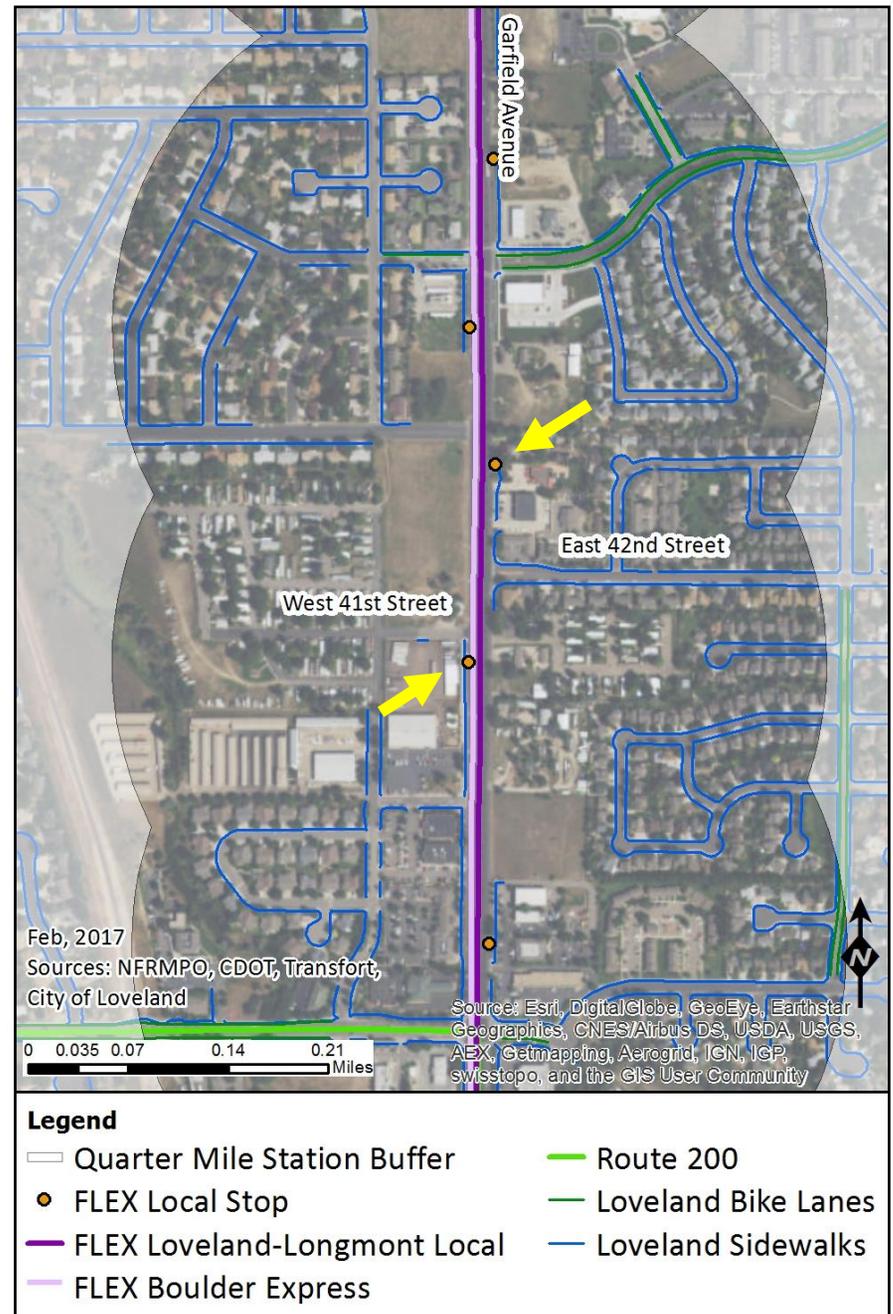
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 1
- Southbound Boarding: 4; Southbound Alighting: 4
- Total: 11

Stop Features:

- Bench
- Transit stop sign

Figure 3-37 42nd/41st Street Stop Pair - Transit and Non-Motorized Infrastructure



Garfield Avenue and E 37th Street (NB)/W 37th Street (SB)

The 37th Street stop pair is shown in **Figure 3-38**. Sidewalks are provided on both the east side and west side of US287 at 37th Street, making this stop ADA-accessible. FLEX riders may transfer to Route 200 on West 37th Street. Bicycle lanes are available on West 37th Street and in the neighborhoods east of US287. Due to the density of stops in this part of Loveland, the stop pair is denoted with yellow arrows in the map.

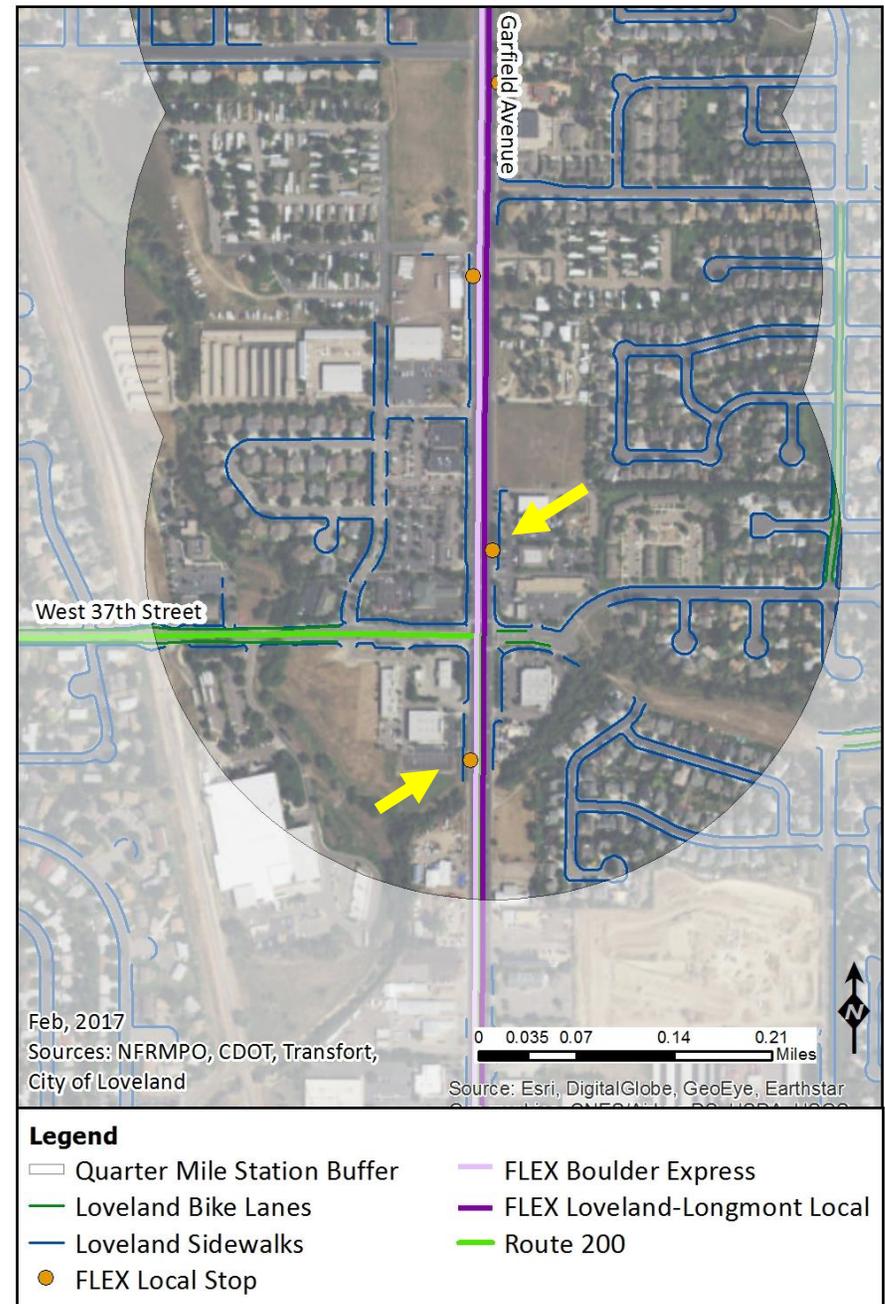
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 10; Northbound Alighting: 3
- Southbound Boarding: 2; Southbound Alighting: 6
- Total: 21

