Alameda Ave “After” Study

Findings and Recommendations
Goal of the Study

- To analyze the impacts of the ‘no left turn’ at Corona has created along Alameda and on nearby streets.
- Develop interim and long term solutions to address the issues.
Study Background

- **West Washington Park Alameda Traffic Study Outcomes:**
  March - April 2018
  - Higher than expected number of crashes at Corona St associated with the westbound left turn and eastbound thru traffic
  - Speed study: 34 mph on Alameda Ave

- **Improvements**
  - Corona St: left turn restriction, northbound right turn, signal warrant analysis (signal not warranted)
  - Speed limit signs at Pennsylvania and Corona
“After” Study Questions

**IMPACTS TO ODGEN AND CLARKSON**
- How many vehicles are using Ogden / Clarkson after the Corona LT prohibition?
- How fast is traffic traveling through Ogden / Clarkson?

**INTERIM SOLUTIONS TO ADDRESS VISION ZERO NEEDS ON ALAMEDA AVENUE**
- Speeding issues
- Crossing issues at Franklin / Alameda
Existing Conditions

- Alameda is classified as a **Signalized Arterial**
- The posted speed limit is **30 mph**
- **4 travel lanes** – Logan to Franklin. 2 travel lanes east of Franklin
- The corridor sees an average of **15,000 – 19,000 vehicles / day**

**Traffic Signals:** Logan, Pearl, Washington, Emerson, Downing, and Marion

**Restricted Left Turns:** Pearl, Corona, Downing, and Marion
Alameda Avenue Volumes & Speed

2 Travel Lanes

WB = 6,100 vpd; 32 mph
EB = 3,800 vpd; 31 mph

WB = 6,700 vpd; 33 mph
EB = 9,000 vpd; 34 mph

WB = 8,500 vpd; 33 mph
EB = 8,900 vpd; 34 mph

WB = 7,800 vpd; 34 mph
EB = 10,500 vpd; 34 mph

Posted Speed Limit = 30 mph
**Data Collection**

**General Notes:**
- Counts taken Sept. 19th & 21st
- Thursday and Saturday
- Posted Speed: 25 mph
- Weather – Mild and Dry

**CLARKSON – North of Alameda**
- Average Daily Counts
  - Thurs – 574, Sat – 540
- 85th percentile Speed –
  - Thurs – 24mph, Sat – 24mph

**CLARKSON – South of Alameda**
- Average Daily Counts
  - Thurs – 546, Sat – 367
- 85th percentile Speed –
  - Thurs – 22mph, Sat – 21mph
ODGEN – South of Alameda
• Average Daily Counts
  Thurs – 636, Sat – 457
• 85th percentile Speed –
  Thurs – 22mph, Sat – 20mph

ODGEN – North of Alameda
• Average Daily Counts
  Thurs – 662, Sat – 531
• 85th percentile Speed –
  Thurs – 24mph, Sat – 24mph

General Notes:
• Counts taken Sept. 19th & 21st
• Thursday and Saturday
• Posted Speed: 25 mph
• Weather – Mild and Dry

Data Collection

ALAMEDA AVE
CLARKSON ST
EMERSON ST
ODGEN ST
CORONA ST

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FRANKLIN
- 5 correctable (angle crashes) crashes in a 12-month period
- Signal Warrant Study conducted on 02/2019
  - Did not meet traffic signal warrant
  - Did not meet crosswalk striping warrant

General Notes:
- Counts taken Feb 1-5, 2019
- Friday-Tuesday
- Posted Speed: 25 mph
- Weather – Chilly and Dry
Effect of the Left Turn Restriction

Annual Crash Rate*

<table>
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<tr>
<th>Before</th>
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<th>Before</th>
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“Before” analysis period: 6/7/16 – 6/7/18
“After” analysis period: 11/6/18 – 3/1/20

* Annual rate = # crashes / # years
Moving Forward

Lane Repurposing between Franklin and Pearl

- Removal of one westbound travel lane, with the exception of Downing and Marion intersections
Moving Forward

Formalize the restricted conditions at Corona St

- Flexible delineators and yellow striping
- Re-enforces the right-in / right-out conditions
- Vertical elements slows drivers down
Moving Forward

Spot Interim Medians

- 6 Potential locations: Washington, Emerson, Corona, Lafayette, Franklin (2)
- Vertical elements slows drivers
- Pedestrians have a safe space for 2-step crossing
Moving Forward

Spot Interim Medians

- Better visibility of eastbound through cars
- Vertical elements slow down drivers
- Pedestrians have a safe space for 2-stage crossing
Schedule

Design: Summer 2020 - Fall 2020

Implementation: Spring 2021 - Summer 2021