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Tuesday, May 20, 2025, 6:00 PM  
Council Chambers  
One DesCombes Drive  
Broomfield, CO 80020

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## 1. Concept Review

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## 2. Study Session

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2A. Community Survey Results Report

2B. Energy Code

2C. Wildland Urban Interface Code Adoption Using Model Code Discussion

— SB23-166 Overview of a state-mandated code update with respect to Wildland Urban Interface (WUI) requirements

2D. Transit Needs Study Update

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*Date Posted: May 14, 2025*



### A. Community Survey Results Report

Meeting	Agenda Group
Tuesday, May 20, 2025, 6:00 PM	Study Session Item: 2A.
Presented By	
Julie Story, Director of Communications and Engagement	
Community Goals	
<input checked="" type="checkbox"/> Thriving, Diverse, Safe and Welcoming Community	

## Overview

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The City and County of Broomfield provided residents the opportunity to rate the quality of life in Broomfield, the quality and importance of community amenities, local government performance, service and community priorities through the 2025 Broomfield Community Survey. This presentation will review the results from that survey.

### **Attachments**

[2025 Broomfield Community Survey Results Council Memo.pdf](#)

# Summary

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Every two years Broomfield conducts a community survey to provide City Council and staff with useful indications of resident opinions and satisfaction with various services and programs offered in the City and County of Broomfield. The feedback from the community provided by the survey results is critical and used to drive future decisions. By systematically collecting and analyzing resident feedback, we ensure that local government decisions align with community needs and expectations.

The City and County of Broomfield contracted with Magellan Strategies, an independent public opinion and survey research firm, to provide residents the opportunity to rate the quality of life in Broomfield through the 2025 Broomfield Community Survey. Through this survey, residents also had the chance to rate the quality and importance of community amenities, local government performance, service and community priorities. With 2,908 residents participating (a significant increase from 986 responses in 2023), there is a meaningful cross-section of our community represented.

The previous community survey occurred from April to early May of 2023. To remain consistent, the survey for 2025 was conducted in the same general time period. The 2025 survey was conducted for more than three weeks - opening Feb. 24 and closing March 20, 2025. This timing may have influenced some of the results of the survey, as it was conducted less than a month after a number of major changes were initiated, namely the increased water rates needed to support the Broomfield utilities infrastructure and the new Residential Waste Services program. It should also be noted that the survey period coincided with significant national policy changes, including multiple executive orders from the new presidential administration, as well as economic forecasts from the State of Colorado that created uncertainty for local governments and residents. Since Broomfield is one of the first communities to conduct a community survey in 2025, we are too early to determine whether there will be similar trends shared by other communities conducting surveys in 2025. These contextual factors should be taken into account when interpreting the resident perspectives reflected in the results, as they may help explain some of the shifts in responses compared to previous years. As additional community survey data becomes available from other jurisdictions later in the year, a clearer picture may emerge regarding whether these trends are localized or reflective of broader trends across similar communities.

During the study session, staff and Magellan Strategies will be providing an overview and introduction to the findings of the Community Survey and an opportunity for Council questions and discussion. Following the study session, the overall results from the survey will be provided on Broomfield's website. As we move forward, the survey findings will guide Broomfield's strategic planning, resource allocation and service improvements.

Full survey results will be posted on [Broomfield's website](#) on Tuesday May 20, 2025.

## Survey Methodology and Response

The 2025 Broomfield Community Survey was distributed via text message to 44,628 residents, representing approximately 71% of the adult population. By the conclusion of the more than three-week response period, 2,908 completed surveys were submitted, providing a statistically valid representation of community perspectives.

Multiple access options were provided for residents who did not receive a text invitation:

- An online request form on Broomfield.org, which required name and address verification to confirm Broomfield residency. This method generated 772 requests and 369 completed responses (48% completion rate).
- Distribution through Broomfield FISH, yielding one completed response.
- A Spanish-language version, which resulted in five completed submissions.

This marked Broomfield's first use of MMS text messaging for survey distribution. The approach proved highly effective, significantly expanding reach compared to the 2023 survey, which was sent to 6,000 households and generated 986 completed responses.

## Survey Results

The survey opened with a fundamental question asking residents whether they believe the City and County of Broomfield is headed in the right direction or on the wrong track. Results showed:

- 36% selected "right direction"
- 35% indicated they were "unsure"
- 29% believed Broomfield was headed in the "wrong direction"

Respondents had the opportunity to explain their selection through an open-ended follow-up question. These explanations provide valuable insights into areas where Broomfield can focus improvement efforts and identify successful initiatives worth continuing.

The survey's open-ended responses reveal that residents were sometimes divided in their opinions on the same topics. For example, regarding the "right direction/wrong track" question:

- **Those who believe Broomfield is headed in the right direction** frequently cited support for new developments, including additional housing and the Broomfield Town Square project. These residents expressed appreciation for balanced growth that combines economic development and retail/commercial expansion with new housing options.
- **Those who believe Broomfield is headed in the wrong direction** often mentioned concerns about development speed (too fast) and development types (particularly higher-density housing and warehouses). They also cited perceived delays in the Town Center project as a specific area of concern.

These contrasting viewpoints highlight the community's complex relationship with development and growth, presenting both challenges and opportunities for city planning and communication.

The survey also revealed contrasting perspectives on civic engagement: while some residents expressed appreciation for their experience with access to information, surveys and inclusion in decision-making processes, others voiced concerns about what they see as insufficient public input on significant decisions. These mixed responses highlight a clear desire within the community for Broomfield to enhance and expand its engagement strategies across multiple channels. Residents' continued interest in participation suggests that robust, transparent and accessible engagement opportunities would be valuable for building upon community trust and ensuring decisions reflect diverse community perspectives.

During the study session, the survey consultant will present additional analysis with a focus on the significant portion of the residents in the "unsure" response group. Staff views this large neutral segment as an important opportunity to better inform and positively engage residents who haven't yet formed strong opinions about Broomfield's current direction.

The survey also asked residents to rate various aspects of quality of life in Broomfield as well as their experience with various amenities and services provided by the City and County of Broomfield. These detailed questions help identify both areas of satisfaction and opportunities for improvement as Broomfield develops its strategic priorities moving forward. While the presentation will provide additional detail, key takeaways are included below as an introduction to the survey results.

### **Quality of Life Questions**

The survey asked residents to rate various aspects of quality of life in Broomfield, such as their neighborhood as a place to live, Broomfield as a place to live, Broomfield as a place to raise children, the overall sense of community in Broomfield, and Broomfield as a place to retire.

These quality of life questions asked respondents to rate each aspect as excellent, good, fair, or poor, with an option to indicate no opinion. Residents expressed overwhelmingly positive sentiments about both their neighborhood (84% excellent or good) and Broomfield overall (83% excellent or good) as places to live. Among areas offering the greatest opportunity for improvement, sense of community and Broomfield as a place to retire received the highest percentages of 'poor' ratings at 12% and 14% respectively.

As a part of the community survey analysis, Broomfield has typically provided a comparison to other local jurisdictions in terms of the responses for quality of life questions. As mentioned previously, Broomfield is one of the first communities to complete their survey in 2025. Communities such as City of Thornton, Boulder County, Jefferson County and Arapahoe County are planning to be in the field soon with results expected later in the summer. Compared to nearby cities that conducted surveys in 2023 and 2024 (Arvada, Erie, Lafayette, Wheat Ridge, Westminster), Broomfield ranks among the highest for perceived value for taxes paid and overall quality of life, as well as being a good place to raise a family. However, Broomfield's performance in terms of being a good place to work or retire was comparable to, but not leading, other local cities in the community comparison.

### **Opinions of Government Performance**

General questions were asked to gauge resident perception of government performance, such as the perceived quality of the services provided by Broomfield, the ease of accessing services, Broomfield's communication regarding events, issues, and programming and the overall performance of the City Council.

Residents could rate the response as excellent, good, fair, or poor while also being given an opportunity to state they had “no opinion.”

The majority (65%) indicated they would rate the quality of services they received from Broomfield as excellent or good, as compared to 29% who would rate it as only fair or poor. Residents provided similar ratings when asked about the ease of accessing services (64% excellent/good versus 27% fair/poor).

While 34% of residents rated the City Council's overall performance as excellent or good, the survey revealed a substantial engagement opportunity: 24% of residents had no opinion on council performance, suggesting they may not be fully informed about the council's role and responsibilities. This indicates a significant opportunity to strengthen community connections through enhanced public engagement and clearer communication about council functions and achievements. By providing more accessible information and creating additional touchpoints for resident interaction, the city can help bridge this knowledge gap and potentially increase both resident awareness and civic participation.

This same theme appears in responses regarding communication about events, issues and programs. While 53% of residents rated this communication as excellent or good, a notable 41% found it fair or poor, with 6% offering no opinion. These results present a clear opportunity for the city to enhance its outreach efforts, with nearly half of residents indicating room for improvement. By refining communication strategies and channels, the city can work to increase satisfaction among the significant portion of residents who currently have mixed experiences with communications while also engaging those who may not be fully connected to city updates.

## **Opinions of Government Services and Public Safety**

A key component of the community survey is to determine the level of resident satisfaction with various city provided services and in regard to public safety. The survey provides an opportunity for input on a range of services, including drinking water, building permitting/inspections, police services to community communications and outreach. Since some residents will not have experience with all of the services, each question provides an opportunity for residents to indicate if they have no experience with the service.

Opinions on public safety in the City and County of Broomfield indicate that residents overwhelmingly feel safe in their neighborhoods, shopping areas and parks, and feel the Broomfield Police Department has an excellent or good level of responsiveness and treats residents with respect.

For those that have experience with amenities maintained by the City and County of Broomfield, Open Space and Trails, Parks, Recreation services and facilities, and Library services and facilities continue to receive excellent or good ratings among residents. Other programs that continue to receive excellent ratings by residents are the Spring Clean-up event, the Broomfield Recycling and Tree Branch Recycling centers and other CCOB recycling events such as Household Hazardous Waste and Paper Shred.