Stop Features:

- Bench
- Bike rack
- Streetlight (SB only)
- Transit shelter
- Transit stop sign
- Trash can

Figure 3-38 37th Street Stop Pair - Transit and Non-Motorized Infrastructure



Loveland Food Bank (2600 N Lincoln Avenue) (NB and SB)

The North Transfer Station moved from the Orchards Shopping Center to the Loveland Food Bank in January 2017. The new location of the transfer center is shown in **Figure 3-39**. FLEX’s average daily ridership below is for the Orchards Shopping Center stop. The Loveland Food Bank location provides access to all three lines in the City of Loveland Transit (COLT) network. Both the Loveland Food Bank and former Orchards Shopping Center stop are ADA-accessible.

Transit Connections:

- FLEX Loveland-Longmont Local Route
- Route 100
- Route 200
- Route 300

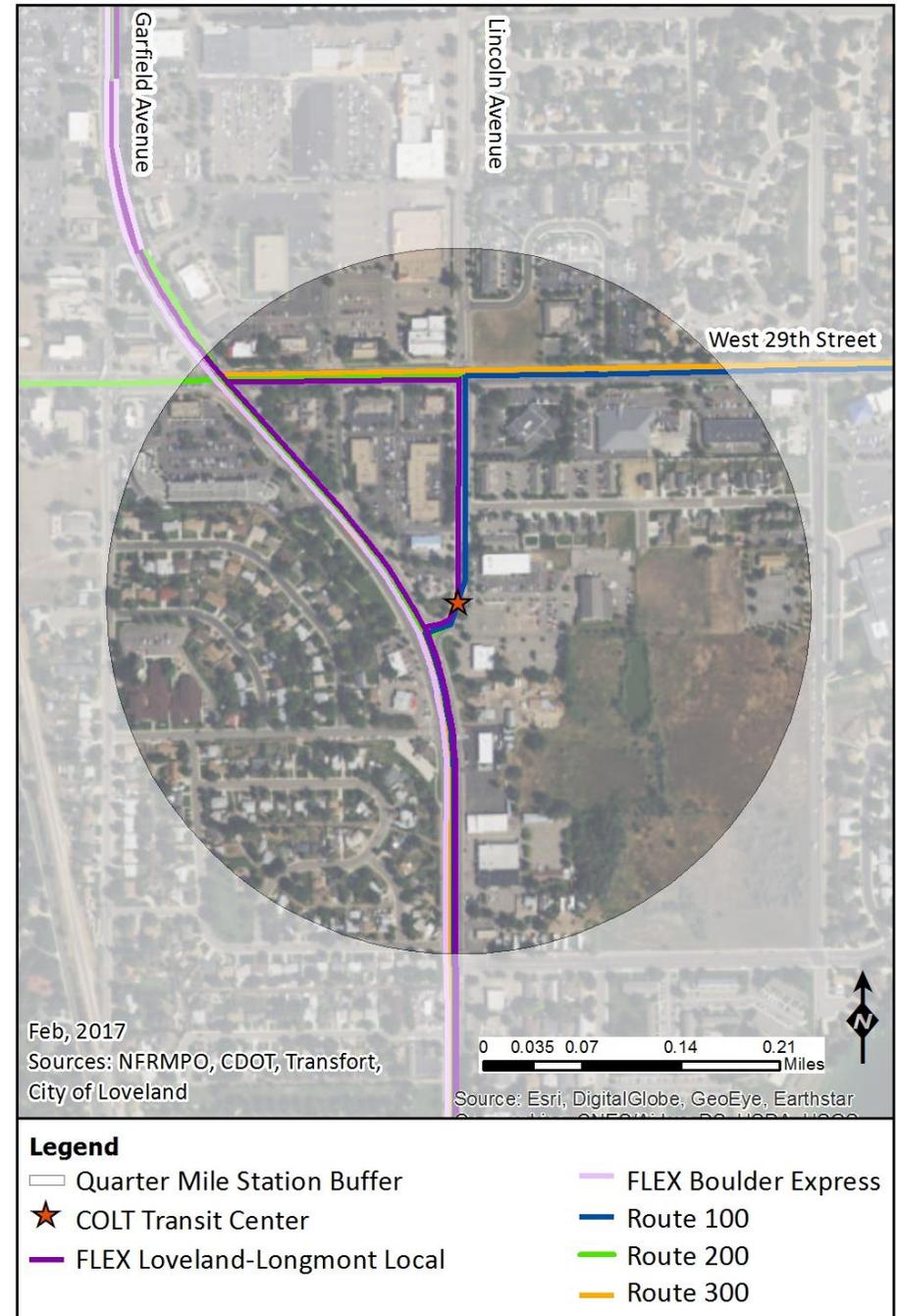
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 123; Northbound Alighting: 14
- Southbound Boarding: 23; Southbound Alighting: 129
- Total: 289

Stop Features:

- Benches
- Bicycle securement bollards
- Streetlights
- Transit shelters
- Transit stop sign
- Trash cans

