



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

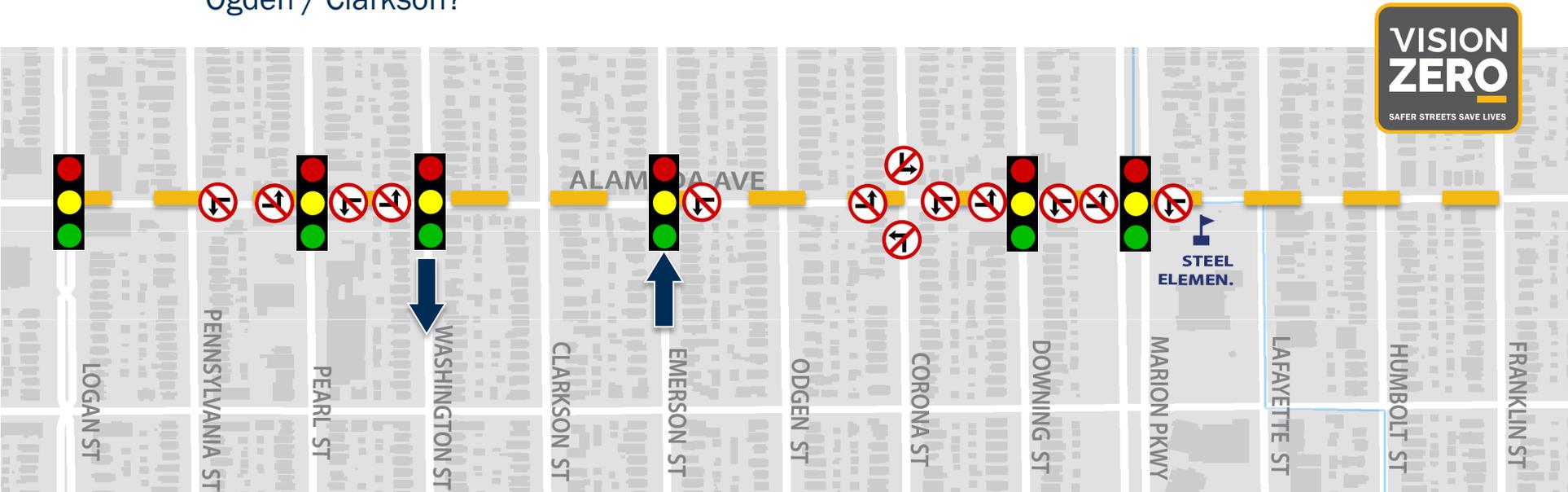
“After” Study Questions

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?