Broomfield residents were also asked to provide what they feel are the most important services that a local government provides. The question allowed residents to list up to five services. Those services included (listed in order of most importance per the survey results):

- Public safety (police and fire): emphasis on law enforcement presence, crime prevention and emergency response services
- Water, sewer and utilities: clean and affordable water, sewer services and reliable utilities are top priorities.
- Road and street maintenance: including pothole repair, snow removal, traffic control and overall infrastructure upkeep.
- Parks and recreation: trails, open spaces, recreation centers and programs for all ages were mentioned; parks were viewed not just as amenities but essential to quality of life and wellness
- Trash and recycling: cited as a fundamental service, with mentions of trash pickup, spring cleanup events, recycling and composting.
- Library services: seen as essential for education, community engagement and access to resources for all age groups
- Affordable housing and social services: includes housing support, food assistance, services for seniors and vulnerable populations
- Public health and human services: mentioned were mental health services, access to care, support for families and the unhoused
- Education and schools: although schools are a separate entity in Broomfield, many residents see education (especially K-12) as a vital local function
- Community development and planning: includes zoning, managing growth, promoting local business and city planning

The service priority rankings reveal residents' fundamental expectations for municipal government, with basic infrastructure and safety services claiming the top positions. Public safety, water and utilities, and road maintenance form the essential foundation of local government operations, followed by quality-of-life services like parks, libraries and recreation that residents consider integral to community livability rather than optional amenities. Notably, affordability concerns permeate multiple categories—from utilities to housing—suggesting cost management is a critical cross-cutting priority for residents. The emphasis on visible, accessible services like police presence, well-maintained streets, and neighborhood parks demonstrates residents' value services they can experience daily in their communities. The rankings also indicate that residents believe education and schools to be an important service that a local government provides. This likely reflects a mix of perspectives: some residents may not be fully aware of the distinct roles of different governmental entities, while others may deliberately be expressing a preference for collaborative approaches that cross traditional boundaries. Both circumstances present opportunities, either for better educating residents about governmental roles or for exploring ways the city can coordinate with school districts on shared community needs.

## Key Issues or Priorities

Broomfield's community survey provided an opportunity for residents to share their top two or three issues or priorities that they believe Broomfield should address in the next two to three years. These comments were analyzed by Magellan and categorized into the following seven broad categories:

- Cost of living and utility rates
- Affordable and accessible housing

- Town Center/Downtown development
- Infrastructure and traffic
- Crime, safety and homelessness
- Open Space and Smart Growth
- Government Transparency and Representation

The top priorities shared by residents reflect a desire to focus on quality of life, with cost of living and utility rates emerging as the foremost issues. Housing affordability follows closely, particularly as residents worry about the next generation's ability to remain in Broomfield. Infrastructure improvements and long-awaited Town Square development represent the city's most visible operational and partnership challenges respectively, while concerns about safety and responsible growth highlight residents' desire to maintain community character. Government transparency issues underscore the need for clear communication about major municipal decisions. These priorities align significantly with the positive and negative directional feedback residents provided through the quality of life questions in the survey.

## Summary

Overall, the 2025 Broomfield Community Survey results show that:

- 83% of respondents rated Broomfield as an excellent or good place to live
- 82% of respondents said Broomfield provides an excellent or good overall quality of life
- 62% of respondents said that Broomfield provides good value for taxes and fees paid, ranking as the best value among surrounding communities
- 65% of respondents rated Broomfield as providing excellent or good programs and services
- 87% of respondents rated Fiscal Sustainability and Resilience as the top community goal

These results demonstrate high levels of resident satisfaction across all key areas of community performance. The strong positive ratings for quality of life and overall livability, combined with Broomfield's leading position in tax value among neighboring communities, reflect the successful execution of municipal services and strategic planning. Notably, the overwhelming support for fiscal sustainability and resilience as the top community goal aligns with residents' positive assessment of the value they receive for their tax dollars, suggesting a community that understands and appreciates prudent financial management. These findings provide a strong foundation for continued strategic planning and reinforce Broomfield's reputation as a desirable place to live.

## Financial Considerations

The Broomfield Community Survey falls within the budget for 2025 as contracted with Magellan Strategies.

## Prior Council or Other Entity Actions

[2025 Community Survey Follow-Up Discussion](#) on tax-related questions - in 5A. Manager's Report

[2023 Community Survey Results review](#) - Agenda Item 11(c)

[2021 Community Survey Results review](#) - Agenda Item 4(b)

## **Boards and Commissions Prior Actions and Recommendations**

N/A

## **Proposed Actions / Recommendations**

This update is informational only - no action to be taken

## **Alternatives**

N/A



# City and County of Broomfield

## City Council Study Session

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### B. Energy Code

Meeting	Agenda Group
Tuesday, May 20, 2025, 6:00 PM	Study Session Item: 2B.
Community Goals	

## Overview

[View Correspondence](#)

[View Presentation](#)

This agenda item provides an update to the Energy Code Roadmap and requests direction from City Council regarding the adoption of the State Low Carbon and Low Energy Code and the overall 2024 Code.

### Attachments

[Energy Code 5-20-25 Study Session.pdf](#)

# Summary

[View Correspondence](#)  
[View Presentation](#)

This agenda item provides an update to the Energy Code Roadmap and requests direction from City Council regarding the adoption of the State Low Carbon and Low Energy Code and the overall 2024 Code.

In April 2023, staff developed an [Energy Code Roadmap](#) that provides a three-phased approach to reducing building greenhouse emissions and working toward Broomfield's greenhouse gas emission reduction goals.

Phase 1 included the adoption of the 2021 Energy Code and electric vehicle charging requirements for new developments subject to site development plan review. Broomfield adopted the 2021 International Energy Conservation Code (IECC) along with the rest of the 2021 International Code Council (ICC) Codes which went into effect for all residential and commercial permits issued as of April 15th, 2023.

Phase 2 was the adoption of the 2023 State Electric Ready Energy Code. Broomfield adopted the Electric Ready and Solar Ready Code which went into effect for all new residential and commercial permits issued as of January 1, 2024 which covered major renovations and additions to both existing residential and commercial structures. This code included electric vehicle charging requirements for all new residential and commercial permits.

Phase 3 includes consideration of early adoption of the 2024 IECC and consideration of strengthening amendments above the model State Electric Ready Energy code, and is where we are now.

Staff presented an [update on the Energy Code Roadmap to](#) the City Council last year at the May 21, 2024 Study Session and committed to presenting this status update of the upcoming State Low-Energy and Carbon code required by HB22-1362 (based on the 2024 International Energy Conservation Code) in the 2024 Code adoption anticipated for Council's consideration in early 2026. The direction from the City Council at that meeting was to bring this new code to Council for adoption as soon as possible. Due to delays in the final publication of the 2024 IECC the updated final publication of the State Low-Energy and Carbon Code will now be September 1, 2025. The final draft includes references to code language that now exists in the 2024 International Building Code. Staff recommends that due to this new timing of publication it is more efficient to adopt this code at the same time as the entire 2024 code package in early 2026 with the proposed effective date of April 15, 2026. The Advisory Committee on Environmental Sustainability supported this recommended timing.

## Status of the State Low Energy and Carbon Code

The State Energy Code Group began meeting on March 5, 2024, and has had 26 total meetings discussing proposed amendments to the 2024 IECC along with the Electric Ready and Solar Ready Code, which is already published and will be inserted into this new code so there will not be two separate State Energy Codes.

The [draft model Low Energy and Carbon Code](#) was published on January 6, 2025, and was available to receive public comments for the proposed amendments. The Energy Code Board had a virtual public meeting on February 11th to receive additional public comments/amendments. Board members also had the ability to submit proposed amendments that were not brought up in previous meetings. All proposed amendments were due by February 17, 2025.

The Board then had three meetings, February 27, March 6, and March 11, to review the comments and amendments and do straw votes which only needed a simple majority to move an item into the second draft.

The [2nd draft](#) was made available on April 7 and was open for public review and public comments until May 2. The Board met on May 13 to review final proposed amendments and vote on them with the goal to have the final draft available on May 16.

The Board will then have meetings on May 27 and May 30 to do all final voting which requires a two-thirds vote to move amendments into the final version of the code. The amendments that do not receive the required two-thirds votes will be moved to the Executive Committee. Those meetings, if needed, would be in late June or early July and the final version would be available and published by September 1, 2025.

The final published version of the 2024 IECC has some requirements for higher efficiency in certain code sections for residential construction and some requirements for higher efficiency for commercial construction - notably requirements for on-site renewable energy, typically solar, but both still allow building mixed fuel buildings.

While the proposed code amendments are being discussed with the State Energy Code Group, we can provide a general overview of the status. The Prescriptive path, Performance path, and Energy Rating Index (ERI) path will all heavily favor all-electric design while providing flexibility to allow the minimum compliance to be met by providing better building envelope systems along with higher efficient gas heating, cooling, and water heating appliances or electric appliances.

**The Prescriptive Path** for energy code compliance outlines specific requirements for individual building components like insulation, windows, and HVAC systems, ensuring they meet minimum energy efficiency standards. It's a straightforward approach that doesn't require energy modeling and provides a known level of performance. Essentially, each element of the building needs to meet a defined standard, often found in tables within the code.

**The Performance Path** is a compliance method that focuses on the overall energy performance of a building rather than individual components. It allows for flexibility in design and construction, enabling trade-offs between different aspects of a building's design to achieve the same energy efficiency outcome as a prescriptive code would. Essentially, the goal is to demonstrate that the building as a whole uses less or the same amount of energy compared to a building built to the prescriptive requirements.

**The ERI (Energy Rating Index) Path** provides an alternative way for buildings to demonstrate

compliance compared to prescriptive or performance paths. It involves achieving a specific ERI score, which is a numerical value reflecting a building's energy efficiency compared to a reference design. A lower ERI score indicates a more energy-efficient building. This path is only applicable to the residential portion of the energy code.

The requirement for on-site renewable to be provided for all new commercial is being recommended by the Board to be removed and put into an Appendix which will be an option for a jurisdiction to adopt if they choose. Although not officially an “Electric Preferred” code, the amendments are being drafted to give preference for all-electric design.

The State legislation requires a jurisdiction to adopt the new State Low Carbon and Energy Code beginning July 1, 2026 when doing any other code updates.

## Other Jurisdictions

Currently, there are only two front-range jurisdictions that have adopted an all-electric Energy Code.

The City of Boulder recently adopted their all-electric code which became effective on December 1, 2024 and applies to all new commercial and residential with very limited exceptions. Residential projects will need to meet a specific [Energy Rating Index \(ERI\)](#) depending on the size of the home and will require solar. As this is so new, they do not have any feedback on how it is working.