Figure 3-39 Loveland Food Bank - Transit

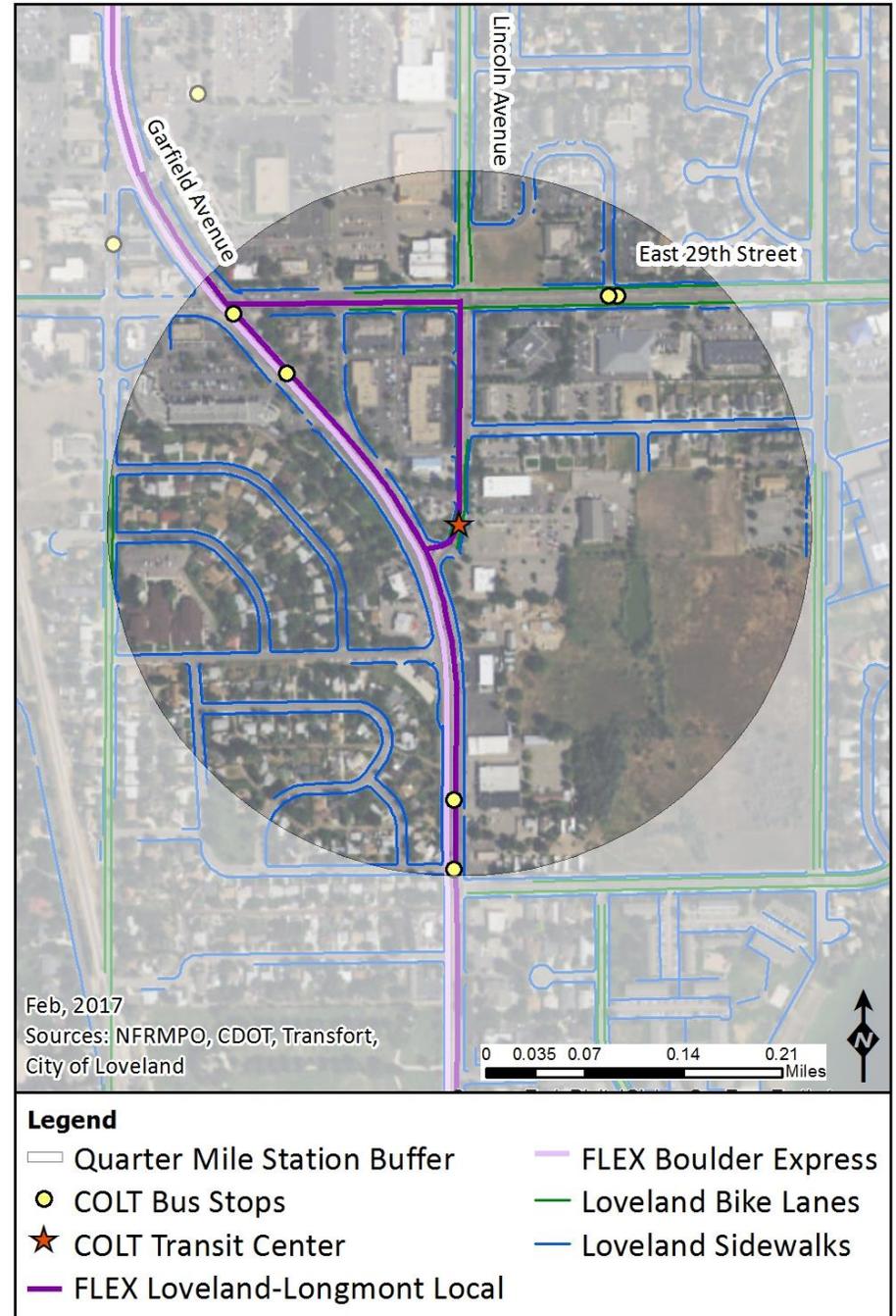


Legend

- Quarter Mile Station Buffer
- ★ COLT Transit Center
- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- Route 100
- Route 200
- Route 300

As shown in **Figure 3-40**, there are sidewalks connecting the Loveland Food Bank to the rest of the Loveland sidewalk network. Bicycle lanes are available on East 39th Street and on Lincoln Avenue north of the stop.

Figure 3-40 Loveland Food Bank Non-Motorized Infrastructure



Lincoln Avenue and E 8th Street (NB) and Cleveland Avenue and E 8th Street (SB)

The 8th Street station pair is located north of downtown Loveland at the South Transfer Station of the COLT network and is ADA-accessible. **Figure 3-41** shows the transit connections available at the 8th Street stop pair. All three routes within the COLT system connect at this stop. The 8th Street pair the only FLEX Boulder Express stop in the City of Loveland.

Transit Connections:

- FLEX Boulder Express
- FLEX Loveland-Longmont Local
- Route 100
- Route 200
- Route 300

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 15; Northbound Alighting: 29
- Southbound Boarding: 25; Southbound Alighting: 14
- Total: 83

Stop Features:

