



? PROJECT OVERVIEW



Denver Moves: Bicycles recommends Princeton Ave to be a protected bike lane. (Due to changes to bikeway design standards, a neighborhood bikeway is now appropriate).



Denver Department of Transportation and Infrastructure (DOTI) plans to repave Princeton Ave in 2021, providing an opportunity to install a neighborhood bikeway.



If you have questions or comments regarding the current conditions or proposed facility on Princeton Ave, please email us at bikes@denvergov.org.

i PROJECT CONSIDERATIONS

- PARKING IMPACTS** - Installing a neighborhood bikeway will require minimal parking removal, typically near intersections.
- RESIDENT CONCERNS** - DOTI collected data indicating speeding on the corridor. Residents have expressed concern over the number of multi-family housing residents parking on Princeton Ave.
- SAFETY CONCERNS** - The current configuration of a shared bike/parking lane puts bicyclists in the door zone and causes weaving in and out of the through lane.
- BENEFITS BEYOND BIKES** - Neighborhood bikeways reduce vehicle speed and improve pedestrian crossing opportunities, increasing safety for all roadway users.

i PROJECT BENEFITS

CONNECTS DESTINATIONS

Eastmoor Park, Rosamond Park, Goldsmith Gulch trail, Samuels Elementary

IMPROVES SAFETY

Provides low-stress bikeway, will reduce speeding

FILLS GAP IN NETWORK

East-west connection - multiple parks and schools, and multi-family housing units

CONNECTS PROPOSED BIKEWAYS

Will connect to Monaco/Quebec bikeway, Goldsmith Gulch trail, Tamarac bikeway, and future Mansfield Ave bikeway

LOWER STRESS CROSSINGS

Improved crossings at Eastmoor Dr and Tamarac Dr

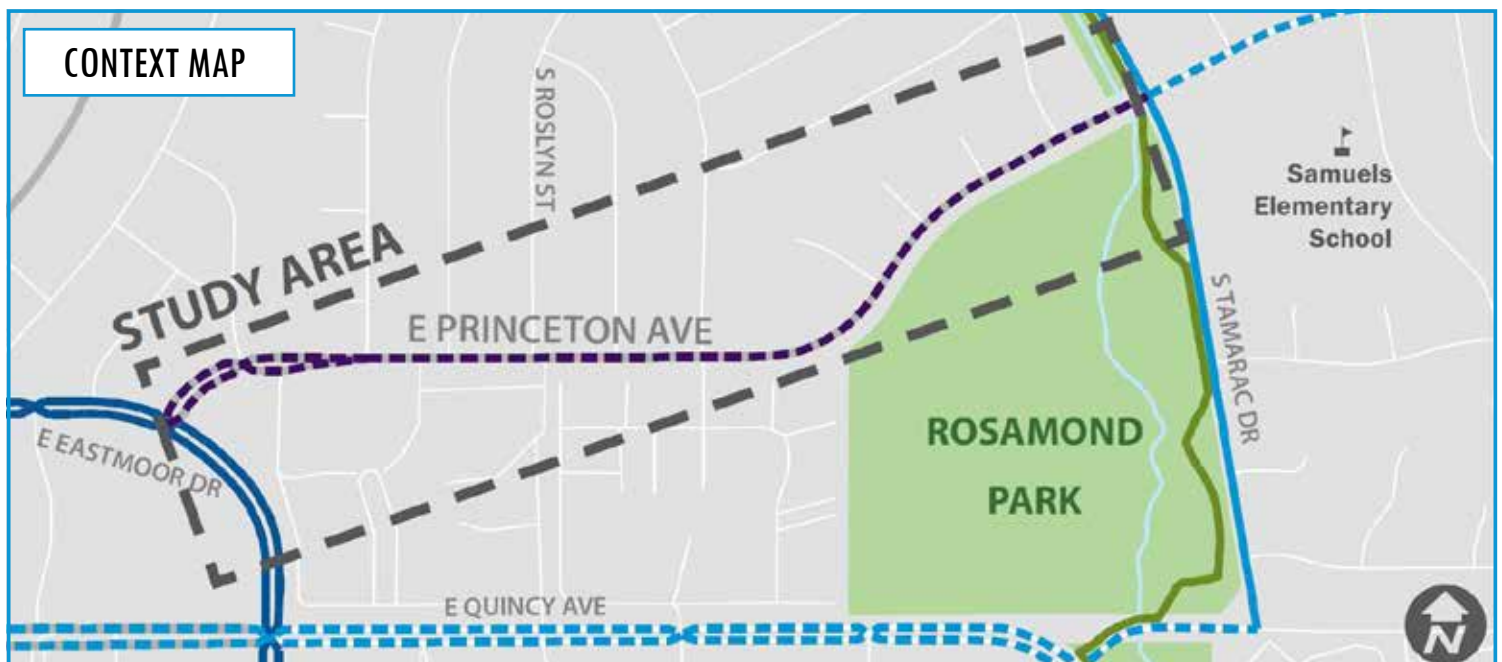
MAP LEGEND

Recommended Facility

- Buffered Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Needs Further Study
- Protected Bike Lane
- Shared Use Sidewalk

Existing Facility

- Bike Lane
- Buffered Bike Lane
- Trail
- Shared Use Sidewalk



Note: Denver Moves map shows a protected bike lane, but current design is a neighborhood bikeway - see "PROJECT DESCRIPTION" for facility change information.



PLANS TO PROJECT TIMELINE:

- 2011** Project Recommended in Denver Moves: Bicycles (City-wide, community developed, Bicycle Master Plan) to be a protected bike lane.
- 2015** Project *again* recommended in updated Denver Moves: Bicycles to be a protected bike lane
- 2018** Project identified in Blueprint Denver (Citywide land-use and transportation plan) as a Bicycle Priority Corridor.
- 2020** Opportunity arises to implement bikeway recommendation through repaving of Princeton Ave. Traffic volumes and speed allow for a neighborhood bikeway to meet safety needs.