Similarly, the City of Lafayette adopted an all-electric energy code several years ago but has not had any newly platted/approved residential projects that have come in for permit since adoption so they do not have any feedback. Residential subdivisions that were previously approved are exempted from the all-electric requirements. New commercial buildings that are 5,000 sf or larger require on-site renewable. There is an exemption to not require commercial cooking facilities to be all electric. The only new commercial is a new Carl's Jr. in for a permit which is in review stages.

Louisville adopted an all-electric Energy Code for all new commercial and residential in 2022 but has since changed to an Electric Preferred Energy Code for commercial and residential construction as of January 2025. This was a result of their Attorney's Office's concerns about potential litigation based on Federal Preemption rules (the Federal Department of Energy sets minimum efficiency standards for appliances).

Louisville also found that the number of new commercial permits dropped significantly and that the number of illegal commercial installations without permits increased significantly, in order to circumvent the all-electric requirements.

There are only four other front-range jurisdictions that have adopted an electric-preferred Energy Code: Northglenn, Erie, Denver, and Superior. The electric preferred codes all give the option to do all-electric or install high-efficiency mixed fuel heating, cooling, and water heating appliances.

## Council's Feedback and Recommendation

It is the staff's recommendation for Broomfield to wait until the Colorado Low Carbon and Low Energy Code is published in September 2025 and then incorporate that State Code into the 2024 Code

package update that will be presented to the City Council in January and February 2026 for a proposed effective date of mid-April 2026 which follows our typical 3-year timeline.

We are requesting Council's feedback regarding staff's recommendation to adopt the upcoming State Low Carbon and Low Energy Code at the same time as the overall 2024 Code package in early 2026.

## Financial Considerations

There are no direct financial or budgetary impacts to Broomfield.

Pacific Northwest National Laboratory (PNNL) prepared an analysis of cost-effectiveness of the residential portion of the 2024 IECC (which covers one- and two-family, townhomes, and 3-story or less multifamily). This analysis shows that there will be no overall construction cost increase from the current 2021 IECC to the 2024 IECC for any building in Broomfield (Climate Zone 5). It is hoped that PNNL will have a similar cost-effectiveness analysis for the commercial portion of the 2024 IECC by the end of 2025. Cost estimates for the Low Carbon and Energy Code will not be available from the Colorado Energy Office until the end of 2025. Staff will provide additional information, as available, regarding anticipated costs associated with the 2024 Code adoption when bringing forward the ordinance for consideration.

## Prior Council or Other Entity Actions

- On [March 7, 2023](#), City Council adopted the 2021 Edition of the International Codes with Ordinance No. 2205.
- On [April 8 2023](#), City Council held a study session regarding the Energy Conservation Code.
- On [May 21, 2024](#), City Council held a study session regarding an updated Energy Code Roadmap.

## Boards and Commissions Prior Actions and Recommendations

Staff met with The Advisory Committee on Environmental Sustainability (ACES) on February 10, 2025 and they supported the staff's recommendation to adopt the State Low Carbon and Low Energy Code concurrently and as part of the overall 2024 Code adoption.

## Proposed Actions / Recommendations

Staff is requesting feedback and direction from Council regarding the adoption of the State Low Carbon and Low Energy Code concurrently and as part of the overall 2024 Code adoption planned for early 2026.

## Alternatives

As directed by Council.



# City and County of Broomfield

## City Council Study Session

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### C. Wildland Urban Interface Code Adoption Using Model Code Discussion

Meeting	Agenda Group
Tuesday, May 20, 2025, 6:00 PM	Study Session Item: 2C.
Community Goals	

## Overview

[View Correspondence](#)

[View Presentation](#)

This memorandum provides an overview of a state-mandated code update with respect to Wildland Urban Interface (WUI) requirements. This code would be applicable to properties designated within a WUI boundary map. Staff is providing this study session as an update to the City Council regarding the state model code drafting process.

### **Attachments**

[WUIC study session memo.pdf](#)

# Summary

[View Correspondence](#)

[View Presentation](#)

This memorandum provides an overview of a state-mandated code update with respect to Wildland Urban Interface (WUI) requirements. This code would be applicable to properties designated within a WUI boundary map. This memorandum requests City Council's direction related to this wildland urban interface code.

Wildland urban interfaces are areas with infrastructure and human-made structures in or near areas of undeveloped wildland vegetation; these areas are deemed especially vulnerable to wildfires as it brings together flammable vegetation and human development. WUI codes are specifically designed to mitigate the risks from wildfire to life and property.

Wildfires are a natural component of Colorado's ecosystems, playing a crucial role in restoring and maintaining healthy forests. Over the past several decades, the population in the Wildland Urban Interface has grown, with homes, businesses, and subdivisions being constructed on land that was historically fire-prone and dependent on fire for its health. In efforts to protect human lives and property, firefighters have made significant efforts to suppress and manage wildfires, which, unfortunately, have had an adverse impact on the functioning of these ecosystems.

Historically, WUI codes have been adopted by individual cities and counties. Senate Bill [SB23-166](#) was signed by the Governor on May 12, 2023. The bill requires a Wildfire Resiliency Code Board to create a model code so that the standards are the same throughout the state for all areas of cities/counties that are within the WUI area. The [draft WUI model code](#) addresses structure density and location, building materials and construction, vegetation management, emergency vehicle access, water supply and fire protection. It should be noted that while the linked code is the most recent published version of the code, staff has written the memorandum and provided analysis regarding the code while also taking into consideration the amendments to the model code that have passed recently during meetings of the Code Board in early May. The Division of Fire Safety and Control has committed to provide a Code Commentary explaining intent of this code and provide assistance in helping jurisdictions adopt and enforce this code.

The [2025 Draft Wildfire Resiliency Code State Map](#) has been released, categorizing areas throughout Colorado based on a Fire Intensity Scale. This mapping framework evaluates three primary factors—vegetation, topography, and typical weather conditions—to determine potential wildfire intensity in specific locations. It's important to note that this map focuses specifically on the projected severity of wildfires should they occur, rather than assessing the probability or risk of wildfire ignition. This distinction means the map identifies areas where fires could burn with greater intensity, not necessarily where fires are most likely to start.

The WUI code affects Colorado wildland-urban interface properties when:

- Building new structures
- Adding 500+ square feet
- Replacing 25%+ of roof (triggers full roof upgrade)
- Replacing 25%+ of exterior walls (triggers full exterior upgrade)

All existing buildings or conditions approved at the time of adoption of this code are allowed to have their use or occupancy continued.

Implementation of the required WUI model code is expected to have local impacts for Broomfield, especially on new construction in areas designated as yellow or orange zones on the [2025 Draft Wildfire Resiliency Code State Map](#). The look of new development in these areas will look different due to significantly fewer trees being permitted, rock mulch requirements, and overall more sparse vegetation patterns. This will create a visual shift in visual character, particularly affecting neighborhoods where trees are valued for shade and aesthetics. While Broomfield has limited areas designated as orange zones, it should be noted that the requirements related to building material requirements will increase costs with new construction in these areas.

This memorandum provides an update to the City Council and community regarding the draft WUI model code. Specific direction is not requested at this time. Staff will bring forward a future ordinance for consideration once the WUI model code has been finalized by the Wildfire Resiliency Code Board. At this time, staff anticipates being able to bring forward the WUI model code concurrent with the other Building Code updates anticipated to occur in early 2026.

## Financial Considerations

The WUI code adoption is anticipated to have a potential impact on the City and County of Broomfield's finances due to additional staffing to ensure compliance with the code. While one additional full-time employee has been preliminarily proposed as a part of the 2026 budget, it should be noted that staff is continuing to monitor the drafting of the code and will modify the staffing request dependent on the final regulations contained in the model code related to permitting and enforcement. Staff is continuing to explore ways to balance workloads and manage the additional items needed to be evaluated and inspected while implementing and upholding the code onsite, primarily regarding maintenance of the defensible space: buildings, structures, landscape materials and vegetation. Staff will identify any additional anticipated staffing impacts based on continued review of the draft requirements, as expanding the scope or complexity of the draft code may result in additional costs associated with administration.

## Prior Council or Other Entity Actions

[June 20, 2023](#) - Study Session and Request for Direction related to potential changes to Broomfield Building Code requirements related to fire sprinkler systems for single family,

duplex, and townhomes and an update regarding wildland urban interface code requirements.

## Boards and Commissions Prior Actions and Recommendations

N/A

## Proposed Actions / Recommendations

Staff intends to continue to monitor the draft code and bring forth an ordinance for council consideration by the required deadline.

## Alternatives

As directed by Council.

## Background

[Senate Bill 23-166](#) established a Wildfire Resiliency Code Board in the Division of Fire Prevention and Control to help enhance community safety and resiliency from wildfires through the adoption of codes and standards. The board is mandated to establish rules regarding the adoption of codes and standards for strengthening structures and minimizing fire risks in the defensible space around buildings within Colorado's wildland urban interface, including rules that:

- Define the wildland urban interface and identify areas of the state that are within it;
- Adopt minimum codes and standards based on best practices to reduce the risk to life and property from the effects of wildfires.
- Identify hazards and types of buildings, entities, and defensible space around structures to which the codes apply; and
- Establish a process for a governing body to petition the board for a modification to the codes and establish the criteria and process for the board to grant or deny an appeal from a decision of the board on a petition for modification.

The WUI code is expected to be adopted by the Wildfire Resiliency Code Board on July 1, 2025. [House Bill 25-1269](#) was passed on May 7, 2025 and is awaiting Governor signature. This will extend the deadline for jurisdictions to adopt the new code from 3 months to 9 months after the State approved WUI code is adopted. Code adoption by jurisdictions is now set for March 1, 2026. Implementation and enforcement will need to be within 3 months of the adoption date, which has moved to June 1, 2026.

If City Council directs staff to proceed with adoption of the Wildfire Resiliency Code, an ordinance will be prepared for consideration of its adoption in early 2026 with the effective date of the code implementation of April 15, 2026.

## Proposal and Discussion

Below are links to case studies and/or best practices that were used by the State Wildfire Resiliency Code Board as referenced in the creation of the Draft Wildfire Resiliency Code.