- Benches
- Streetlight
- Transit stop sign
- Trash can

Figure 3-41 8th Street Stop Pair - Transit

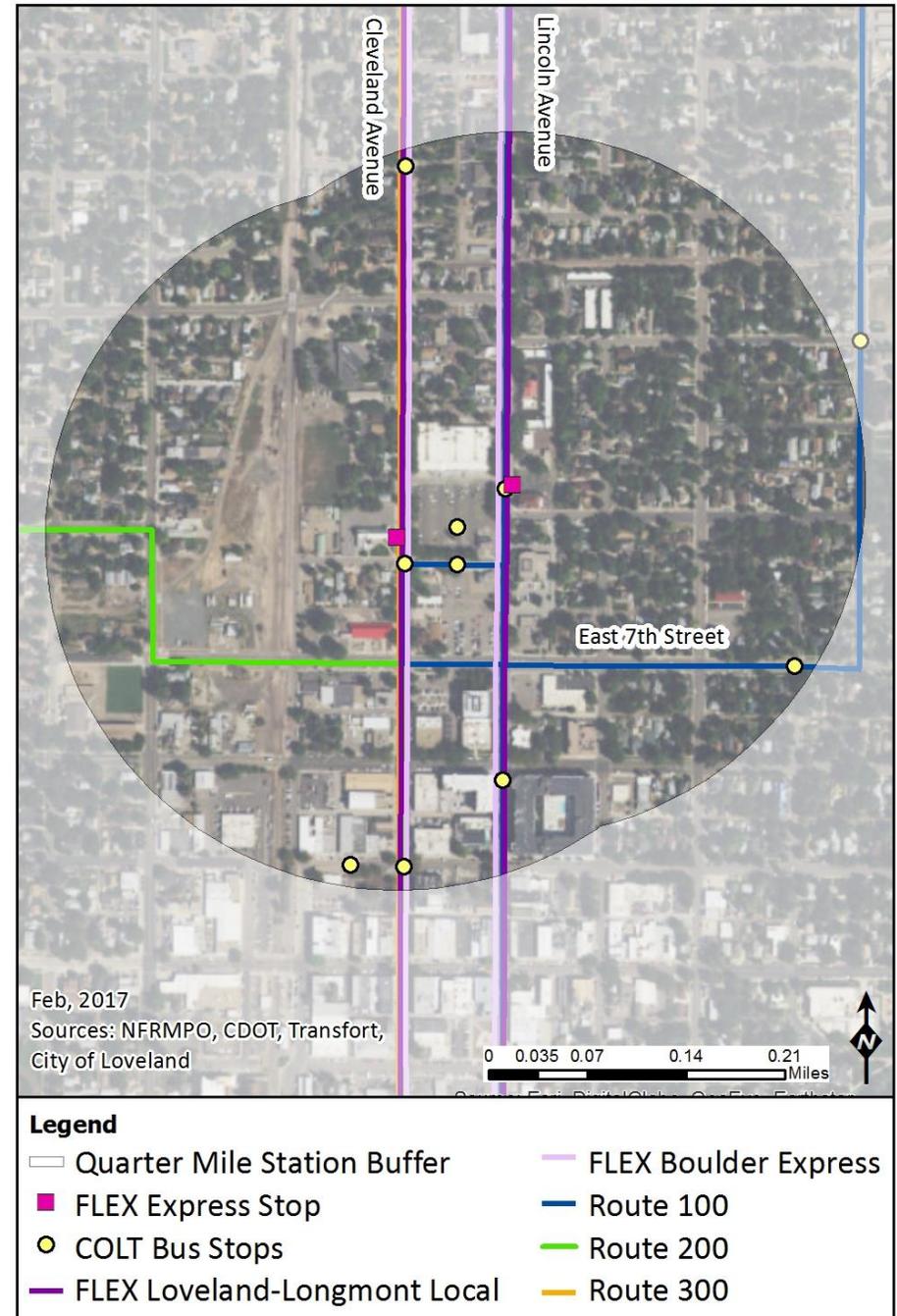
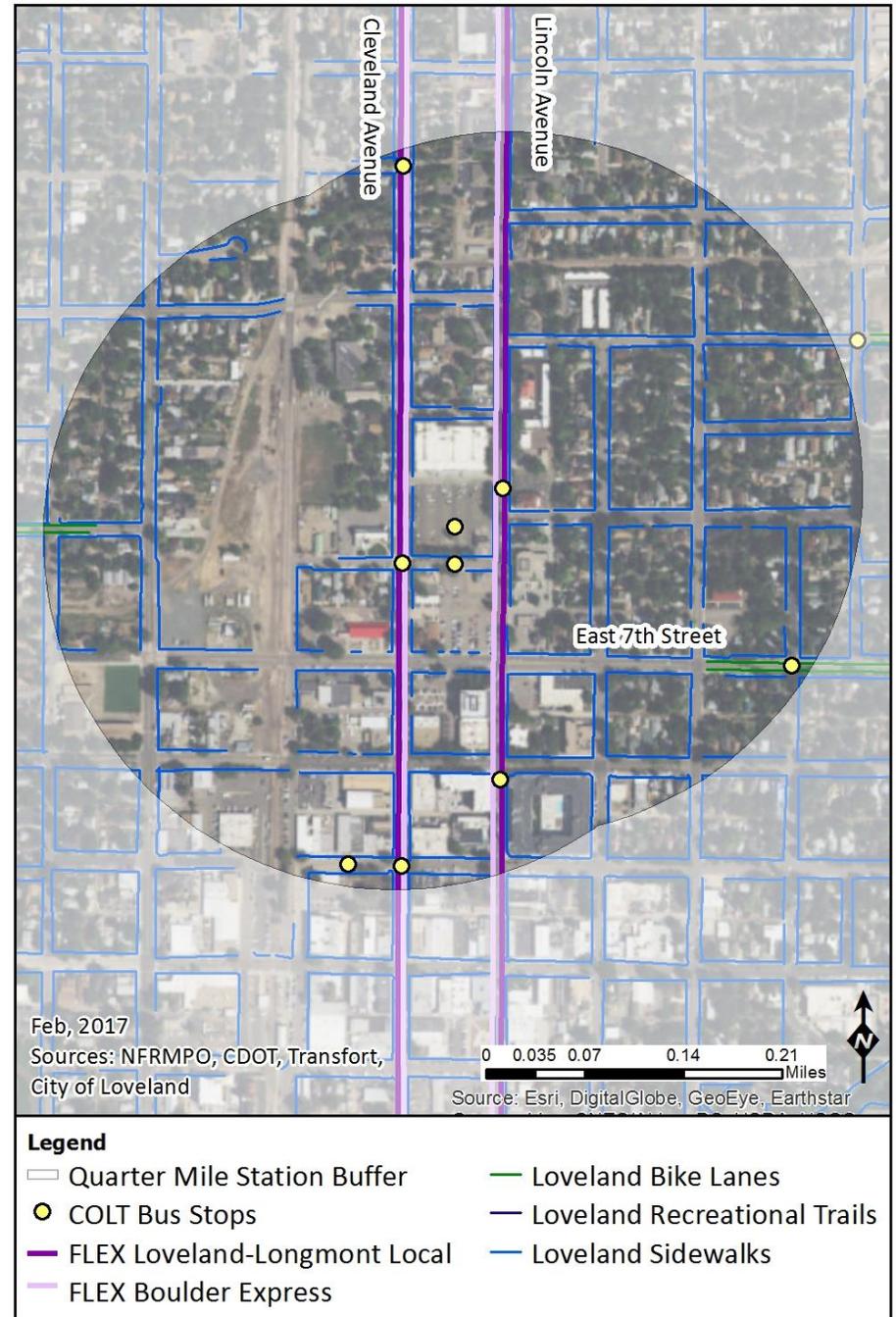


Figure 3-42 shows the non-motorized infrastructure available near the 8th Street stop pair. Due to its location in the center of the City, the station is connected to the dense sidewalk network. Bicycle lanes are available on East 7th Street three blocks east of the stop pair, and on West 8th Street west of the stop pair.

Figure 3-42 8th Street Stop Pair - Non-Motorized Infrastructure



Lincoln Avenue and 14th Street SE (NB) and Lincoln Avenue and 14th Street SW (SB)

The 14th Street station pair is located in southern Loveland, and provides connections to two COLT routes, as shown in **Figure 3-43**. Sidewalks and bicycle lanes are available on 14th Street SW. The southbound stop is not accessible by sidewalk. The stop is not ADA-accessible. A recreational trail and underpass are located slightly north of the quarter-mile buffer.

Transit Connections:

- FLEX Loveland-Longmont Local
- Route 100 (60 minute all-day frequency)
- Route 200 (60 minute all-day frequency)

