

January 2, 2026

Re: Alameda Lane Repurposing

Councilmembers Kashmann, Alvidrez, Parady, Gonzales-Gutierrez, Lewis, Gilmore, Romero-Campbell, Hinds:

Thank you for taking the time to share your perspective and for your continued engagement on the Alameda Lane Repurposing (ALR) project. We appreciate the effort that Councilmembers Kashmann and Alvidrez have put into participating in this process over many years, and we recognize how strongly people feel about safety along Alameda. We wanted to follow up on the deep discussions surrounding the purpose of the Alameda project, clarify some of the inaccuracies cited in your letter and reinforce our intent to continue public engagement and safety review as we progress the design of the project. We additionally look forward to discussing Alameda at an upcoming Transportation and Infrastructure committee briefing.

Neighborhood Engagement During Design and After Design

- When DOTI presented the full lane reduction design (one lane eastbound, one lane turning, one lane westbound) along with pedestrian crossing improvements and speed limit reductions at the public meeting in 2024, the community response to the project was mixed – with half of the community supporting the project and the other half sharing concerns about the project’s impacts, including increased congestion on the corridor leading to diversion onto neighborhood side streets.

Timeline of Engagement Spring / Summer 2025:

- In late spring, we paused our implementation of the Alameda Lane Repurposing project due to the start of another construction project just west along Alameda. The Alameda Underpass Rehabilitation project required lane closures that impacted travel along the corridor. To help maintain traffic flow and minimize congestion, DOTI slowed implementation of the lane repurposing project.
- In June and July, we began receiving public comment regarding the Alameda Lane Repurposing project that we took under advisement. We invited Councilmembers Kashmann and Alvidrez to the single meeting held with the community group raising those questions. Community members from East and West Washington Park, as well as travelers through the area sent emails and petitions (numbering in the hundreds). The primary concerns raised included traffic diversion of cars to the side streets, congestion, and access challenges along Alameda. At the same time, DOTI also received feedback from other neighbors and neighborhood associations who continued to support the project as designed.
 - The DOTI team chose to review and evaluate concerns raised by the public about the Alameda Lane Repurposing Project in the summer of 2025. This decision reflects our ongoing commitment to listen to community members, the traveling public, businesses, and other stakeholders, even after a project’s design has been completed. We have a strong history of incorporating public input into our projects to ensure we are meeting our goals while remaining responsive to community feedback. This includes assessing feedback after planning and design, and even construction. Recent examples include changes to the I-25 and Broadway Travel Improvement Project, working in collaboration with the West Washington Park and Lincoln/Broadway Neighborhood Associations and the Baker neighborhood, as well as adjustments to the Kearney and Krameria neighborhood bikeway following input from the Park Hill and Crestmoor neighborhoods.
- Through August, we evaluated design, diversion, congestion, and safety impacts. Based on internal discussions and collaboration with design partners we began moving toward a redesign, which explored a partial lane reduction.
 - **AT NO POINT had “DOTI instructed its traffic engineer not to reanalyze risks to pedestrians or crash risks, but only to focus on reducing any delay to drivers--directly prioritizing the ability for cars to move more quickly rather than slowing traffic to protect lives and property.”** As noted, DOTI continued a safety analysis of the impact on the partial lane reduction (information shared in the links) as well as safety review of the diversion of traffic along neighborhood streets.
- In September, I informed the Transportation Advisory board that an Alameda project would continue to move forward and that DOTI was assessing final design. Additional analysis remained underway, specifically related to safety and crash assessments on Virginia. The decision to adjust the design was made in late October/early November. Construction is beginning later this year on some of the pedestrian elements.

- As described in the letter, on November 6, DOTI held one 30 minute meeting with the Act for Alameda organization represented by Jill Anschutz AND one 30 minute meeting with West Washington Park represented by Amy Kenreich to explain the analysis and the evaluation of the design. DOTI also communicated directly with Councilmembers Kashmann and Alvidrez' offices and the information was shared with the public the next day. DOTI has since joined public meetings with neighborhood associations and others to discuss the project.