Wildland-Urban Interface code examples:

- [Colorado Springs, CO](#)
- [Pueblo, CO](#)
- [Boulder County, CO](#)
- [Summit County, CO](#)

### Draft Wildland Urban Interface Model Code

Similar to other existing WUI codes, the [draft WUI model code](#) includes the following topics:

- **Structure density and location:** number of structures allowed in areas at risk from wildfire, plus setbacks (distance between structures and distance between other features such as slopes).
- **Building materials and construction:** roof assembly and covering, eaves, vents, gutters, exterior walls, windows, non-combustible building materials, and non-combustible surface.
- **Vegetation management:** tree thinning, spacing, limbing, and trimming; removal of any vegetation growing under tree canopies (typically referred to as “ladder fuels”), surface vegetation removal, brush clearance; vegetation conversion, fuel modifications, and landscaping.
- **Emergency vehicle access:** driveways, turnarounds, emergency access roads, marking of roads, and property address markers.
- **Water supply:** approved water sources and adequate water supply.
- **Fire protection:** automatic sprinkler system, spark arresters, and propane tank storage.

The [2025 Draft Wildfire Resiliency Code State Map](#) has been released, categorizing areas throughout Colorado based on a Fire Intensity Scale. While there are three categories in the Fire Intensity Scale depicted as red, orange and yellow zones on the map, Broomfield only has orange and yellow zones. There are different requirements that will apply based on whether a property is within the orange or yellow zone.

The following subdivisions in Broomfield are impacted in some capacity by [2025 Draft Wildfire Resiliency Code State Map](#). Not all subdivisions are fully within a zone, some subdivisions may have several parcels or only part of one parcel falling within a zone, or the subdivision may have both yellow and orange zones. When applying the WUI requirements, they will apply only if a property is wholly or partially within the WUI and it is not staff’s recommendation to apply the requirements to the overall subdivision.

Yellow Zone (Least Restrictive)

Orange Zone (Most Restrictive)

- Anthem
- Broomfield Urban Transit Village
- Dry Creek Business Park
- Dry Creek Valley Business Center
- Great Western Reservoir Replacement
- Interlocken
- Lac Amora
- Mountain View Estates
- Red Hawk Estates
- Ridge at Broomfield
- Ridgeview Heights & Resubdivision
- Sunridge Condos
- Sunridge Two
- Wildgrass
- Broomfield Business Center
- Broomfield Professional Campus
- Country Meadow Estates
- Discovery Church
- Great Western Park
- Great Western Reservoir
- Green Family Farm Estates
- Hero Acres
- Hoopes Subdivision
- Lorimer Estates
- McKay Heights
- Prospect
- Risen Savior Lutheran Church
- Schultz Estates
- Sunshine
- The Broadlands
- The Village at Broadlands Condos
- Weaver Acres
- Whistlepig
- Wilcox

The majority of the orange zone in Broomfield is found north of W. 144th Avenue between Huron Street and Lowell Blvd. and south of Northwest Parkway. This area is largely developed with single-family homes on rural lots ranging in size from one to five acres.

## Structure, Access, and Protection Requirements

If a property is shown to be in a yellow or orange zone within Broomfield, the WUI codes related to unit density, structure setbacks, construction materials, emergency vehicle access, water supply, propane tank storage, and fire suppression systems will apply to the following:

- All new construction that contains occupiable and/or habitable space
- Additions or alterations that increase the footprint of the existing structure by more than 500 square feet
- Roof coverings requiring 25% or more of roof surface area to be replaced, will require the entirety of the roof covering to be replaced to meet new construction code
- Exterior walls, including window changeouts, requiring 25% or more of the total exterior wall surface to be replaced, will require the entirety of the exterior wall surface areas, including attachments, and the immediate 5' zone, to be replaced to meet new construction code.

All existing buildings or conditions approved at the time of adoption of this code are allowed to have their use or occupancy continued.

Examples of specific requirements that would impact construction or modification of buildings within the yellow and/or orange zones in order to comply with the WUI model code will

include:

Yellow zone:

- Class A roofing material - asphalt shingles or tile roofing
- Non combustible gutters and downspouts
- All roof vents and foundation vents to meeting testing requirements for Ember Intrusion

Orange zone:

- Above items listed in yellow zone
- Exterior walls to be one hour fire rated assembly
- Exterior wall, soffit, and roof cover ceiling materials to be non combustible (cement board, stucco, stone), fire retardant wood, or other approved ignition resistant materials.
- Deck walking surfaces to be approved non combustible materials, Class A material, composite material with a minimum class B rating, fire retardant wood, or ignition resistant materials.
- Exterior doors to be solid core, non-combustible, or 20 minute fire rated.
- Special requirements to protect the gaps around the overhead garage doors to resist the intrusion of flaming embers

Adopting a WUI code will increase building costs in orange zones. The financial impact on new residential construction (both single-family homes and multi-family developments) will be significantly higher compared to non-WUI areas. These additional expenses may ultimately discourage new housing development within orange zones, as builders weigh the increased construction costs against potential returns.

Compliance with these requirements will be reviewed at the time of site development plan and building permit review. Staff will need to determine a way to ensure properties that require compliance with the WUI code undergo additional review and inspections related to the WUI requirements. At this time, the additional administrative tasks associated with ensuring compliance with the building code and site design requirements are anticipated to be accomplished with existing staff resources. Staff will continue to monitor potential changes to the draft and will include any impacts on staff resources as a part of the memorandum prepared for the consideration of the ordinance to adopt the model code.

## Defensible Zone Requirements - Landscaping and Fencing

A defensible zone is a buffer zone around a building or structure that is maintained to reduce the risk of fire damage from wildland fires. The [Home Ignition Zone \(HIZ\) Guide](#), as developed by the Colorado State Forest Service, provides additional information about these defensible zones. The current draft code will require the defensible space to be documented on all plot plans to provide the homeowner with a clear record of their responsibilities.

### Class 1: Yellow Zones (least restrictive)

#### **0 to 5 feet away from structure - houses and detached structures**

- Use non-combustible materials or ignition-resistant plantings
- No new trees allowed in this zone, and existing trees need to be maintained
- Fencing within 8' of the structure or up to the property line needs to be non-combustible, and vinyl fencing is allowed.

### Class 2: Orange & Red Zones (most restrictive)

#### **0 to 5 feet away from structure - houses and detached structures**

- Use non-combustible materials or ignition-resistant plantings
- No new trees allowed in this zone and existing trees need to be maintained
- Fencing within 8' of the structure or up to the property line needs to be non-combustible, and vinyl fencing is allowed.

#### **5 to 30' away from structure**

- Objective is to give approaching fire less fuel
- Requirements remove dead fuel source
- Requirements for locations and spacing of trees and shrubs
- Fencing within 8' of structure or up to the property line needs to be non-combustible, and vinyl fencing is allowed.

#### **30' to 100' away from structure**

- Objective is to mitigate the area to keep fire on the ground
- Tree crown spacing requirements

The implementation of this draft WUI code will dramatically change how new residential areas look in yellow and orange zones. Future neighborhoods will appear noticeably different from what Broomfield residents currently expect. Key differences include:

- Significantly fewer trees permitted, affecting traditional front yard, back yard, and street tree arrangements
- Rock mulch requirements instead of bark mulch in planting beds
- Overall, more sparse vegetation patterns for fire safety

This will create a visual shift in residential character, particularly affecting neighborhoods where trees are valued for shade and aesthetics. Our existing landscape code will likely need revision to establish clear requirements specific to these zones. While these standards will apply to all property types, the impact will be most noticeable in residential settings where green, tree-lined neighborhoods are the current norm.

Requirements related to defensible zones will also apply to non-residential and multi-family residential land uses. As these types of land uses typically require landscape plans and inspections as part of the development review process, compliance with the defensible space requirements can be addressed as part of the typical development review process.

## WUI Code Compliance

With the current draft WUI code, clarification on how to adopt and enforce the code will be provided by the end of June 2025. All of the comments from the Board members at the Friday, May 9th meeting supported the code outlining wildfire mitigation and maintenance requirements for property owners or owners' authorized representatives, emphasizing structure protection through vegetation management and fire-resistant materials. This will impact every developed property within Broomfield that is located in the yellow, orange/red zone shown on the current draft of the Wildfire Resiliency State Map with a permit under this code. All existing buildings or conditions that were approved prior to the adoption of this code may continue to be used or occupied as previously authorized.

Property owners or owners authorized representatives will need to be notified of this requirement. Planning has the capability to pull addresses within the impacted areas. Notification may include a direct mailer, as well as public meetings or other forms of public education and outreach to share detailed information.

A process will be established for property owners or owners' authorized representatives to request a ground-truthing review of their properties to verify that the fire intensity classification on Wildfire Resiliency State Map reflects the current, site-specific conditions. That review will be based on a review of vegetative fuels on the parcel and within 300' of the parcel boundary along with topography, local weather patterns, and fire behaviour modeling data.

Staff will need to establish ongoing education and public outreach to address the fact that property ownership changes over time. Staff will research best practices utilized by cities and counties that have administered WUI codes.

While these efforts will require staff time and mailing expenses, we anticipate covering these costs within the Division's current budget. However, if the draft code becomes more complex or if engagement activities increase significantly, additional funding may be needed for administration and mailings. Staff will continue to assess potential budget impacts as we refine the requirements and engagement strategy.

## Public Engagement

The Colorado Wildfire Resiliency Code Board will be holding formal hearings throughout the state in early May 2025 to receive comments on the draft code. To participate, the [board website](#) has information regarding the meetings and a link to provide written comments.

Once the WUI model code is finalized by the Code Board and in preparation of Broomfield considering adoption of the WUI model code, staff will establish a BroomfieldVoice page to provide information about how the model code would be implemented in Broomfield. Additional outreach will include hosting an open house to provide education.

Once Broomfield adopts the WUI model code, Broomfield staff would provide additional public education and outreach to those residents that are within yellow and orange zones in Broomfield. Staff intends to utilize the weekly community update and social media posts to encourage engagement and provide public education about the WUI code. Additionally, staff may host an open house after final acceptance of the ordinance to introduce the proposed regulations to impacted residents, developers, HOAs, and business community members. This would be an opportunity to answer any questions and provide education on the regulations.

## Next Steps

Staff is providing this study session as an update to the City Council regarding the state model code drafting process. Three code meetings are occurring in May as well as the efforts for public input on the model code.

Staff will continue to remain engaged with the process for drafting the model code and will bring back an ordinance for City Council's consideration in a first reading concurrent with the building code package in early 2026.