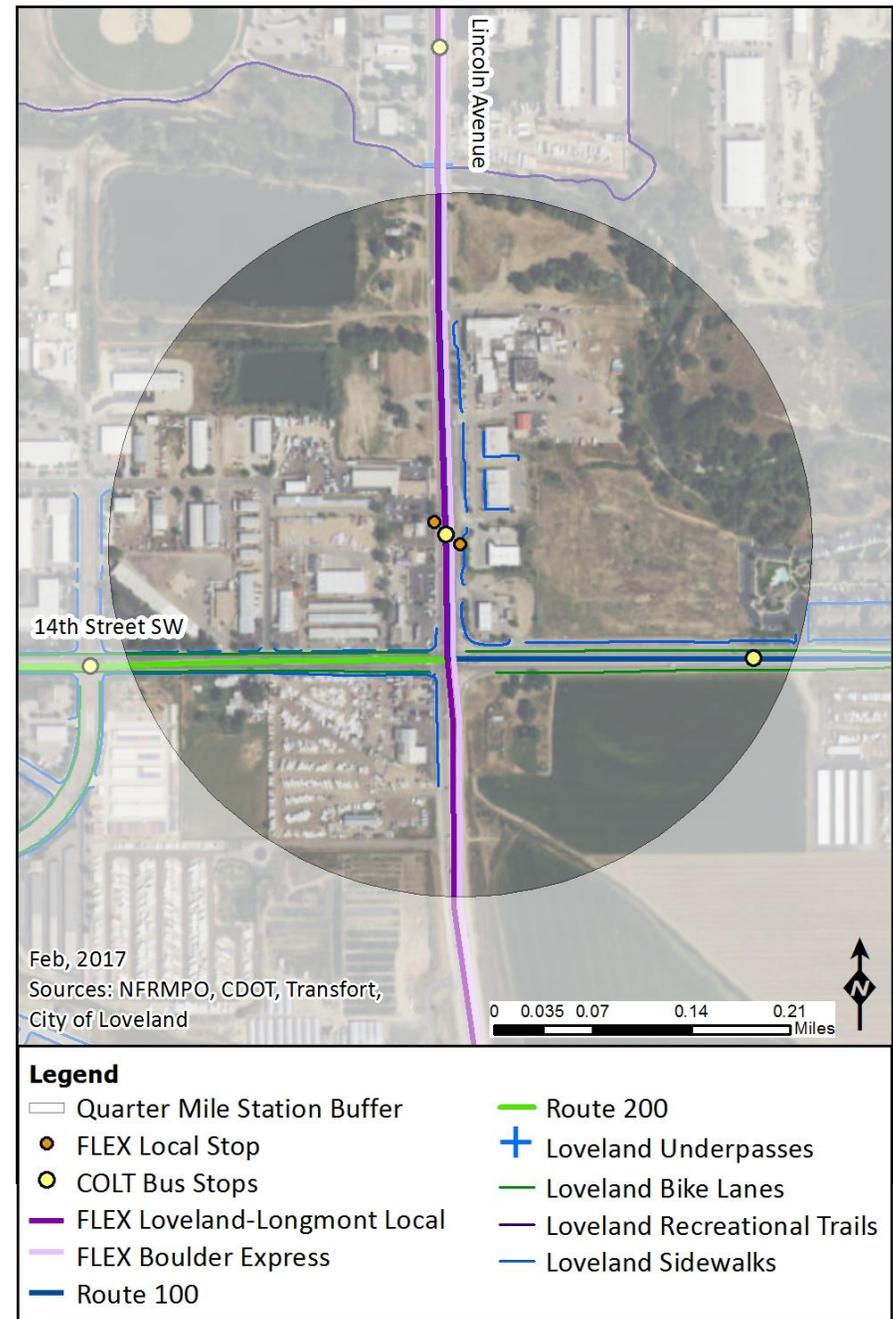
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 2; Northbound Alighting: 4
- Southbound Boarding: 2; Southbound Alighting: 3
- Total: 11

Stop Features:

- Bench (NB only)
- Streetlights (NB only)
- Transit stop sign
- Trash can (NB only)

Figure 3-43 14th Street Stop Pair - Transit and Non-Motorized Infrastructure



Mountain Avenue and 2nd Street (NB) / 3rd Street (SB)

The Mountain Avenue station pair shown in **Figure 3-44** provides access to downtown Berthoud and is ADA-accessible. No other transit connections are available at this stop. The Town of Berthoud sidewalk network is nearly complete, providing pedestrian access to the town.

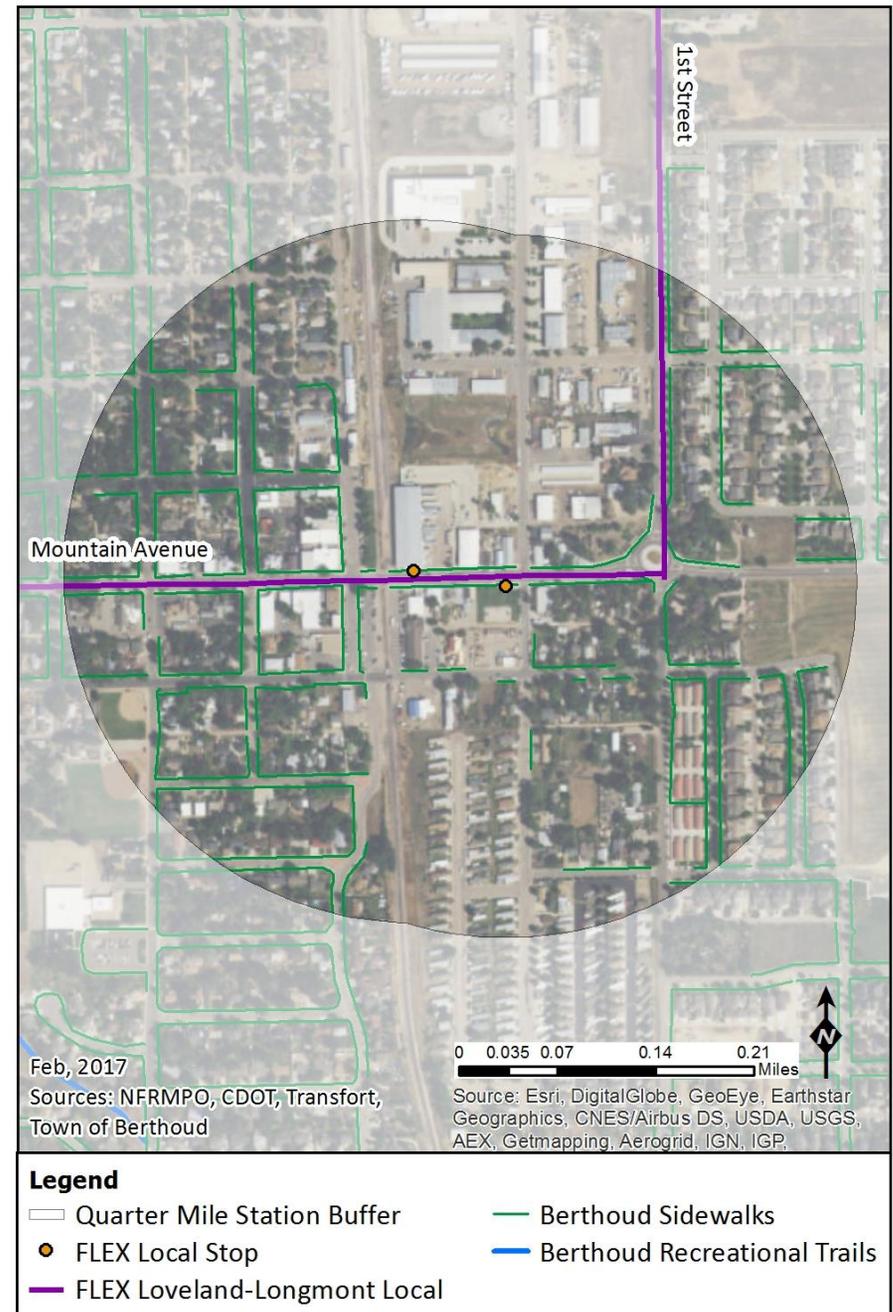
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 12; Northbound Alighting: 6
- Southbound Boarding: 8; Southbound Alighting: 12
- Total: 38

Stop Features:

- Bench (SB only)
- Streetlights
- Transit stop sign

Figure 3-44 Mountain and 2nd/3rd - Transit and Non-Motorized Infrastructure



Main Street and 21st Street (NB and SB)

Located on the north side of Longmont, the Main Street and 21st Street stop pair provides access to a variety of RTD routes as shown in **Figure 3-45**. The stop pair is ADA-accessible.

