

## **INTRODUCTION**

### **Please help us prioritize locations for B-stations in 2013!**

These 20 locations were chosen based upon locations that were suggested by the community at the Station Planning Workshop in November 2012 and through previous outreach and analysis of the system and land use.

Criteria that is considered when siting a new B-station:

- Near pedestrian and bicycle infrastructure, transit, and/or eGo car locations
- Great visibility from a variety of transportation modes
- Near high residential and employment density
- Near existing annual members
- Near a destination
- ¼- ½ mile from existing or planned B-stations
- Environmental factors (hills, flood plains, etc.)

For more information on how each of these locations fit the siting criteria, please click on the location name. This will also allow you to comment on a location. Please keep in mind that locations on the map are just to show the general area of where a potential station could go.

We look forward to getting your feedback on these locations, and we will consider it greatly when deciding on the final 10 stations for 2013. As these stations are grant funded and there are a variety of issues that can arise when implementing a location, we cannot guarantee the locations identified as high priorities through this process will be implemented in 2013. One popular location at Boulder Junction is not included on this list since Boulder B-cycle is likely to install a station there when construction in the area is complete in 2014.

---

## **DESCRIPTIONS OF EACH STATION LOCATION**

### **8<sup>th</sup> & Pearl**

This location is close to transit stops, has high employment and residential density, is near annual members, provides access to the businesses on West Pearl Street, and is in close proximity to existing B-stations.

### **20<sup>th</sup> & Pearl**

This location is close to transit stops and bike lanes, is very visible, has high employment and residential density, is near several annual members, provides greater access to the businesses on East Pearl, and fills a “hole” within the existing system of B-stations.

### **27<sup>th</sup> Way Park-n-Ride**

This location is close to a popular Park-n-Ride and multi-use path, has medium employment and residential density, is near annual members, and would be in close proximity to other potential B-station locations.

### **28<sup>th</sup> & Boulder Creek Path**

This location is close to a regional transit stop and multi-use paths, is very visible, has high residential density and some employment density, is near annual members, is somewhat close to the Millennium Hotel and CU campus, and is in close proximity to existing B-stations.

### **28<sup>th</sup> & Iris**

This location connects users to local and regional transit, is near a multi-use path, is visible, has medium employment and residential density, is near annual members, and would be in close proximity to existing and potential B-station locations.

### **29<sup>th</sup> & Baseline**

This location is close to transit stops, multi-use paths and bike lanes, has high employment and residential density, is near annual members, would provide access to a shopping center with a grocery store and Williams Village, and would be in close proximity to other potential B-station locations.

### **29<sup>th</sup> & Pearl**

This location is next to a transit stop and bicycle and pedestrian infrastructure (multi-use path, bike lanes and crosswalk), has high employment density, is near annual members, would provide access to a shopping center with a grocery store, and is in close proximity to existing B-stations.

### **30<sup>th</sup> & Glenwood**

This location is close to transit stops, a bike lane and an eGo CarShare car. The location also has very high residential density, has medium employment density, is near annual members, would provide access to at Naropa University's Paramita Campus, and is in close proximity to existing and potential B-station locations.

### **38<sup>th</sup> & Colorado**

This location is close to transit stops and a multi-use path, has some employment density with higher residential density to the south, is near annual members, would provide access to CU's East Campus, and would be in close proximity to other potential B-station locations.

### **Boulder Community Hospital**

This location is near a transit stop and multi-use path. The hospital is a large employer, and there is some residential density south of Arapahoe with a couple of annual members in the area. This location could work with both existing and potential B-station locations.

### **Broadway & Baseline**

This location is near local and regional transit stops and on a multi-use path, is very visible, has high employment density and some residential density, would provide access to

a shopping center with a grocery store and the south end of CU's campus, and would be in close proximity to other potential B-station locations.

### **Broadway & Quince**

This location is near transit stops, bike lanes, a bike route and an eGo CarShare car. The location also has some employers with low residential density, is near annual members, would provide access to a shopping center with a grocery store, and would be in close proximity to other potential B-station locations.

### **Broadway & Yarmouth**

This location is near transit stops and bike lanes, has medium employment density with low residential density, is near annual members, would provide access to the Holiday neighborhood shopping area, and would be in close proximity to other potential B-station locations.

### **Central Park East**

This location is close to local and regional transit lines, is next to a multi-use path, has high employment density with low residential density, is near annual members, would provide access to BoMoCA, the Dushanbe Teahouse, and Farmer's Market, and is in close proximity to existing B-stations.

### **Eben G. Fine Park**

This location has bus stops and a multi-use path nearby, has low employment and residential density, is near annual members, would provide access to Eben G. Fine Park and two hotels, and is in close proximity to existing B-stations.

### **Folsom & Pearl**

This location is close to transit stops and bike lanes, has medium employment and residential density, is near many existing annual members, would provide access to Greenleaf Park, the Convention and Visitors Bureau, and Boulder Chamber of Commerce, and fills a "hole" within the existing system of B-stations.

### **Scott Carpenter Park**

This location is near bus stops and multi-use paths, has a mix of medium-low employment and residential density, is near annual members, would provide access to Scott Carpenter Park, and would be in close proximity to existing and potential B-station locations.

### **Table Mesa Park-n-Ride**

This location is at a very popular Park-n-Ride with bike lanes and a multi-use path nearby, has higher residential density with little employment density in the surrounding neighborhoods, is near annual members, and would be in close proximity to other potential B-station locations.

### **Table Mesa Shopping Center**

This location is near local and regional transit stops, multi-use paths, and bike lanes. The location also has some employment density with low residential density, is near annual

members, would provide access to a shopping center with a grocery store, and would be in close proximity to other potential B-station locations.

**Tantra Park-n-Ride**

This location is at a popular Park-n-Ride, has bike lanes nearby, is very visible, has high residential density and low employment density, is near annual members, would provide access to the Park-n-Ride and nearby shops, and would be in close proximity to other potential B-station locations.