### D. Transit Needs Study Update

Meeting	Agenda Group
Tuesday, May 20, 2025, 6:00 PM	Study Session Item: 2D.
Presented By	
Allison Baxter, Sr. Transportation Planner	
Community Goals	
<input checked="" type="checkbox"/> Mobility <input checked="" type="checkbox"/> Thriving, Diverse, Safe and Welcoming Community	

## Overview

[View Correspondence](#)

[View Presentation](#)

The study aims to identify gaps in transit access through data analysis and community engagement and develop practical, community-supported strategies that can be implemented over the short (1-3 years) and medium-term (3-6 years) depending on funding. Staff initiated the study in April of 2024 and have now reached an appropriate point in the process to provide an update to the Council, share findings and gather feedback on the draft study recommendations. Staff is seeking input from Council on the proposed recommendations.

The Broomfield Transit Study and Pilot is a grant-funded project awarded through the 2019 Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) Call for Projects. Staff pursued this funding at the direction of City Council members, who prioritized enhancing transit and mobility options for Broomfield residents. The project was awarded \$800,000 in grant funding for a transit study and the implementation of a transit pilot based on the study's recommendations.

### **Attachments**

[Memo for Transit Needs Study Update.pdf](#)

## Summary

[View Correspondence](#)

[View Presentation](#)

The Broomfield Transit Study and Pilot is a grant-funded project awarded through the 2019 Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) Call for Projects. Staff pursued this funding at the direction of City Council members involved in the Broomfield Transportation Forum, to enhance transit and mobility options for Broomfield residents. The project was awarded \$800,000 in grant funding for a transit study and the implementation of a transit pilot based on the study's recommendations. Following the completion of the study, approximately \$400,000 in remaining grant funds will be available to support a potential mobility pilot project.

The study aims to identify gaps in transit access through data analysis and community engagement, and develop practical, community-supported strategies that can be implemented over the short (1-3 years) and medium-term (3-6 years) pending funding. Staff initiated the study in April 2024 and have now reached an appropriate point in the process to provide an update to the Council, share findings and gather feedback on the draft study recommendations. Staff is seeking input from Council on the proposed recommendations, specifically, which service concepts best reflect Broomfield's values and needs, and where investment and advocacy should be prioritized.

This memorandum provides an overview of the community conditions, existing transit service, unmet needs analysis and key findings from the first phase of community engagement. It highlights the strengths and gaps in the current system, identifies priority areas for transit improvements, and presents data-driven recommendations to expand transit access in Broomfield, as well as a discussion of potential funding opportunities. In light of the current fiscal climate, staff is not proposing additional budget allocation at this time.

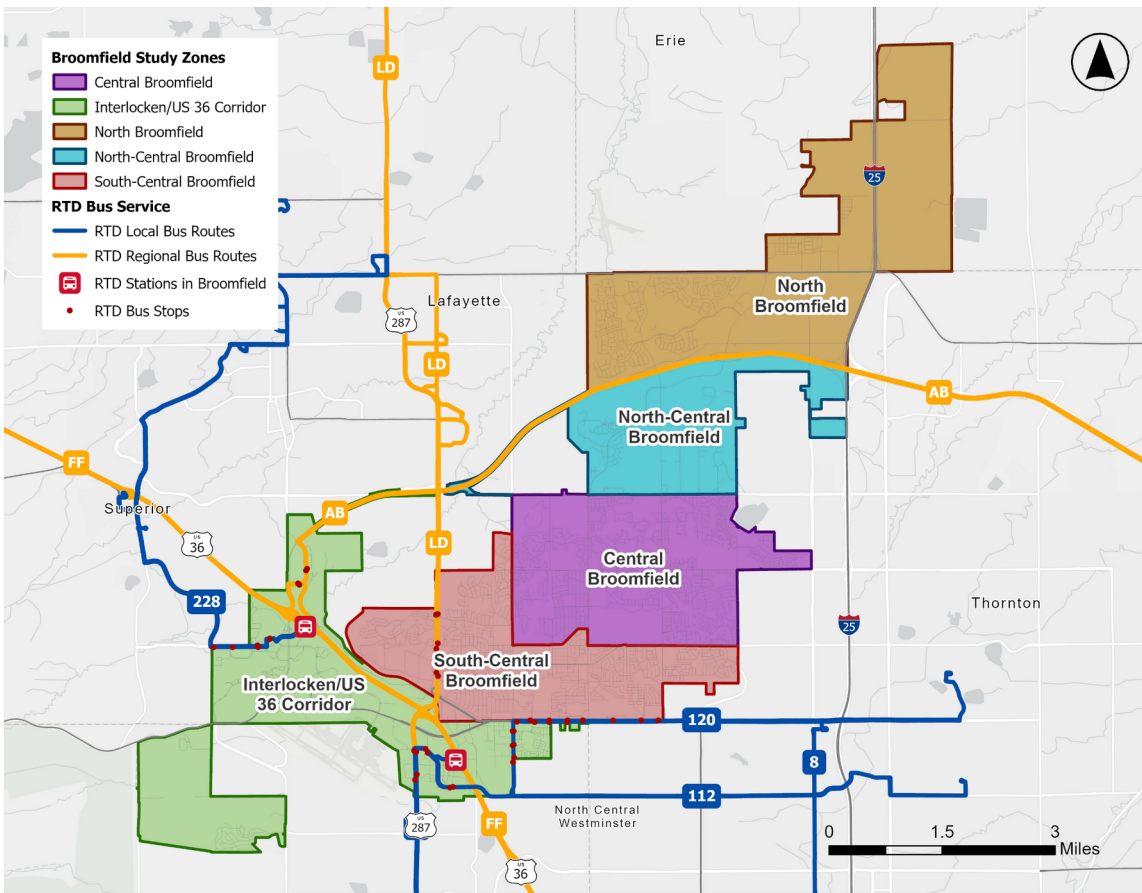
## Community Conditions Analysis

Broomfield has grown significantly over the past decade, with a 33% increase in population from 2010 to 2020, almost double the 17% growth seen across the Denver Metropolitan area over the same period, bringing both opportunities and challenges for the transportation network. Growth is concentrated in the Interlocken/US 36 Corridor and North Broomfield areas, with some mixed-use developments, such as the Broomfield Town Square, that will be emerging along 120th Avenue. Future projections estimate that Broomfield will grow to 95,000 residents by 2040 and potentially 124,000 by 2050. As growth continues, access to convenient public transit will play a crucial role in shaping the community.

Advancements in data collection and technology have made it possible to better understand and document travel behavior. The number of general public trips<sup>1</sup> in Broomfield increased by 22% between Fall 2019 and Fall 2023, reaching approximately 400,000 weekday trips. About half of these trips (52% weekdays/54% weekends) are local to Broomfield or to/from the nearby cities of Westminster and Thornton.

Much of the travel between Broomfield and these two cities is driven by commercial destinations like the Westminster Walmart on 136th Avenue, Orchard Town Center, Sheridan Crossing Shopping Center, Larkridge Shopping Center and Denver Premium Outlets. Along with shoppers and business patrons, Westminster or Thornton retail employees living in Broomfield are likely a major source of this trip demand.

<sup>1</sup>The project team utilized the Replica platform, which models general public travel patterns using anonymized cell phone location data, credit card transaction data and other aggregated sources. Figures cited here include all trips over a half-mile and across all modes (driving alone, carpooling, transit, biking, etc.), but excluding commercial trucking/delivery trips and people merely passing through Broomfield.



South-Central Broomfield and the Interlocken/US 36 Corridor are the highest trip generators due to the more significant concentration of commercial destinations, jobs and community resources. Of internal Broomfield trips, 29% are coming or going from the South-Central Broomfield zone; similarly, 34% of external trips either start or end in the South-Central Broomfield zone.

Broomfield has approximately 40,700 jobs, with 66% concentrated in the Interlocken/US 36 Corridor. Major employers include Oracle, Intermountain Health, BAE Systems, and the City & County of Broomfield. Despite this strong presence of jobs, commute trips among Broomfield residents are concentrated in the outbound direction to locations outside of Broomfield (88%). While most people travel outside Broomfield for work, regional commute trips represent a small share of all travel.

Low-wage jobs (those under \$3,333/month, or around \$40,000/year for a full-time worker) are prevalent in the retail and healthcare sectors, with concentrations in South-Central Broomfield, indicating higher transit propensity in this area.

While much of Broomfield is higher-income with high private vehicle ownership, specific demographics have been shown to rely more heavily on public transit, including:

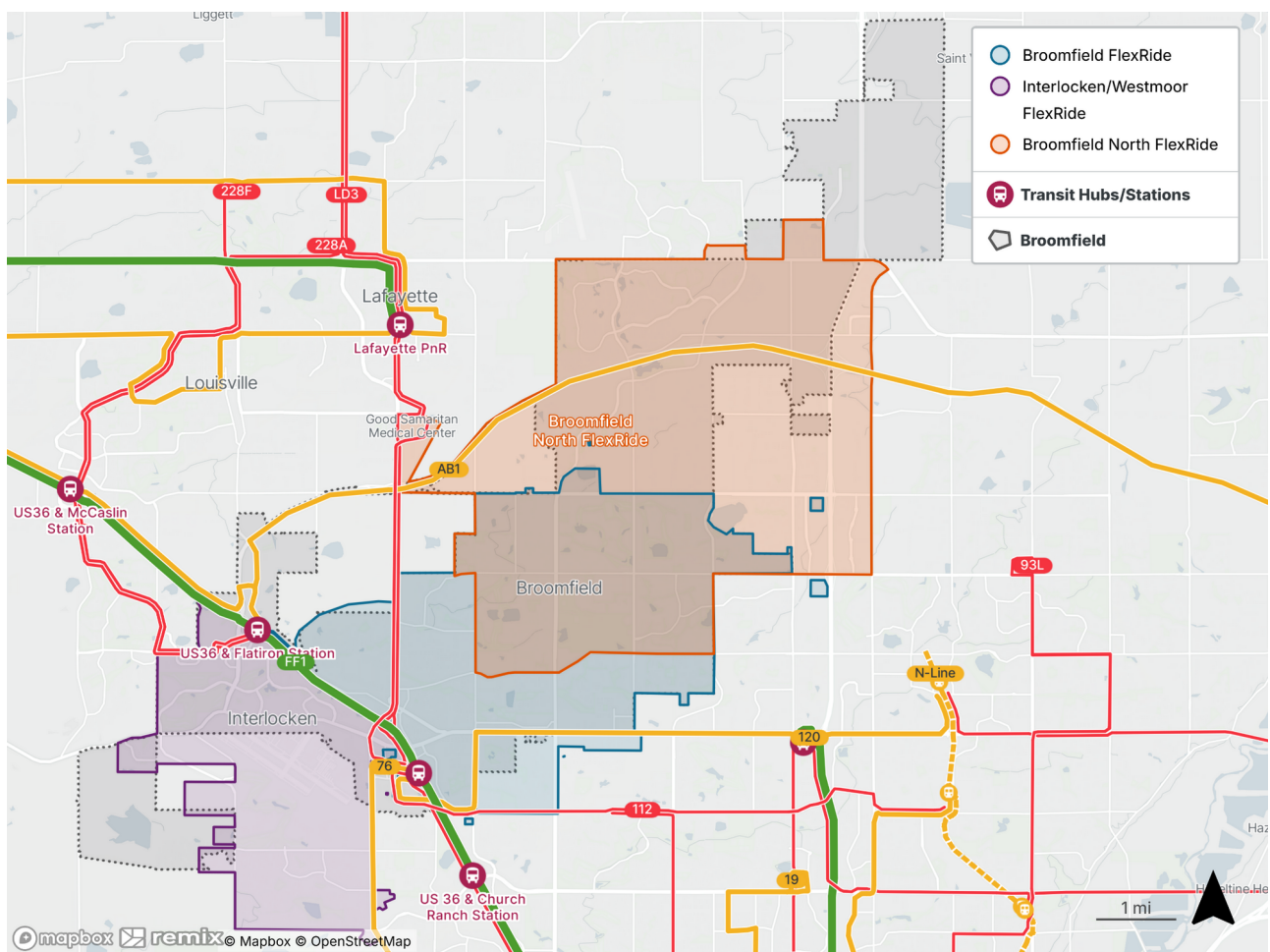
- Youth under 18 (22% of the population) who may not drive and can ride RTD services for free as part of the RTD's Zero Fare for Youth program;
- Older adults (15%) in age-restricted communities like Anthem Ranch and Skystone, but with the largest concentration in South-Central and Central Broomfield;
- Veterans (6.5%) who may require reliable transportation for medical and other needs; and
- Low-income residents (8%), zero-vehicle households (4%) and individuals with disabilities (8%), primarily in South-Central Broomfield.

South-Central Broomfield and parts of the Interlocken/US 36 Corridor area are more walkable, have higher population densities and greater concentrations of people who may rely on public transit, making these areas better suited for transit. Planned *New Urbanism*-style developments like Baseline and Broomfield Town Square also present opportunities for transit-oriented growth.

## Existing Transit Service and Unmet Transit Needs

Broomfield is within the Denver Regional Transportation District (RTD), which levies a 1% sales tax that is used to provide transit services in the district. RTD currently serves Broomfield with:

- **Four local bus routes:** 76, 112, 120 and 228A/F
- **Three regional services:** Flatiron Flyer Bus Rapid Transit (BRT) on US 36 (Routes FF1/FF2/FF5), the SkyRide service between Boulder and Denver International Airport (Route AB1) and Routes LD1/LD3 between Longmont and Denver.

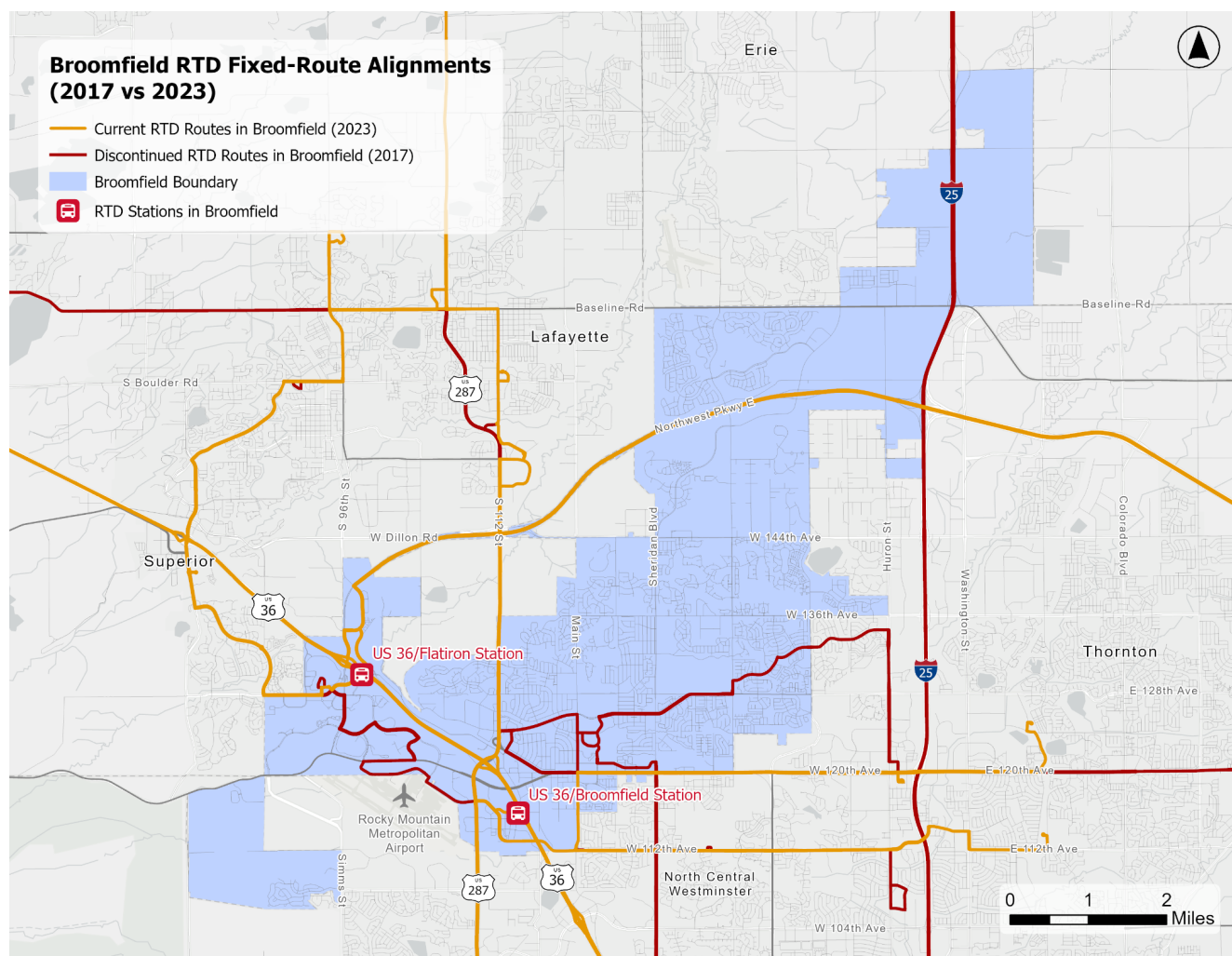


Except for the Flatiron Flyer, which runs every 15 minutes throughout the week, all other routes operate with frequencies of 30-60 minutes.

The seven RTD fixed routes averaged 1,241 daily weekday boardings at stops in Broomfield in October 2023. 55% of the boardings occurred at the US 36 & Broomfield Station. The Flatiron Flyer BRT service, with more than 500 daily boardings, accounts for almost 44% of RTD fixed-route boardings in Broomfield, followed by the AB1 SkyRide route with more than 200 daily boardings. **These two services account for 61% of**

weekday ridership, demonstrating that competitive and convenient regional fixed-route transit for Broomfield residents and visitors attracts significant ridership.

RTD's fixed-route services in Broomfield have substantially changed over the last seven years due to service reductions, the COVID-19 pandemic and other factors, including ridership and route performance. Routes FF3, FF4, FF6, 128, 228 and 51 were suspended, and the frequency of service across all other routes was reduced.



While peak weekday service levels on some routes have been restored (e.g., FF1 at 15 minutes, and AB1 at 30 minutes), most routes still operate with lower service levels. Furthermore, around 80% of Broomfield's land area is not within a half-mile of a fixed-route transit service, and there is no fixed-route transit service north of 120th Avenue, where the largest concentration of residents who are most likely to rely on transit reside.

Along with the fixed-route bus services, RTD also serves Broomfield with **FlexRide**. This zone-based, on-demand microtransit service provides curb-to-curb service for customers who reserve trips over the phone or using the RTD FlexRide mobile app. RTD contracts with a transit operator to provide FlexRide service in three zones in Broomfield: Broomfield FlexRide (BMFX), Interlocken/Westmoor FlexRide (ILFX) and North Broomfield FlexRide (NBFX). Typically, four vehicles are in operation during weekday service hours: two in the Broomfield zone, and one each in the Interlocken and North Broomfield zones. On weekends, RTD operates only in the Broomfield zone using one vehicle.

70% of ridership occurs in the Broomfield FlexRide service area, with trips concentrated in South-Central Broomfield. FlexRide trips must start and end in the same service area. While transferring between the zones is possible, it is time-consuming and inconvenient for customers to arrange, limiting connectivity to key destinations.

Across all service areas (Broomfield, Interlocken and North Broomfield), FlexRide averages 87 daily completed trips (totaling 116 boardings) but experiences capacity constraints, especially in the Broomfield FlexRide service area. FlexRide trip denials totaled 23% of completed trips in 2024, with 30% in the Broomfield FlexRide zone (i.e. one denial for every 3.3 trips completed), indicating current service levels are unable to meet demand.

The City & County of Broomfield Senior Services Division operates the **Broomfield EasyRide** program, a door-to-door transportation service for residents over the age of 60, as well as adults with disabilities. Enhancing staffing stability and modernizing booking and dispatch systems present key opportunities to boost the efficiency and long-term success of the service.

In partnership with the Fleet Division, EasyRide manages a fleet of 11 vehicles and averages 72 boardings per day. Demand for the service continues to grow in response to Broomfield's growing and aging population.

Broomfield EasyRide staff include the full-time EasyRide Program Supervisor, a 32-hour part-time driver, a 40-hour full-time driver, a Driver/Admin who works 40 hours weekly, splitting time between 16 hours of driving and 24 hours of admin work (i.e. dispatching/scheduling), and six part-time, temporary drivers. The temporary, non-benefitted drivers work 15 hours per week on average based on program needs.

