DOTI Alameda Lane Repurposing

Transportation and Infrastructure Committee Presentation

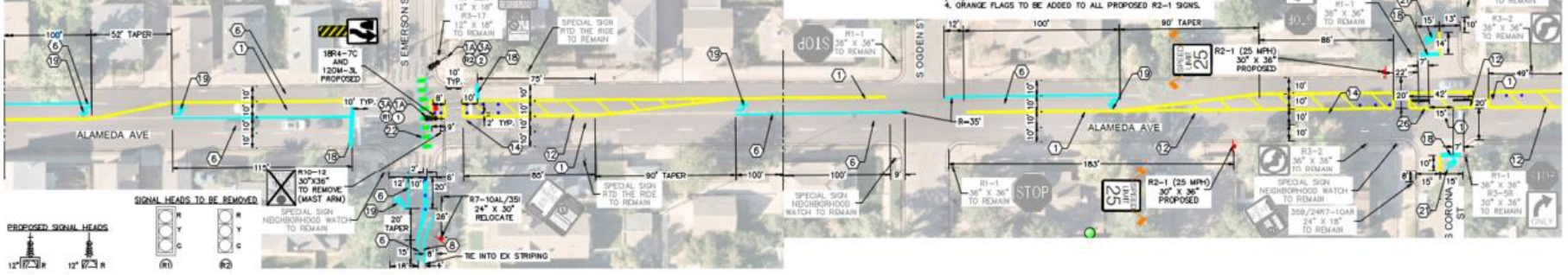
1/21/2026

Agenda

- Project Design
- Community Engagement
- Next Steps

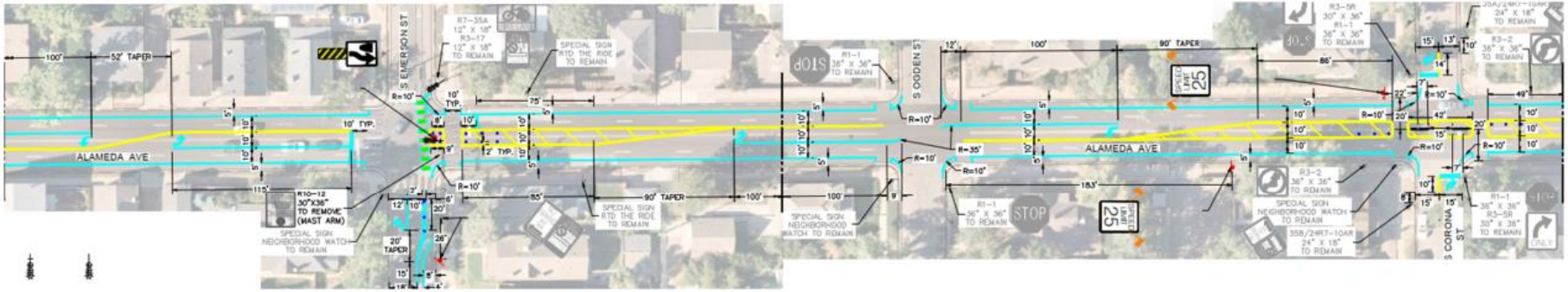
Denver Moves Everyone 2050 Transportation Goals

Partial vs. Full Lane Designs



PARTIAL LANE REPURPOSING – Typical Cross Section

- WB Thru + Right
- EB Left & WB Left
- EB Thru
- EB Thru and Right



FULL LANE REPURPOSING - Typical Cross Section

- WB Thru + Right
- WB Thru + Left
- EB Thru + Left
- EB Thru + Right

Project Elements	Partial Repurposing *(updated design)*	Full Repurposing *(original design)*
Eastbound Lane Configuration	Maintain two lanes Pearl to Franklin	Convert one lane from Pearl to Franklin for turn pockets at intersections
Westbound Lane Configuration	Convert one lane from Pearl to Franklin for turn pockets at intersections	Convert one lane from Pearl to Franklin for turn pockets at intersections
Pedestrian Buffer Zone	Investigating space availability	Approx 3-5 foot buffer
Signal upgrades at Pearl and Emerson	YES	NO
Corner reconstruction & ADA ramp upgrades at Emerson	YES	NO
New designated turn lanes at 8 intersections	YES	YES
Striped medians and pedestrian refuge islands	YES	YES
Reduced speed limit from 30 mph to 25 mph	YES	YES
Installation of a RRFB at Franklin	YES	YES
Marked crosswalks	YES	YES
School Zone signage and markings	YES	YES
Protected bike lane approaches and green cross markings	YES	YES
Spot Safety Treatments at Grant, Pennsylvania, & Corona	YES	YES
Bulb-outs, signal timing, and protected left turns on Virginia/ Downing to mitigate side street diversion	YES	NO