Transit Connections:

- FLEX Loveland-Longmont Local
- Route 324 (30 minute all-day frequency)
- Route 326 (60 minute all-day frequency)
- Route 327 (60 minute all-day frequency)
- BOLT (30 minute all-day frequency)
- Route J (30 to 50 minute frequency, PM peak only)
- Route L (20 to 30 minute peak, approximately 60 minute off-peak)

2016 Average Daily FLEX Ridership:

- Northbound Boarding: 13; Northbound Alighting: 0
- Southbound Boarding: 1; Southbound Alighting: 15
- Total: 29

Stop Features:

- Bench (SB only)
- Shelter (SB only)
- Streetlights
- Transit stop sign
- Trash can (SB only)

Figure 3-45 Main Street and 21st Street Stop Pair - Transit

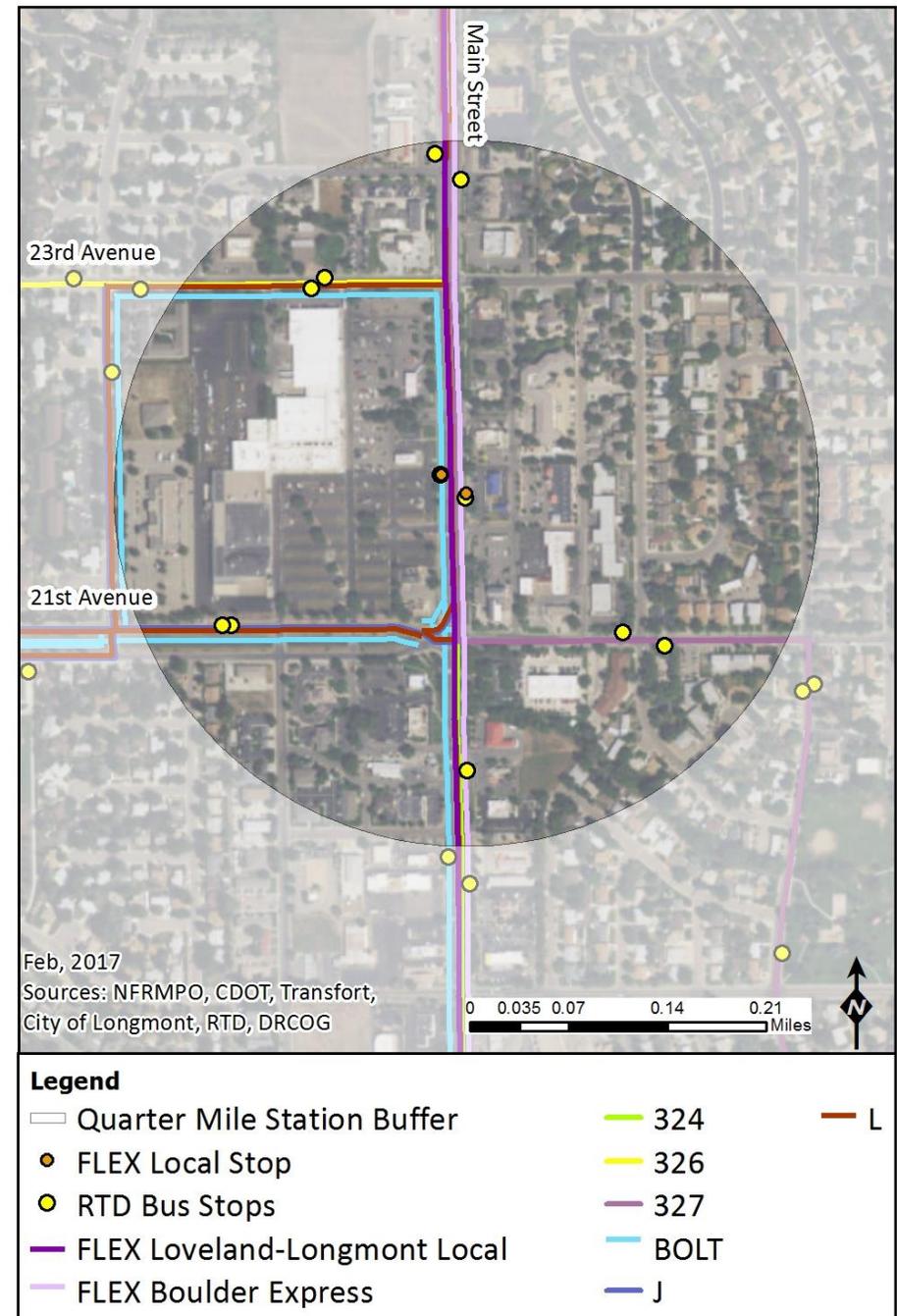
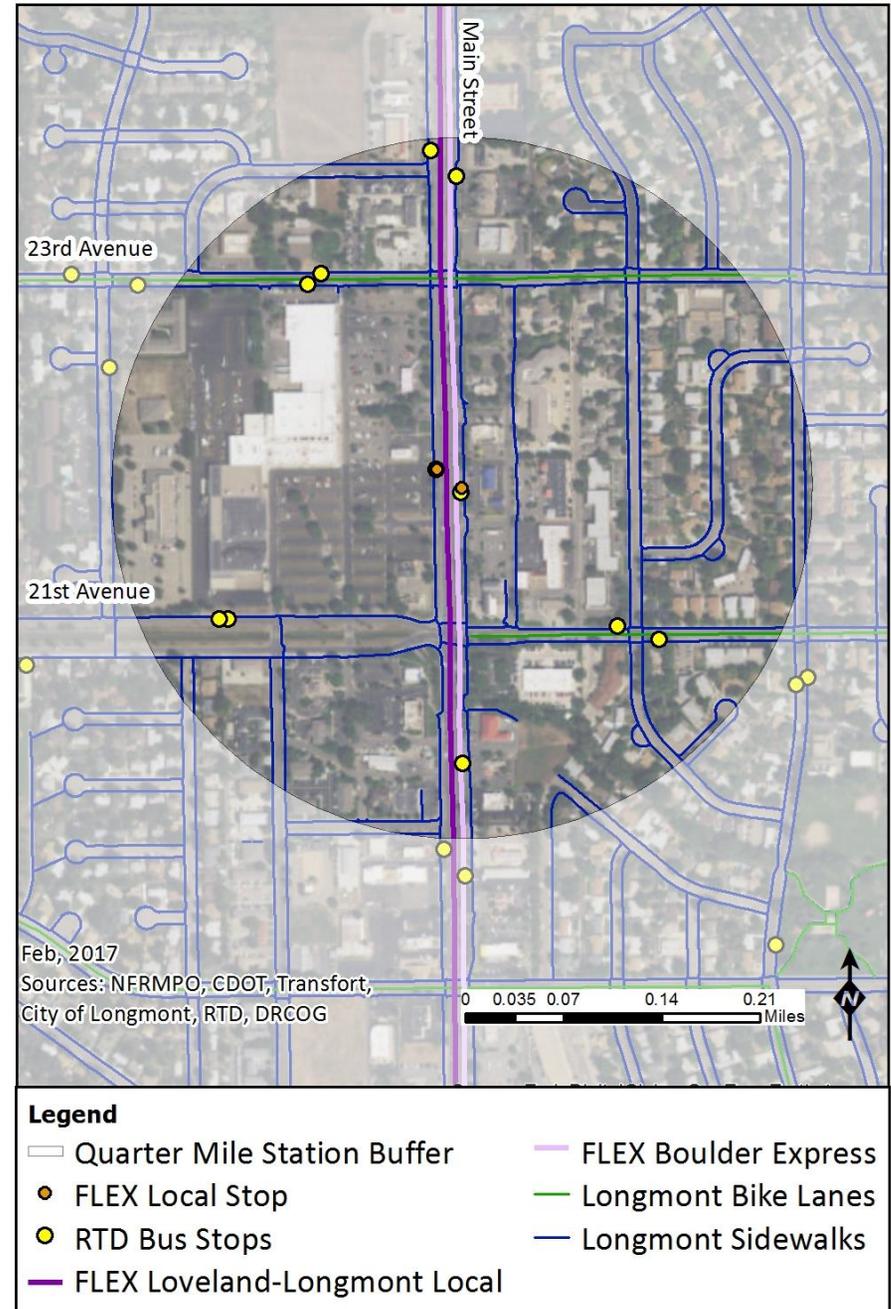