The project team had the opportunity to interview five of the six EasyRide drivers while conducting an on-site visit. The drivers are U.S. military veterans, retired school bus drivers, firefighters and a school principal. All of the drivers thoroughly enjoy the job and the service they provide to the community. Drivers provided feedback and desires for the future including a desire for set work schedules (e.g., shifts from 8 a.m. to 3 p.m. or 8 a.m. to 5 p.m.) and benefits such as health insurance.

EasyRide prioritizes medical and nutritional trips and partners with RTD FlexRide and non-profit organizations to provide additional personal, wellness, social and employment trips. **Looking forward, enhanced operational systems and staffing could expand EasyRide's capacity to offer a wider range of trip options to a larger number of clients.**

The RTD Americans with Disabilities (ADA) paratransit service, **Access-a-Ride**, averages 70 daily boardings in Broomfield, with demand focused on disability service centers within and outside Broomfield. RTD Access-a-Ride is primarily used for regional trips, likely because customers use EasyRide and FlexRide for local trips.

Lengthy total trip times while using the Access-a-Ride service are a common issue for customers. Access-a-Ride only serves those within three-quarters of a mile of a fixed-route service, and due to the lack of fixed-route coverage in Broomfield, there are gaps in Access-a-Ride access in Central, North-Central and North Broomfield.

South-Central and Central Broomfield have high overall travel demand but insufficient transit service. Gaps exist in transit service coverage, particularly in the Broomfield Heights, Cimarron/Brandywine and Westlake neighborhoods. **Areas with higher transit propensity scores (South-Central Broomfield and Interlocken) would be most suitable for transit improvements.** Additionally, the projected population growth in North Broomfield and employment growth in the Interlocken/US 36 Corridor will necessitate increased transit service.

## Community Engagement

With a combined virtual and in-person approach, phase one engagement for the Broomfield Transit Study reached over 3,000 people through pop-up events, surveys, website engagement and focus group meetings.

- **Eighteen pop-up events** held across the community at locations and events in Broomfield. Over 450 people engaged with the project team at these events and shared their thoughts about current transit services and how the system could better meet their needs.
- **Three focus groups** with representatives from community organizations or advocates serving older adults, veterans, individuals with disabilities, youth and lower-income families attended by 34 representatives who provided insights into the needs of their clients.
- **Four surveys were conducted.** Two were community surveys, including an open online survey on Broomfield Voice and a targeted, statistically valid household survey. **Over 900 people participated in the community surveys.** The other two were customer surveys, including an RTD FlexRide customer survey and an EasyRide customer survey. One hundred thirty-eight people participated in the customer surveys.
- **Over 2,500 people visited the Broomfield Voice project website** during the phase one engagement period, and participants added 56 feedback pins to the Transit Input Map.

The survey results and feedback during pop-up events indicate an overall positive sentiment towards transit; **90% of respondents said having high-quality public transit in Broomfield is “very” or “somewhat” important.** Many are familiar with (85%) and have used transit in the last year (69%).

**72% of respondents said new or expanded public transit options are important to them.** Those who said transit improvements are important to them were then asked to rank six improvement options from most to least important. In both surveys, new or expanded bus services were ranked highest. The top three priorities included: service to major cities and destinations around the region, local Broomfield bus service and bicycle and pedestrian infrastructure improvements.

Top destinations that were mentioned for improved regional access included:

- Boulder - Bus service restoration (e.g., FF4) and light rail/commuter rail connections;
- Denver - Desire for light rail or train to downtown Denver;
- DIA - High utilization of the Skyride (AB) service but demand for more frequent and convenient airport service (especially from North Broomfield);
- Longmont- Desire for express or direct service and integration into a broader regional system (including Lafayette and Louisville) as existing service is infrequent and time-consuming.

Feedback gathered from the survey and at pop-up events indicates that, in addition to regional connections, residents also desire more local connectivity and have difficulty accessing transit hubs and commercial destinations, within Broomfield and nearby Westminster and Thornton. Top response themes for improved local/intercity connectivity included:

- Calls for a local bus service north of 120th Avenue;
- Better connectivity across US 36 to the US 36 bus stations, Interlocken and FlatIron Crossing;
- Connections to the Eastlake & 124th N-Line rail station;
- Access to shopping/jobs at Orchard Town Center in Westminster and Denver Premium Outlets in Thornton.

Geographic availability of transit is a major factor in whether people use it or how often. When asked what would make you more likely to ride public transit, nearly half of respondents included bus stops closer to home or their destinations among their three options.

**FlexRide customers** in Broomfield are generally satisfied with the service but emphasized that increasing

service availability, improving scheduling efficiency, expanding geographic coverage and refining customer service would make FlexRide a more reliable and user-friendly option. Some noted that high student ridership during peak hours creates issues with trip availability, underscoring the need for more robust youth transportation options. Others expressed concern about **FlexRide not being timely or reliable enough** for medical travel.

**EasyRide customers** expressed strong satisfaction with the service, mentioning wider service hours and more access to regional medical destinations and shopping locations in Westminster as areas for improvement.

Common themes across the focus groups with community resource providers and advocates include:

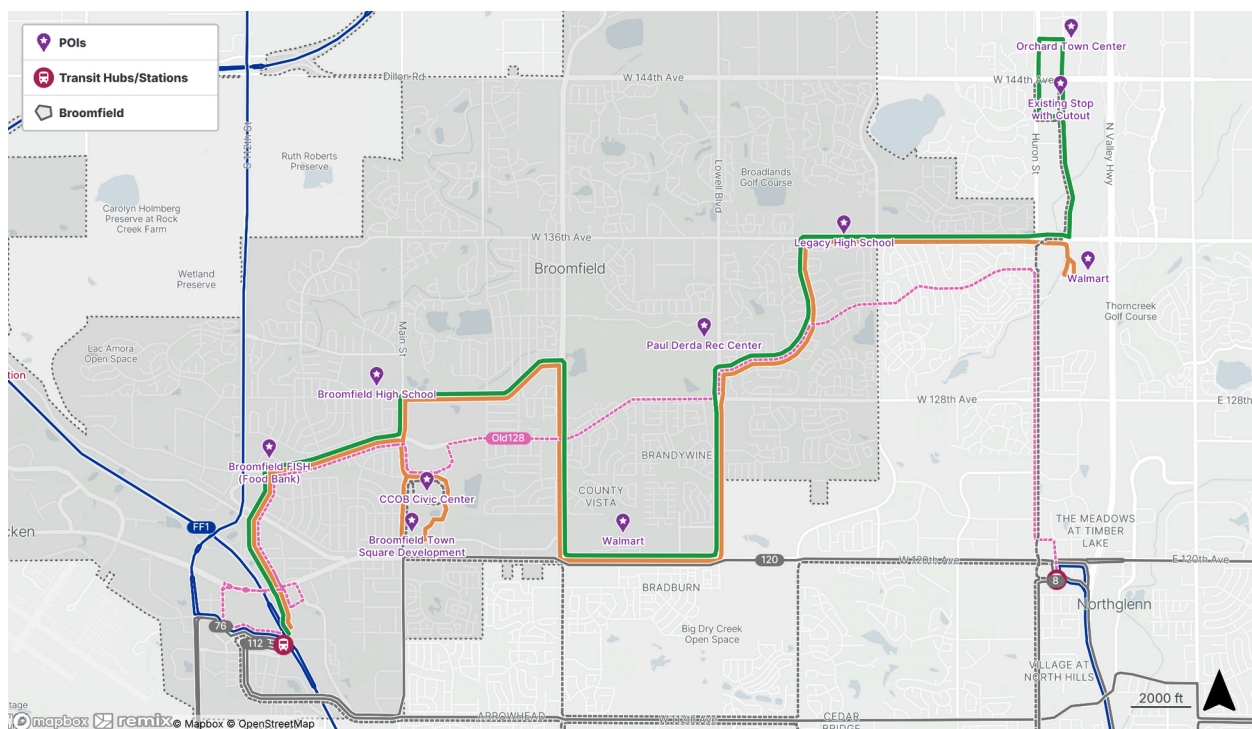
- Awareness & Education: Many potential riders are unaware of or confused by existing transit options.
- Affordability & Access: Cost barriers and service gaps impact all groups.
- Reliability & Convenience: Concerns over missed rides, long wait times, and complicated systems.
- Safety & Assistance: Need for in-person support, clearer communication, and safer transit environments both from crime and vehicle hazards while accessing stops.
- Targeted Outreach: Engagement strategies must be tailored, with a focus on non-digital communication for seniors and individuals with disabilities.

## Draft Recommendations

The following draft recommendations aim to address key challenges, including FlexRide capacity and connectivity limitations, gaps in fixed-route coverage in Broomfield's highest-demand and highest-need areas, and service constraints affecting EasyRide, as identified through data and public input. The recommendations are not an exhaustive list and may evolve based on Council and public feedback. They are not proposed within an explicit timeline and depend on identifying outside funding and/or implementation by RTD.

### Improve Local Fixed-Route Service

The study identified a need for fixed-route service to improve neighborhood connections in South-Central and Central Broomfield. A proposed community connector route would link these areas to high-demand destinations, building on the structure of the former RTD Route 128, which was suspended in April 2020. The redesigned route offers improved connections to the US 36 & Broomfield Station, schools, major employment and shopping centers. It better aligns with current travel patterns, unmet mobility needs in neighborhoods with higher concentrations of transit-dependent residents, and potential rider markets.



Staff are presenting two potential alignment options. Both begin at the US 36 & Broomfield Station (westbound side) and end at either the Orchard Town Center (Option 1) or Walmart at 136th Avenue (Option 2). The terminal points reflect the demand among Broomfield residents for travel to jobs and shopping opportunities outside the city. The proposed route would operate every 30 minutes and require three cutaway-style buses to maintain that frequency.

The local fixed-route connector could be operated by RTD as part of its local bus service or contracted out to a private transportation provider through a turnkey arrangement.