DOTI Community Engagement

1 Identify the Problem, Not the Solution

- Council Members
- RNOs
- Mayor's Office/ DOTI
- 311

2 Data Collection

- Crash History
- Vehicle Volumes
- Historical Engagement
- Future City Projects
- 311 History

3 Identifying Solutions

- Public Meetings
- Design/ Concept Development
- Traffic Analysis
- Traffic Modeling
- In House/ Third Party Consultant

4 Implementation

- Variable Message Boards
- Evaluation after 1 year
- Informing not typically engaging

Outreach

- Council Newsletters
- Flyering
- NextDoor Posts
- Email Blasts

ENGAGE

Vs.

INFORM

Engagement is when the public can impact decision making in a project.

DOTI is committed to listening to community members, the traveling public, businesses and other stakeholders throughout the entire phase of a project and has a **strong history** of doing so.

Planning and Design Phase:

- Typically where engagement happens
- Robust process of stakeholder meetings, public meetings (in person, online), outreach through media, newsletters.
- Can usually occur 3 – 5 years prior to construction phase

Evaluating **new public engagement process for projects with a long duration between design and construction** to account for new conditions, additional strategies, other public feedback

DOTI is similarly committed to inform the public and let stakeholders know when projects are happening. **Typically prior to construction phase.**

Informing the public is not meant to solicit changes to the design, but sometimes unintentionally does, especially when it comes to safety. A change does not necessarily mean DOTI will conduct additional community engagement.

Internal Reorganization to DOTI's Legislative Affairs/ Strategic Communications Team to enhance communications with all Council Members and constituents

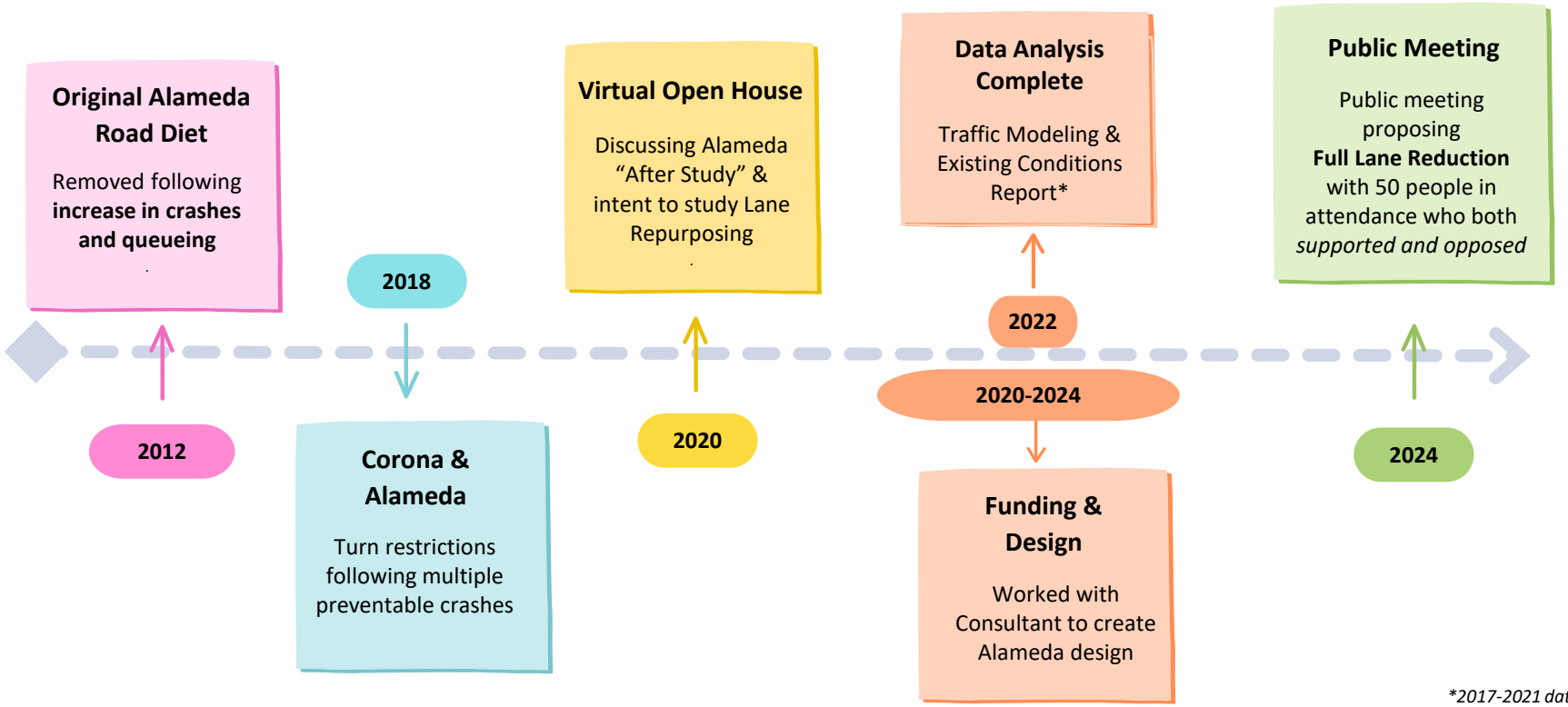
Working on **RNO Engagement** process to be consistent and equitable across all RNOs