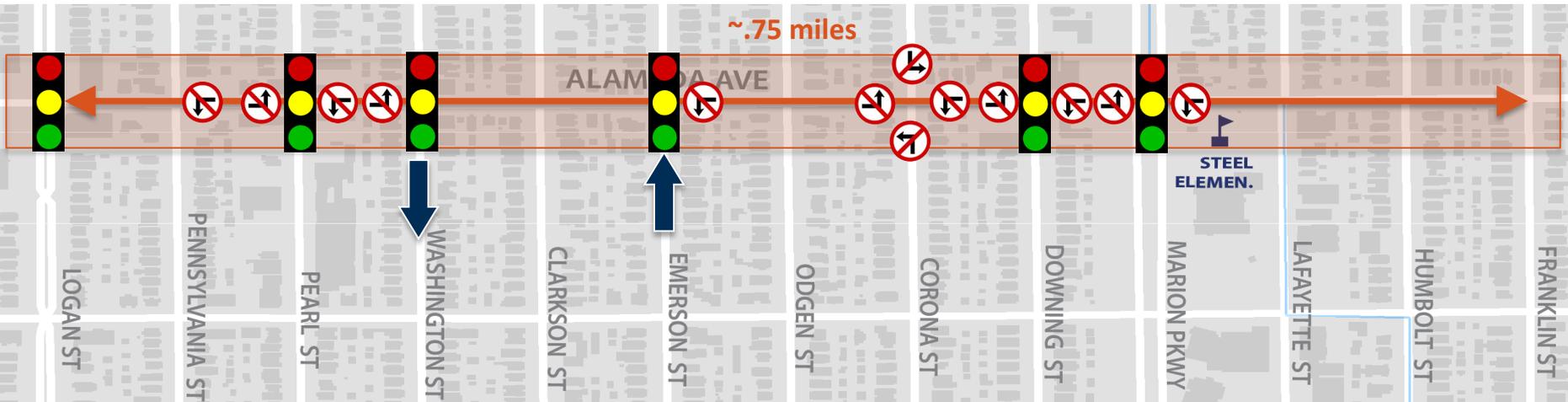
INTERIM SOLUTIONS TO ADDRESS VISION ZERO NEEDS ON ALAMEDA AVENUE

- 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

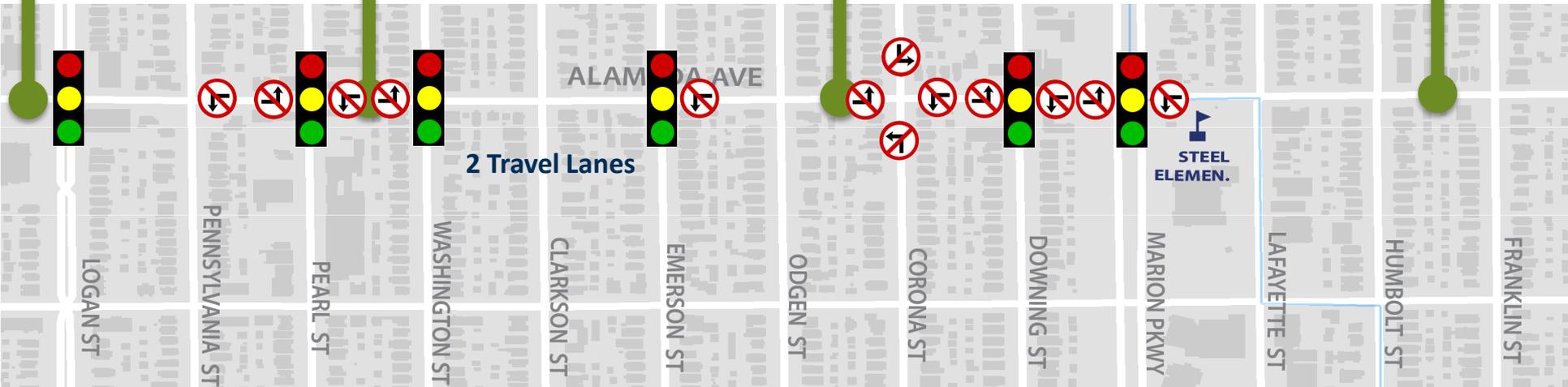
WB = 6,100 vpd; 32 mph
EB = 3,800 vpd; 31 mph

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:

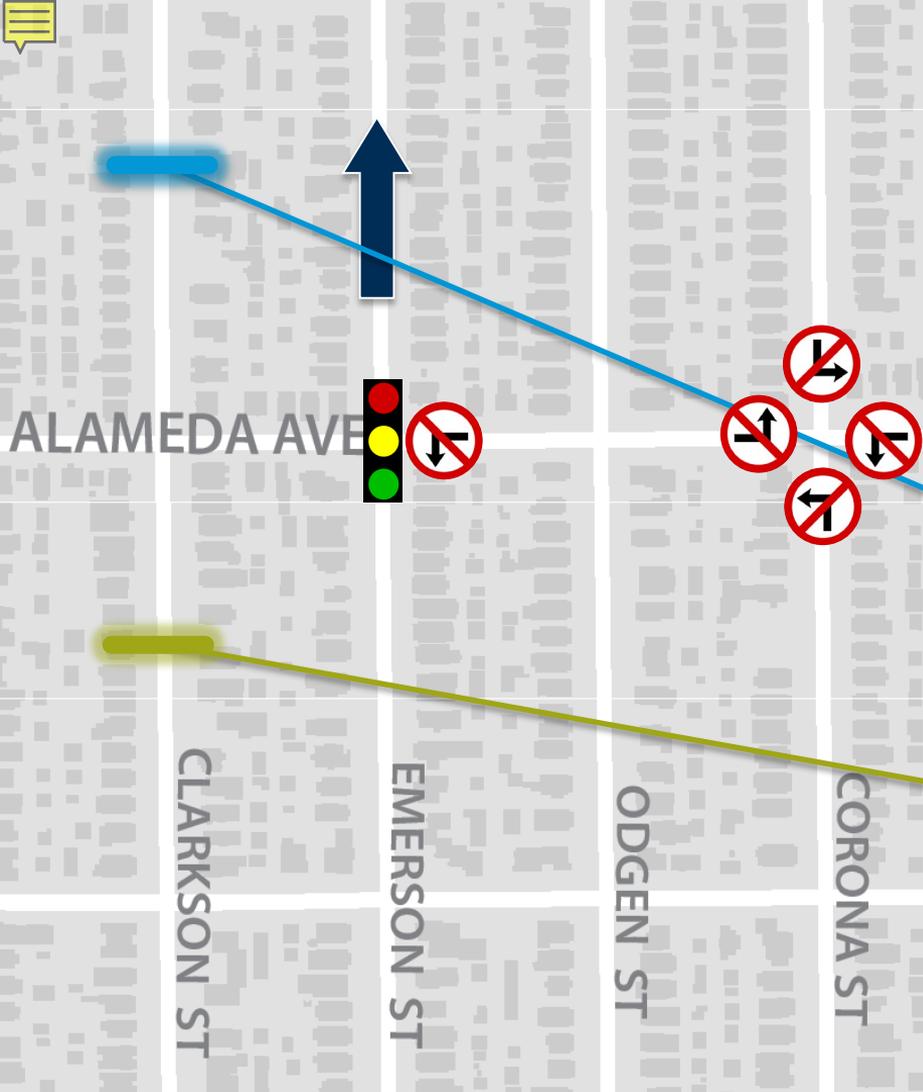
- Counts taken Sept. 19th & 21st
- Thursday and Saturday
- Posted Speed: 25 mph
- Weather – Mild and Dry