Implementation of the connector fixed-route service would require Broomfield to identify and secure initial funding and contract with a private transportation provider, as RTD will not operate or fund new routes outside its current network prior to the adoption of its next five-year System Optimization Plan (SOP), which is expected to begin in 2026, with phased implementation starting in 2028. While RTD staff has indicated that the agency cannot implement new bus routes until after the SOP update, there is a potential for RTD to assume operation of the service in the future if the route meets established service parameters. For RTD to consider taking over the connector, Broomfield would need to apply for funding through the RTD Partnership Program. Other funding sources could be used in addition to grant funding from the RTD Partnership Program to support the service such as DRCOG and CDOT grants, as detailed in the funding section of this memorandum.

While the actual cost will vary based on service parameters and the operator hourly rate, preliminary estimates place the annual operating cost between \$1.5 million and \$2 million.

## Optimize RTD FlexRide Service

RTD FlexRide serves people of all ages and abilities, and improvements to the service would benefit a broad range of Broomfield residents, including youth, older adults, low-income individuals, zero-vehicle households, and anyone who needs an alternative to driving. Enhancing FlexRide service in Broomfield could also help ease demand on Broomfield EasyRide operations.

The proposed **FlexRide** recommendations would need to be incorporated into the existing RTD FlexRide service operated in Broomfield. Costs would be borne by RTD and the implementation of service improvements is dependent on RTD.

Improvement	Recommendation	Benefit
Increased Service Span	<ul style="list-style-type: none"><li>• Extend weekday hours to 9 p.m. in the Broomfield and Interlocken zones</li><li>• Add service on Sundays</li></ul>	Helps meet travel demand in the evenings and weekends
Increased Service Capacity	<ul style="list-style-type: none"><li>• Add a second vehicle to the Broomfield FlexRide zone on Saturdays</li><li>• Add a third vehicle to the Broomfield zone during peak hours on weekdays</li></ul>	Reduced trip denials and the ability to complete more trips
Zone Consolidation	<ul style="list-style-type: none"><li>• Consolidate the North Broomfield and Broomfield zones (interim)</li><li>• Consolidate the three FlexRide zones into one zone</li></ul>	Simplifies the system and increases connectivity to key destinations

## Enhance Broomfield EasyRide Operations

The proposed **Broomfield EasyRide** recommendations would support existing and future EasyRide operations, and help ensure the long-term sustainability of this important service for older adults and adults with disabilities in Broomfield. The City and County of Broomfield currently funds the EasyRide budget, with approximately half of it supplemented with funding through the DRCOG Older Americans Act (OAA) funding. Cost projections for the recommendations are forthcoming, and implementation will depend on staff capacity and the identification of additional funding sources.

Improvement	Recommendation	Benefit
Operational Efficiency	<ul style="list-style-type: none"><li>• Implement deviated fixed-route style scheduling for high-demand trips to medical facilities (e.g., Rock Creek Medical Campus, St Anthony North)</li><li>• Technology (New routing/dispatch software and vehicle hardware)</li></ul>	More efficient dispatching and scheduling and improved operations resulting in increased service capacity.
Staffing Resources	<ul style="list-style-type: none"><li>• Transition temporary drivers from non-benefited to benefited positions</li><li>• Develop a mix of full-time and part-time driver positions</li><li>• Continue to maintain training resources, policies and procedures</li></ul>	Improved recruitment, retention and operational consistency.

## Accessibility and First- and Last-Mile

- Continue to advocate for improved Access-a-Ride service for individuals with disabilities.
- Continue to improve bike and pedestrian access to transit stops to address first-and-mile connectivity.
- Continue to improve walkability at transit stops and ensure continued ADA-accessibility for individuals with disabilities.
- Improve the east side of the US 36 & Broomfield Station area (westbound) to allow for full-sized buses and easier microtransit bus access.

## Plan for Future Growth

- Align transit expansion with projected population and employment trends.
- Coordinate with developers to support transit-oriented growth.
- Support the implementation of a starter transit service on CO 7 between Brighton and Boulder with stops in Broomfield (Baseline Road).
- Work with CDOT and RTD to invest in priority Northwest Area Mobility Study (NAMS) BRT corridors (CO 7, 120th Ave., US 287).

## Increase Awareness with Marketing and Education

- Develop marketing and communications strategies that are tailored for unique rider markets to promote transit service in Broomfield.
- Encourage safe transit environments through collaboration with RTD Transit Police and the promotion of the RTD Transit Watch App.
- Continue to work with DRMAC to hold transit travel training events in Broomfield.
- Work with community resource partners in Broomfield on education and marketing campaigns.

## Cost Snapshot (Preliminary)

Recommendation	Est. Annual Operating Cost	Potential Funding Source	Lead Agency
Community Connector Bus Route	\$1.5-\$2M	Pilot funding + RTD Partnership Program + Other Grants (MMOF, CTE, TIP)	Broomfield with RTD as a potential future operator
FlexRide Enhancements	\$200,000-\$1M	RTD	RTD
EasyRide Staffing	TBD	DRCOG + Local	Broomfield
EasyRide Technology Upgrades (Routing/dispatch software and vehicle hardware)	Initial Cost: \$80,000 - \$150,000 Annual Cost: \$30,000-\$80,000	TBD	Broomfield

## Funding Strategies

Staff acknowledge that the City and County of Broomfield, like many local governments, faces competing priorities for finite resources. Given the current fiscal climate and limited financial resources, staff is not requesting budget allocations for the implementation of new transit service. Instead, staff recommends that existing pilot funds be used strategically to pursue grant opportunities and partnerships that align with the goals of this study. This approach reflects a fiscally responsible strategy that positions Broomfield to take advantage of external funding sources as they become available as staff identify additional funding opportunities. Funding strategies will be further refined and presented to Council at a final study session prior to report finalization in the fall.

While the remaining \$400,000 in available funding from this project offers some flexibility, it can only be used for transit operations. The scale and duration of most pilot programs, especially those involving service delivery, typically require a larger and more stable funding commitment. To strategically invest the pilot funding, it is recommended that it be viewed as seed money and strategically leveraged with other grants, partnerships or funding sources to ensure financial sustainability beyond the initial launch phase.

The RTD Partnership Program is a new funding source offered by RTD to help local communities implement locally-driven transportation pilots. The funding is for the launch and operation of new routes or mobility

programs. RTD has allocated \$3 million to the program in 2025, a \$1 million annual increase from 2024.

Infrastructure and capital projects are not eligible, nor are projects that seek to expand the existing RTD system, such as new RTD-operated fixed routes or additional FlexRide service. However, under the RTD Partnership Program, RTD may consider taking over a pilot service and incorporating it into the RTD network if it meets the performance standards for the relevant service tier. There is an inherent risk in initiating a new pilot service if RTD ultimately does not assume long-term operation, which could leave the City and County of Broomfield responsible for sustaining the service or discontinuing it after the pilot period ends.

CDOT funding opportunities include the Multimodal Options Fund (MMOF) and the Nonattainment Area Pollution Mitigation Enterprise (NAAPME) Community Clean Transportation Assistance Program (CCTAP). Recent state budget reductions are expected to impact the availability of funding, though the exact funding levels and timelines for distribution have not yet been determined.

The upcoming DRCOG Transportation Improvement Program (TIP) Call for Projects would also be an opportunity to seek initial funding.

The pilot funding can be used as a local match for the RTD Partnership Program, which requires local investment, but other grant opportunities may require additional local match beyond the remaining project funds.

Senate Bill 24-230 will apply production fees on oil and gas beginning July 1, 2025. The bill is the first long-term, dedicated funding source for public transit in Colorado history and will raise an estimated \$110 million annually, with 70% allocated for the Local Transit Operations Cash Fund (formula funding) and 10% for the Local Transit Grant Program Cash Fund (competitive grant), to be administered through the Colorado Department of Transportation Clean Transit Enterprise (CTE). The CTE still needs to determine how these funds will be distributed, and staff will monitor this funding source as it progresses.

Finally, RTD staff has indicated that the agency would not be able to implement any new bus routes prior to the adoption of its forthcoming five-year update to the System Optimization Plan (SOP). Broomfield must, therefore, actively advocate for the service improvements outlined in the recommendations as RTD updates its SOP. This study will help provide the information needed to advocate for service improvements in Broomfield as part of this process.

## Next Steps and Council Input Requested

With input from Council, staff will refine the draft recommendations and begin preparing materials for the second phase of community engagement. During this phase, staff will connect with residents and stakeholders through pop-up events and focus groups. Phase two will launch on June 7 at the Broomfield BrewHaha and run through August. Based on the feedback gathered, the project team will further update the study recommendations and develop a final plan to present to Council for approval in October. The study will conclude in the late fall of this year.

- **Now through Early June:** Finalize draft recommendations and prepare outreach materials
- **June-July:** Conduct outreach through public pop-up events and virtual stakeholder focus groups
- **July-August:** Update and refine recommendations in response to public and stakeholder feedback and develop final plan document
- **October 21, 2025:** Return to Council with final draft
- **November:** Conclude the study
- **2026:** Amend IGA with RTD for the scope of the pilot project
- **2026/2027:** Target launch for pilot mobility project

Staff seeks Council feedback on the following items:

- Which service concepts best reflect Broomfield's values and needs?
- Where should investment and advocacy be prioritized?

### Financial Considerations

As shown in the sources and uses of funds summary below, the project can be completed within the budgeted amount.

Sources and Uses of Funds	Amount
Transportation Capital Improvement Budget 20-70090-55200 Transit Needs Assessment and Pilot (20Q0030)	
80% Federal DRCOG TIP Grant Award - Transit Needs Assessment & Pilot	\$640,000
20% Local Match	\$160,000
Vendor Consulting Agreement - Transit Needs Assessment	-\$399,961
Projected Balance	\$400,039

### Prior Council or Other Entity Actions

September 12, 2023 - [Resolution 2023-62](#) 2023-62 Authorizing and Approving an Intergovernmental Agreement between the City and County of Broomfield and the Regional Transportation District for Transit Needs Assessment and Pilot, FY 2020-2023 (Revised to FY 2021-2024)

March 26, 2024 - [Resolution 2024-33](#) A Resolution Approving an Agreement with Transportation Management & Design, Inc. for the Broomfield Transit Needs Assessment

### Boards and Commissions Prior Actions and Recommendations

March 22, 2019 - Broomfield Transportation Forum reviewed and approved the submission of the Transit Needs Assessment to the DRCOG Board for the 2020-2023 Transportation Improvement Program.

November 8, 2024 - Broomfield Transportation Forum received an update on the project. No action taken.