Community Feedback Post Project Design and DOTI Engagement

Project	Problem	Solution
I-25 Broadway Access Ramp	Northbound I-25 access ramp impacts and roadway designs for pedestrians	• Eliminated lanes • New ped access • Cancelled fourth phase of project
Kearney & Krameria Bikeway	Neighborhood impact (visibility, confusion, roadway impacts, new traffic strategies)	• Redesigned • Speed cushions • Eliminated sign noise
29TH Ave and S. Irving Bikeway	Accessibility and parking impacts to nearby homes and businesses S. Irving safety concerns not addressed	• DOTI evaluated new strategies to achieve project goals • Developed new designs
Additional Neighborhood Bikeways Emerson, Dakota, 7th	Visual impacts of designs, size of traffic circles and parking impacts	• DOTI met with community members to assess the project, design and project goals • Made no substantive changes

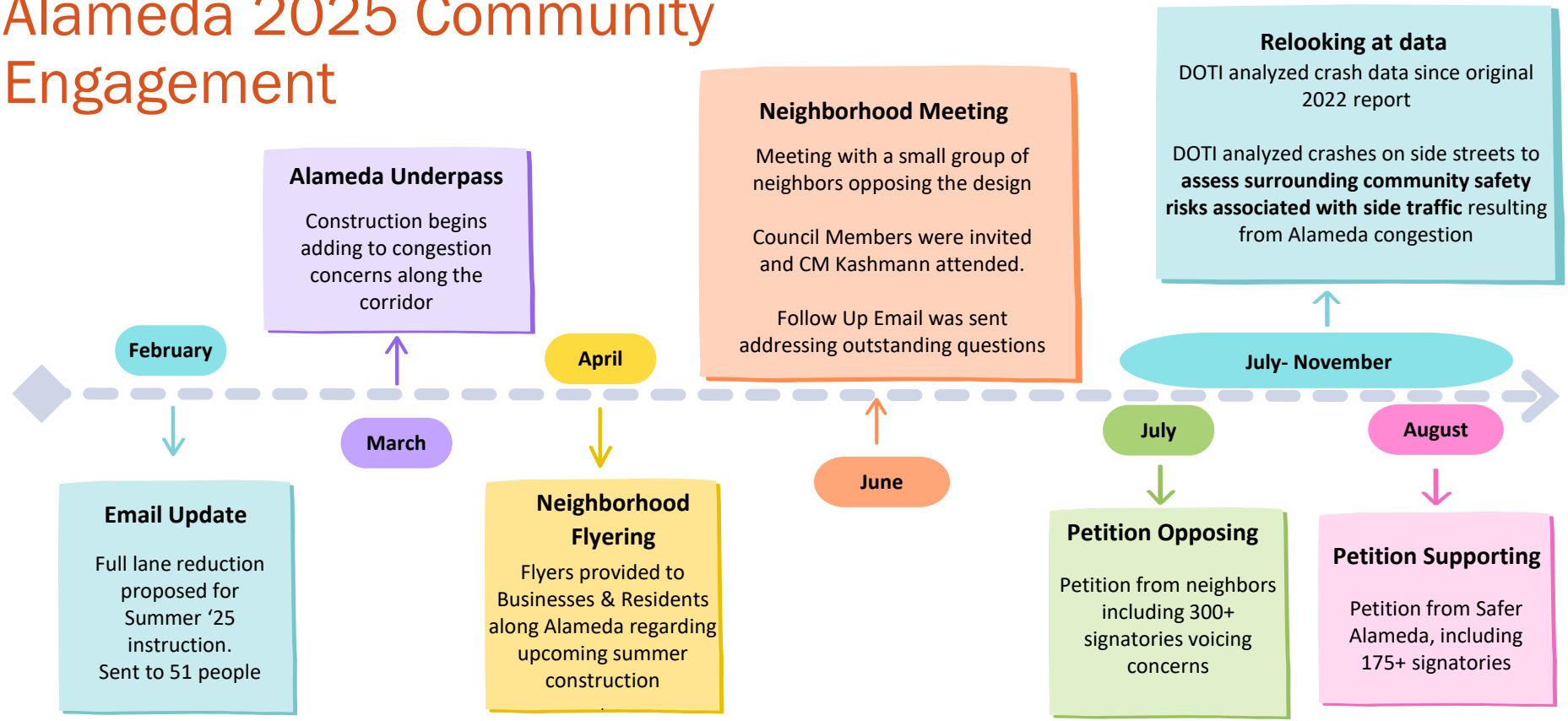
Engagement: Small, individual meetings with key stakeholders and RNOs from West Wash Park, Baker/Lincoln, Park Hill, Crestmoor, 7th Ave, Alma Lincoln, public meetings (S. Irving), public walks, DOTI taking back to complete analysis and review.