Figure 3-46 shows the network of sidewalks and bicycle lanes making up the non-motorized network near the Main Street and 21st Street stop pair in Longmont. Located in the north of the city, the stops are accessible by sidewalks. Bicycle lanes are located on 23rd Avenue on both sides of Main Street, while bicycle lanes are available on 21st Avenue on the east side of Main Street.

Figure 3-46 Main Street and 21st Stop Pair - Non-Motorized Infrastructure



8th and Coffman/Roosevelt Park (NB and SB)

The 8th and Coffman/Roosevelt Park station is located adjacent to downtown Longmont as shown in **Figure 3-47**. The stop was previously the terminus of the FLEX route, and still provides connections between the Transfort and RTD systems. The stop is ADA-accessible.

Transit Connections:

- FLEX Loveland-Longmont Local
- FLEX Boulder Express
- RTD Route 323 (60 minute all-day frequency)
- RTD Route 324 (30 minute all-day frequency)
- RTD Route 326 (60 minute all-day frequency)
- RTD Route 327 (60 minute all-day frequency)
- RTD BOLT (30 minute all-day frequency)
- RTD Route J (30 to 50 minute frequency, PM peak only)
- RTD Route L (20 to 30 minute peak, approximately 60 minute off-peak)

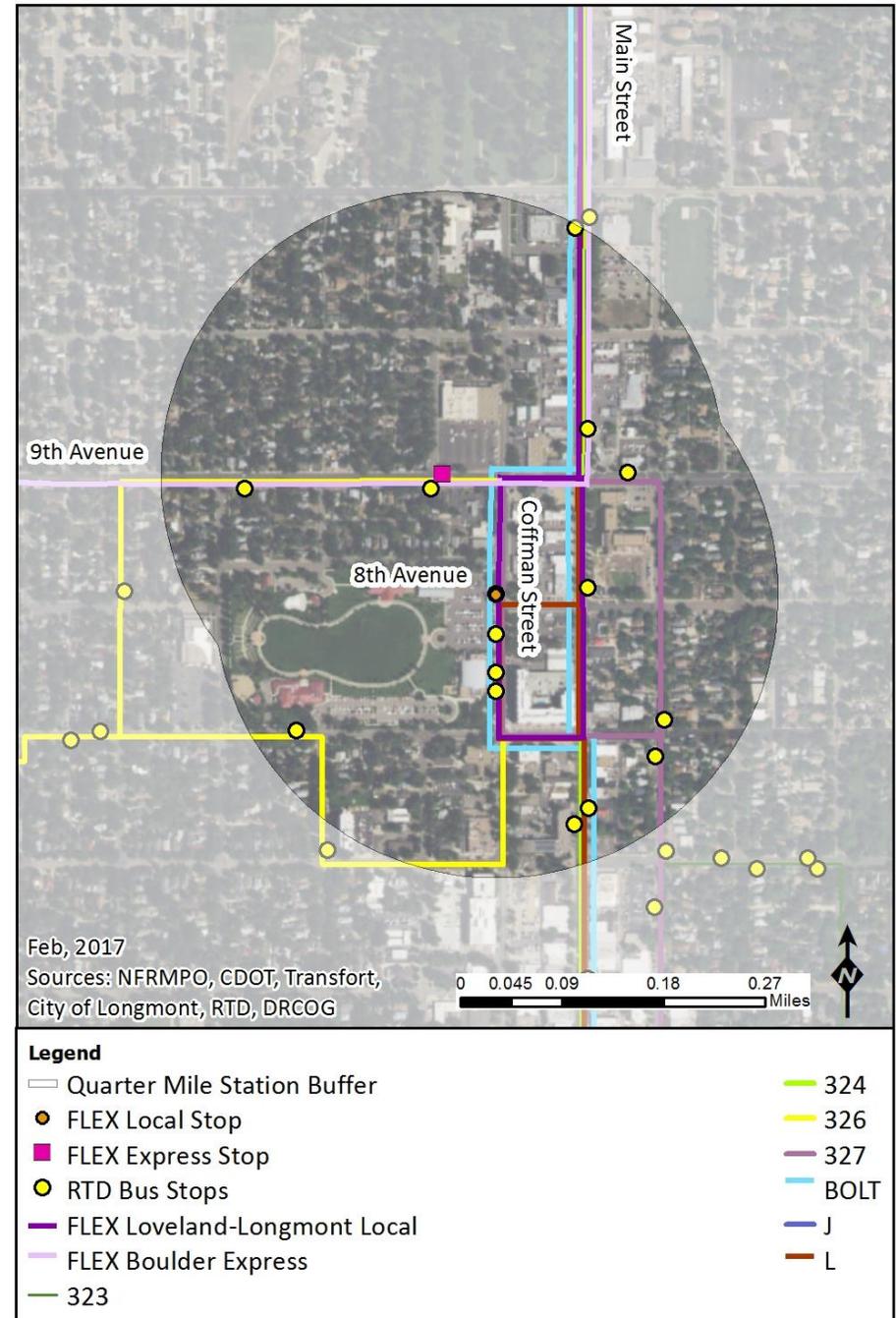
2016 Average Daily FLEX Ridership:

- Northbound Boarding: 74; Northbound Alighting: 1
- Southbound Boarding: 1; Southbound Alighting: 60
- Total: 136

Stop Features:

- Benches (RTD stop only)
- Secure bicycle storage
- Shelter (RTD stops only)
- Streetlights
- Transit stop sign

Figure 3-47 8th and Coffman Stop - Transit



Due to its location in downtown Longmont, the 9th and Coffman stop is connected into the City's dense sidewalk network. **Figure 3-48** shows the non-motorized infrastructure available. Bicycle lanes are available on 10th Avenue, Longs Peak Avenue, Gay Street, Terry Street, and Kimbark Street.