PROJECT SCHEDULE

- SPRING 2019** Begin data collection and concept plans for protected bike lanes
- FALL 2019** Design standards for volume and speed change; begin bikeway type change process from protected bike lane to neighborhood bikeway
- SUMMER 2020** Begin neighborhood bikeway concept development
- FALL 2020** Stakeholder meetings discussing neighborhood bikeway concept
- TBD 2021** Roadway paving and bikeway construction



EXAMPLE: A neighborhood bikeway similar to the one recommended for Princeton Ave was implemented on 35th Ave in 2019. Please see supplemental "What is a Neighborhood Bikeway" informational sheet for additional details on neighborhood bikeways.





MOBILITY AND PARKING DATA SUMMARY

AVERAGE DAILY TRAFFIC SUMMARY (VEHICLES PER DAY)*

Location on Princeton Ave	ADT
Between Rosemary Way and Syracuse Ct	1,700

*Data collected 1/30/2019 - 1/31/2019

Note: approximately **225 pedestrians were observed** on the south side sidewalk in 12 hours.

SPEED STUDY SUMMARY (MILES PER HOUR)*

Location on Princeton Ave	Posted	50th Percentile	85th Percentile
Btwn Rosemary and Syracuse Eastbound	25	25	29
Btwn Rosemary and Syracuse Westbound	25	27	30

*Data collected 1/30/2019 - 1/31/2019

PEAK HOUR VOLUMES FOR PEDESTRIANS, BICYCLISTS, AND VEHICLES*

Location on Princeton Ave	Pedestrians/Bicycles Crossing Intersection	Total Vehicles Entering Intersection
Eastmoor Dr	8	1,598
Tamarac Dr	17	1,403

*Data collected 1/10/2019

PARKING DATA SUMMARY*

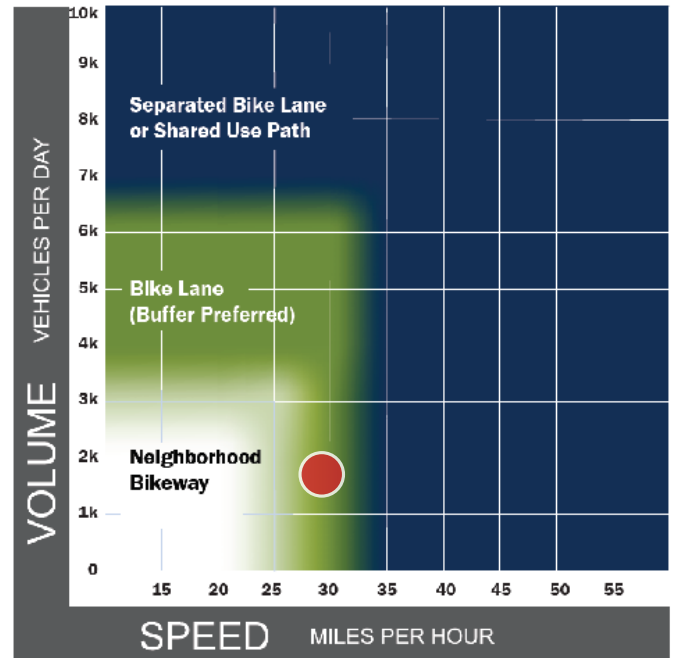
Location on Princeton Ave	# of Parked Cars	% Occupancy
Across from (north side) multifamily housing (Eastmoor Dr to 200' east of Rosemary Way)	19	21%
Adjacent to (south side) multifamily housing (Eastmoor Dr to 200' east of Rosemary Way)	41	47%
Across from (north side) Rosamond Park (200' east of Rosemary Way to Tamarac Dr)	0	0%
Adjacent to (south side) Rosamond Park (200' east of Rosemary Way to Tamarac Dr)	0	0%

*Data collected Thursday 1/21/2018 at 5AM

Note: The highest block face parking occupancy was 65% on the south side of Princeton Ave between Reading St and Rosemary Way.

BIKEWAY FACILITY SELECTION CHART

The Bikeway Facility Selection Chart is a tool DOTI uses to identify the appropriate bikeway facility on a given street. As traffic speeds and volumes increase, more separation from motor vehicles is necessary to maintain a safe and comfortable bicycling experience. Based on traffic data collected for Princeton Avenue, a neighborhood bikeway is recommended from Eastmoor Dr to Tamarac Dr (see red dot).





? WHAT IS A NEIGHBORHOOD BIKEWAY?

Neighborhood bikeways are shared streets that create a **comfortable place for everyone** to travel. **They prioritize people walking or rolling** and riding bikes while preserving local access for residents.

Although bikeway is in the name, these streets improve communities overall, creating **quieter, safer and more pleasant streets** in our neighborhoods.

i BENEFITS OF NEIGHBORHOOD BIKEWAYS



LOW SPEED = LOW STRESS

Neighborhood Bikeways are added to streets where vehicles travel at slower speeds.



FOR ALL AGES & ABILITIES

The street is designed to make riding a bike more comfortable for people of all ages and abilities.



CONNECTED NEIGHBORHOODS

Making these improvements will establish a bicycle connection between neighborhoods.



Safer Speeds: Roadway improvements encourage slow speeds and make the street safer for everyone.



Safe Crossings and Intersections: Crossing improvements help people cross intersections safely and comfortably.



Signs and pavement markings: Signage and markings remind drivers that the road is shared, and help guide bicyclists and pedestrians to get to the places they want to go.