Alameda Community Engagement

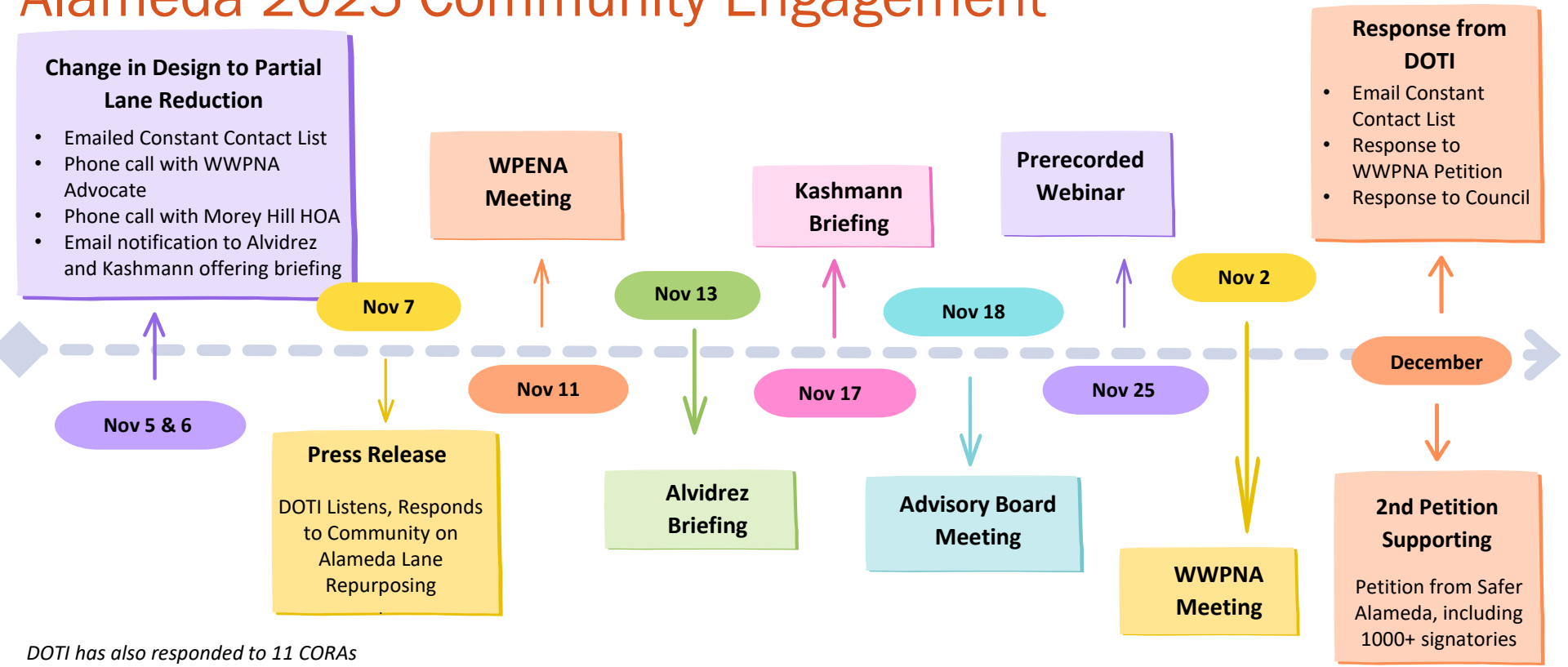


*2017-2021 data assessed

Alameda 2025 Community Engagement



Alameda 2025 Community Engagement



DOTI has also responded to 11 CORAs

Community Concerns

1. Traffic Congestion
2. Side Street Diversion
3. Risk to Virginia Avenue and park-adjacent areas
4. Increased difficulty entering and exiting neighborhood
5. Economic Harm to local businesses
6. Lack of justifying safety data
7. Need for transparent, collaborative planning

DOTI analyzed new and updated data to dive deeper into broader neighborhood safety concerns

Evaluation of the Designs

Alternatives	Potential for Crash Reduction	Pedestrian Safety	Diversion Impacts	Safety at Unsignalized Intersections	Congestion
Partial Lane Reduction - Westbound only	**Good** Marginal difference from full lane alternative	**Good** Alameda ped crossings and protects pedestrians along Virginia Ave	**Moderate - <5%** Mitigate with Virginia/Downing Safety Improvements	**Good** Restricting turn movements	**Good** Queuing increases for WB (timing changes may mitigate)