Figure 3-48 8th and Coffman Stop - Non-Motorized Infrastructure

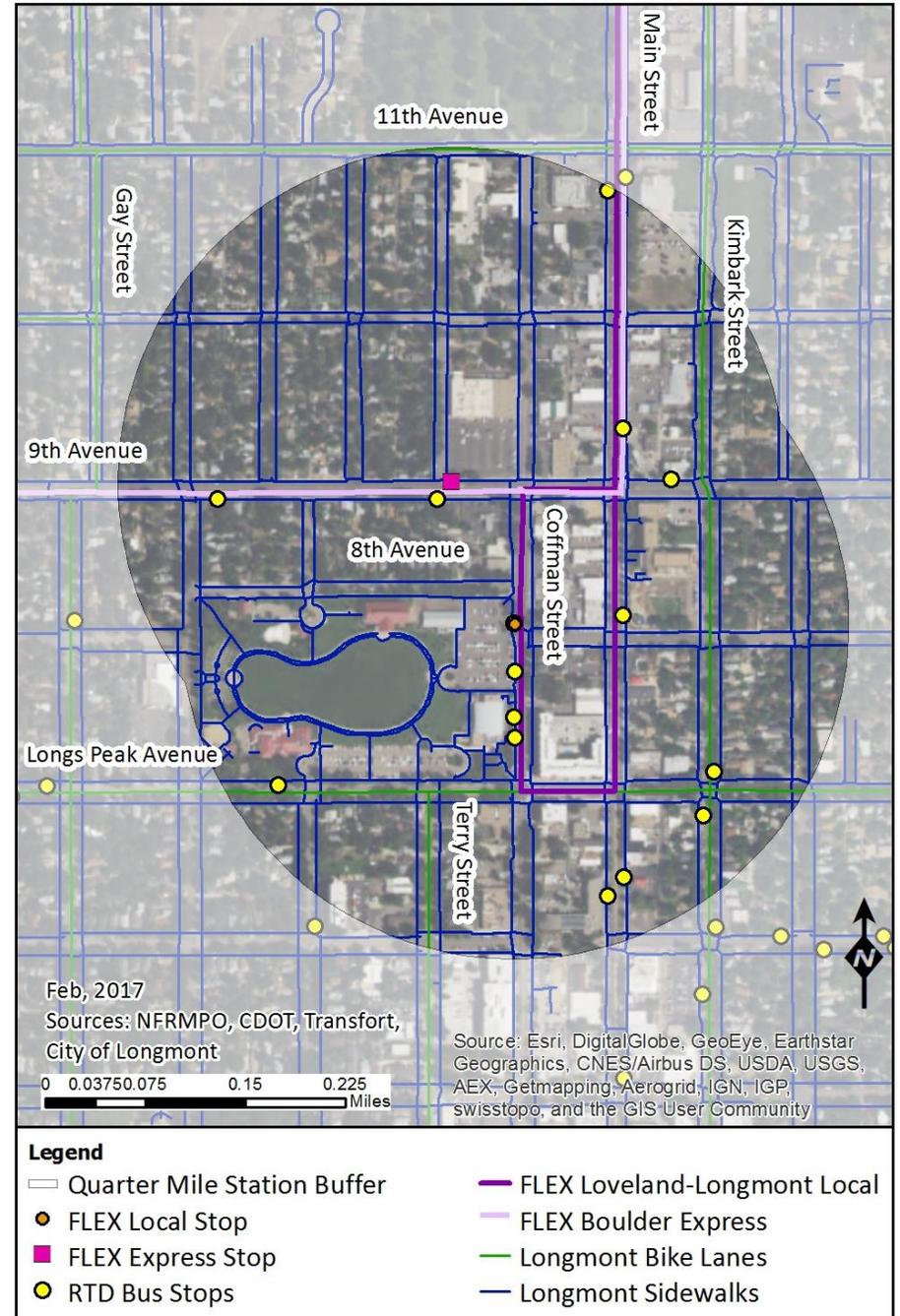


Figure 3-49 Summary Table of Stop Features

Stop Name	Community	Benches	Bicycle storage	Shelter	Streetlights	Trash cans	Transit connections
<i>Downtown Transit Center</i>	Fort Collins	X	X	X	X	X	X
<i>MAX Stations</i>	Fort Collins	X	X	X	X	X	X
<i>South Transit Center</i>	Fort Collins	X	X	X	X	X	X
<i>Fossil Creek Parkway & Cameron Drive</i>	Fort Collins	X		X	X	X	
<i>Skyway Drive</i>	Fort Collins	X		X	X	X	
<i>Trilby Road</i>	Fort Collins	X		X		X	
<i>Carpenter Road</i>	Fort Collins	x		X			
<i>71st Street</i>	Loveland	x		x	x	x	
<i>65th Street</i>	Loveland	X			x		
<i>57th Street</i>	Loveland	X		x		x	
<i>50th Street</i>	Loveland	X					
<i>Knobcone/45th Street</i>	Loveland	X		x	X	x	
<i>42nd Street</i>	Loveland	X					
<i>37th Street</i>	Loveland	X	X	X	x	X	X
<i>Loveland Food Bank</i>	Loveland	X	X	X	X	X	X
<i>8th Street</i>	Loveland	X			X	X	X
<i>14th Street</i>	Loveland	x			x	x	X
<i>Mountain and 2nd/3rd</i>	Berthoud	x			X		
<i>21st Street</i>	Longmont	x		x	X	x	X
<i>8th and Coffman/9th and Coffman</i>	Longmont	X	X	X	X		X
<i>Village at the Peaks Mall</i>	Longmont				X		X
<i>Pearl Parkway and 30th</i>	Boulder	x	x		X	x	X
<i>14th Street/Downtown Boulder</i>	Boulder	X	X	X	X	X	X
<i>Broadway and Euclid</i>	Boulder	X	X	X	X	X	X
<i>18th and Euclid</i>	Boulder		X				X

KEY: X = featured at each direction of the stop pair | x = only featured in one direction of the stop pair