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



Data Collection

General Notes:

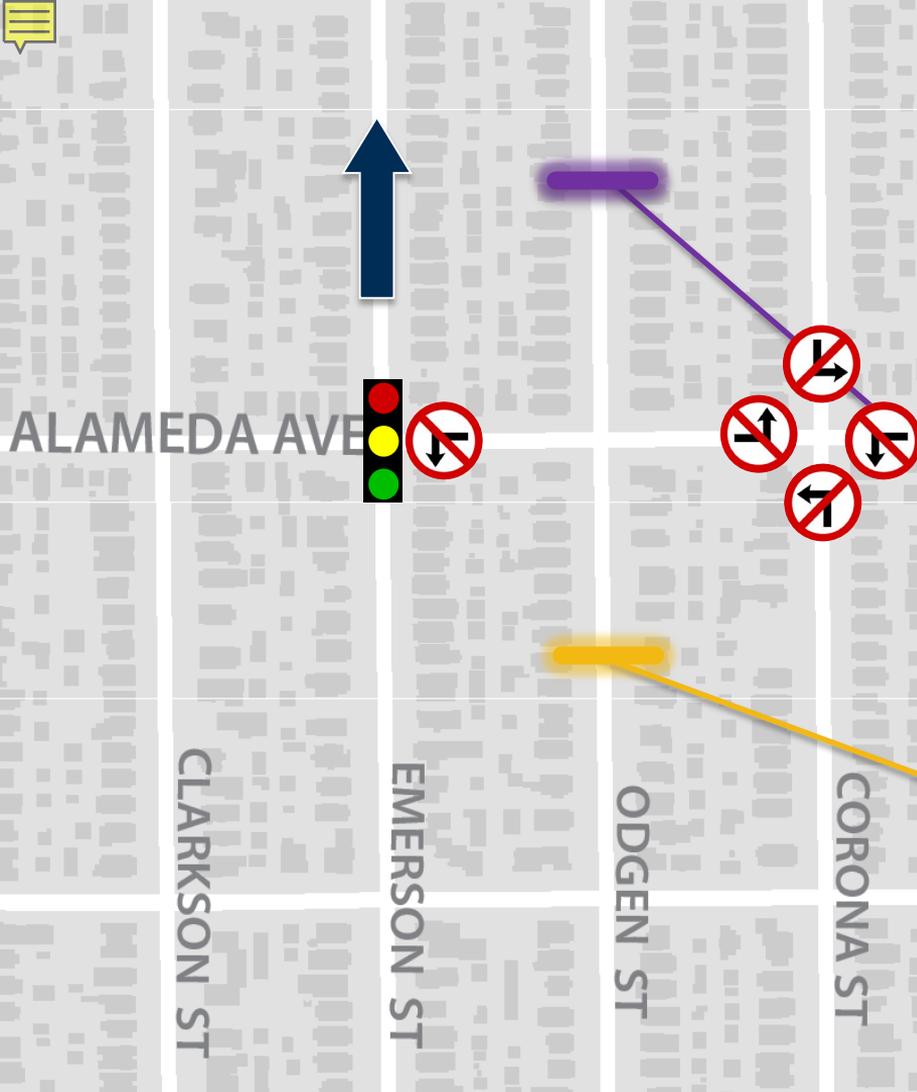
- Counts taken Sept. 19th & 21st
- Thursday and Saturday
- Posted Speed: 25 mph
- Weather – Mild and Dry