Full Lane Reduction - Both directions	**Good** Moderate potential crash reduction	**Moderate** Ped crossings, buffer from sidewalk, more ped risk on Virginia (diversion)	**Greater Impact – 10%**	**Good** Restricting turn movements	**Greater Impact** Queuing increases

*Buffer refers to the area that remains between the edge of the outside travel lane to the face of the curb and does not include a physical barrier.

Next Steps

Commitment: Public engagement and safety review as we progress the design of the project

Safety Review:

- Completed detailed safety analysis of Alameda and side streets
- Conducting additional safety review to inform design

Public Engagement: Engage community work group on ongoing safety analysis and inform broader community through process

Installation of Permanent Safety Improvements in 2026:

- Crossing flashing beacon (RRFB), refuge island, and crosswalks at Franklin and Alameda
- School zone markings
- All cross-street bicycle approaches to Alameda
- Virginia and Downing safety improvements (signal timing, protected left turns, bulb outs)

Cost: +$100,000 to support safety analysis and design

Questions

Appendix

Analysis Information

Congestion / Travel Times

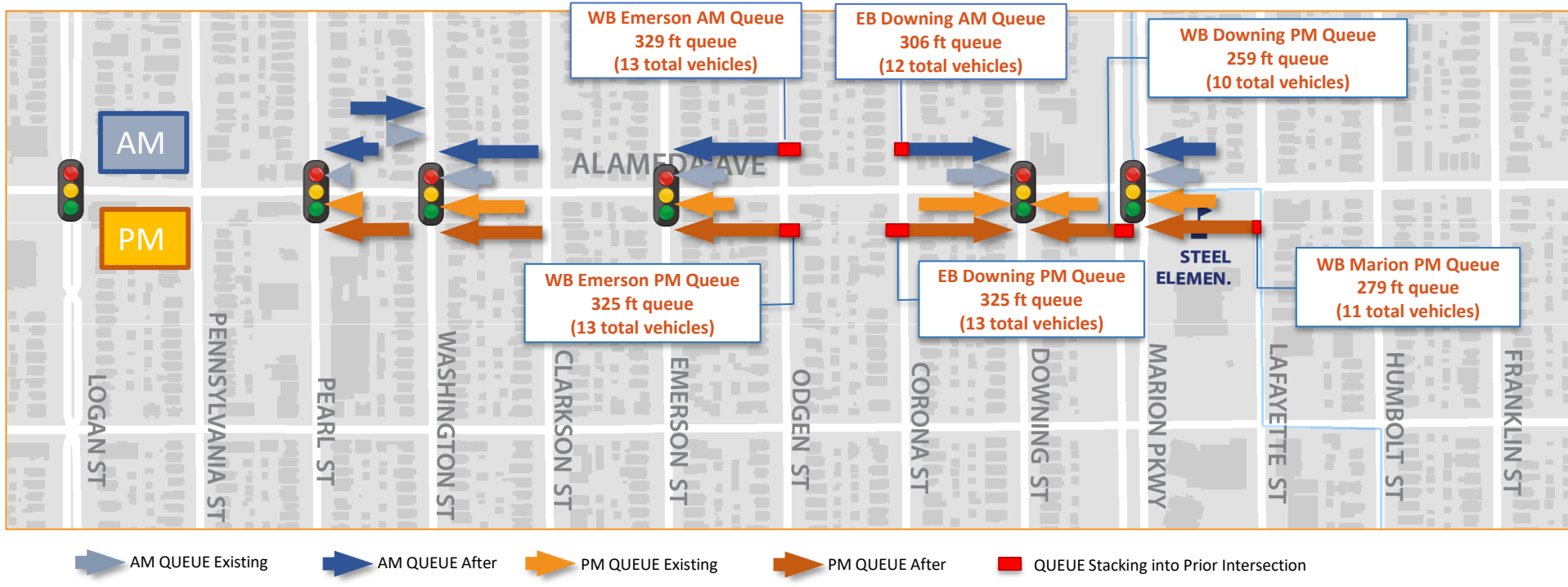
Table 1 – Arterial Analysis Alternatives