The current partial lane reduction design was made with care and deliberation. Under no circumstances was it intended to compromise safety, but rather to take a comprehensive look at the entire project's impacts on the neighborhood as well as on the Alameda corridor. We recognize the strong public interest in this project, with hundreds of people in our community expressing both support and concern about the design and its implications. We felt it important to continue to engage the public given the robust feedback and evaluate the approach to achieving our safety goals.

We are committed to continuing that public engagement, will conduct an additional safety review and analysis as we progress design on the project. We also commit to continuing to evaluate the project once implementation is done and can continue to make adjustments to the corridor as we move forward.

Sincerely,



Amy Ford
Executive Director

Alameda Overview

Safety has been, and continues to be, our top priority as we seek to both address the high quantity of crashes and safety along the Alameda corridor. The primary issues in this project area are vehicular crashes largely related to the left turn movements on the corridor, where vehicles stop in the inside travel lane to turn left. This frequently results in rear-end collisions, or switching lanes to avoid clipping other vehicles, etc. Excessive speed was also identified an issue along the corridor. One of the central considerations in DOTI's evaluation decision-making process is how to thoughtfully address concerns the full lane repurposing and traffic diversion, which would create issues for vulnerable users along Virginia Avenue, while still advancing safety improvements along the Alameda corridor. Our priorities remain clear: To achieve our safety goals of the project, address concerns on nearby roadways, and improve safety for pedestrians and cyclists. *For more information, DOTI has created a pre-recorded [presentation](#) and the [safety evaluation](#), which provides background and details of our analysis.*

- As we have previously detailed, the changes to improve safety create the left-hand turn pockets, which are expected to reduce rear end and side swipe crashes, while also reducing speeds along the corridor. The anticipated vehicular crash reduction is 25%. An internal DOTI analysis evaluated if there would be a vehicle crash reduction difference keeping the two eastbound lanes instead of one lane and assessments showed a conservative estimate of a change of vehicular crashes of approximately 3 – 5%.
- The different designs, full vs partial, also have different impacts on congestion and queues along the corridor – the full resulting in a 43% increase in travel time, partial in a 9% increase in travel time which correlates to traffic diverting onto neighborhood streets. Specifically 10% of Alameda traffic would divert onto neighborhood streets in the full lane design. Keeping two lanes eastbound on Alameda would reduce the diversion to neighborhood streets to 5%. In response to community concerns, DOTI conducted a new review (not conducted during original design) to assess the impacts of diverting 10% more traffic onto this corridor and other nearby neighborhood streets. The analysis showed that Virginia has a concerning crash record (58 from 2021 – 2024). Adding more traffic on this corridor could be particularly harmful to motorists, pedestrians and bicyclists and therefore additional safety improvements should also be added at Virginia and Downing.
- We also focused on pedestrian safety crossing Alameda and on Alameda. All new pedestrian signals, refuges and restrictions on turning movements are maintained from the full lane reduction to the partial lane reduction. The crossing distance on Alameda would not change as width of the roadway would not be changed with the full versus partial lane reduction. DOTI notes there is a difference in crossing four through-lanes which exists today, compared to an improved four lane configuration in the partial design (one through-lane westbound, one lane for turn pockets, two through-lanes eastbound), versus three lanes in the full design (one through-lane westbound, one lane for turn pockets, one through-lane eastbound); and the primary pedestrian safety benefit for the project is in the keeping of all the crossing improvements and pedestrian amenities. Lastly, the full lane repurposing option created an added buffer of space between the lanes of traffic and nearby sidewalk along Alameda. The buffer is not associated with a specific reduction factor, but we have heard it certainly would allow people to feel safer walking along the corridor. The sidewalks along Alameda typically include a 2 – 3' amenity zone (grass or concrete) along with a 5' sidewalk. DOTI is still examining how to include an added buffer in the partial lane repurposing.