ODGEN – North of Alameda

- Average Daily Counts
Thurs – 662, Sat – 531
- 85th percentile Speed –
Thurs – 24mph, Sat – 24mph

ODGEN – South of Alameda

- Average Daily Counts
Thurs – 636, Sat – 457
- 85th percentile Speed –
Thurs – 22mph, Sat – 20mph



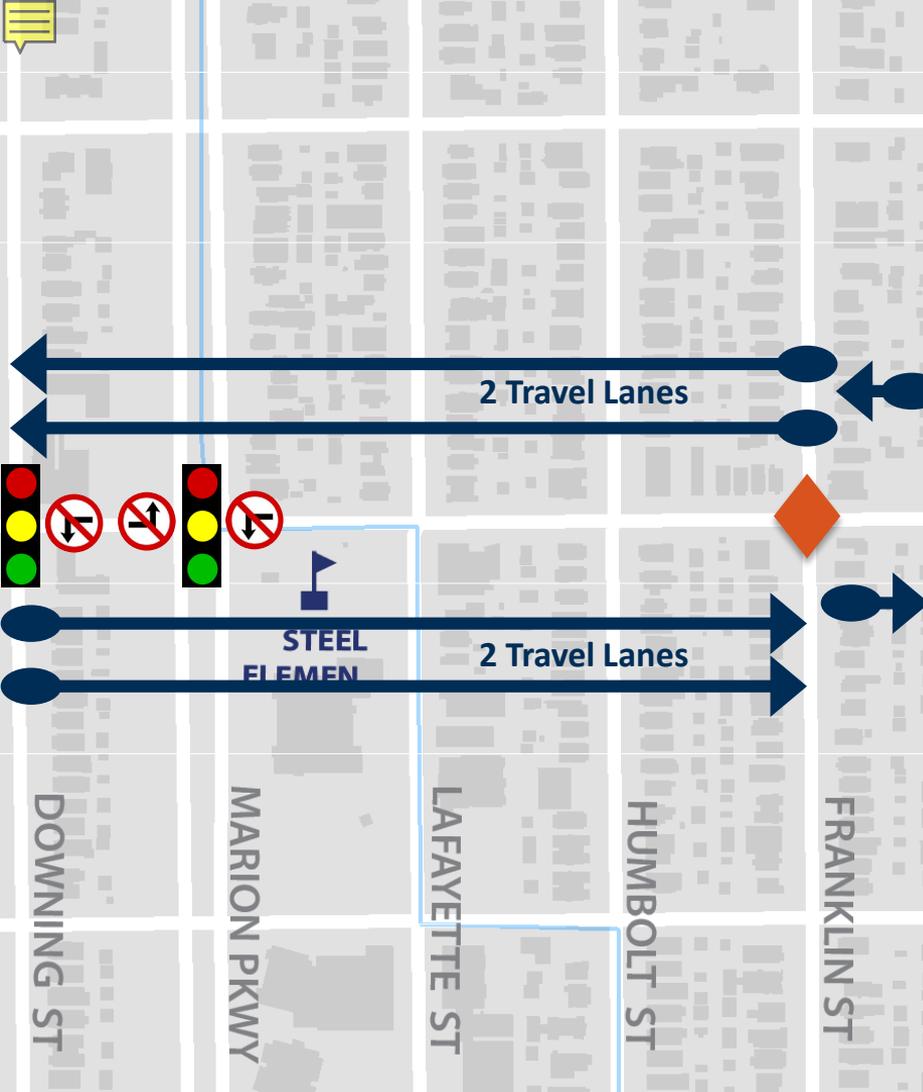
Data Collection

General Notes:

- Counts taken Feb 1-5, 2019
- Friday-Tuesday
- Posted Speed: 25 mph
- Weather – Chilly and Dry

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



Effect of the Left Turn Restriction

Annual Crash Rate*



"Before" analysis period: 6/7/16 – 6/7/18

"After" analysis period: 11/6/18 – 3/1/20

* Annual rate = # crashes / # years

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