Peak Hour	Direction	Existing Average (s)	Full Lane Repurposing		Full Lane Repurposing w/ Diversion		Partial Repurposing	
			SimTraffic Travel Time (s)	Difference	SimTraffic Travel Time (s)	Difference	SimTraffic Travel Time (s)	Difference
AM	EB	222.5	208.1	-14.4	212.9	-9.6	226.9	4.4
	WB	201.7	226.5	24.8	212.7	11.0	220.2	18.5
PM	EB	247.1	345.4	98.3	241.5	-5.6	247.2	0.1
	WB	231.7	249.6	17.9	243.5	11.8	218.9	-12.8

*90% EB/WB Through Traffic and assuming all side street traffic will continue using Alameda Avenue

Full Lane Repurposing: Worst case scenario is an extra is an extra 1.5 minute travel time on a 3.5 minute trip, approx. 43%
Partial Repurposing: Worst case scenario is an extra 20 second travel time on a 3.5 minute trip, approx. 9%

Queuing Changes (Full repurposing AM/PM peak periods with 10% diversion)



Side Street Diversion - Daily

Alameda Avenue Lane Reduction Report, January 2023

Side Street Crash History – Virginia Ave 2021-2024

58 Total Crashes

Lincoln, Downing & Logan account for 43% of crashes along corridor

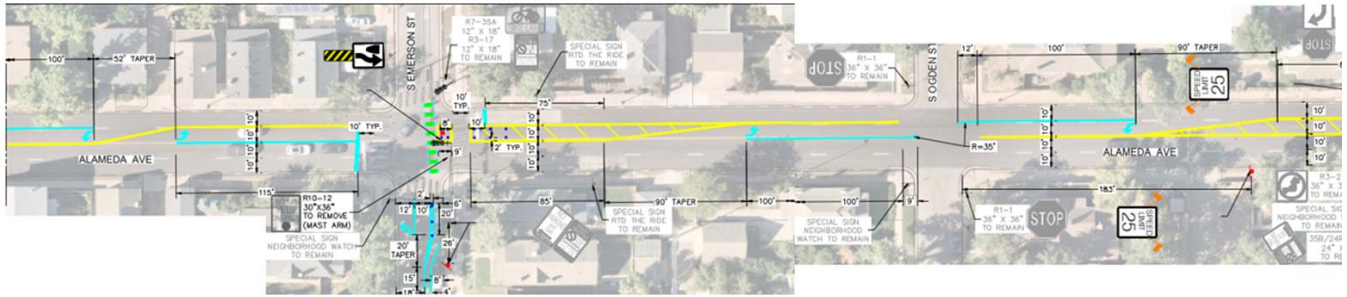
2 non-fatal injury crashes

- 2 pedestrians hit by left turning vehicles while in crosswalk (SB and WB vehicles)
- 2 bicycles hit at intersection

Source: January 1, 2021 thru December 31, 2024 Crash Database

Existing and Proposed – Emerson and Ogden St

EXISTING CONDITION



LANE REPURPOSING – Typical Cross Section

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