

Alameda Corridor Plan

Phase 1 Engagement Summary

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Overview

The Alameda Avenue Study launched in mid-2023 with a focus on developing a shared vision for the Alameda corridor from Wadsworth Boulevard in Lakewood to the R-Line at Sable Boulevard in Aurora. The Corridor should provide the opportunity for all users to travel safely, comfortably and seamlessly regardless of their mobility needs and preferences.

To engage with stakeholders in the six segments, the project team hosted in-person focus groups and encouraged participants to share their vision for Alameda Avenue on an interactive, crowdsourced commenting map. Corridor Steering Committee and Project Management Committee members recommended focus group participants. The general public also had the opportunity to submit their contact information to a focus group recruitment form hosted on the project website.

Interagency Partnerships

The project team collaborated with the City of Aurora, City and County of Denver, City of Lakewood and Regional Transportation District to leverage their communications channels to promote participation with the online commenting map. Over a six-week period, these groups shared numerous Denver Regional Council of Governments social media posts and included links to the map in various newsletters.

Channels included:

- + City of Aurora's [Instagram](#), [LinkedIn](#) and [NextDoor](#)
- + City of Lakewood's [Facebook](#)
- + Denver City Council – District 5 Council Member Sawyer's [November newsletter](#), [Facebook](#) and [X/Twitter](#)
- + Denver City Council – District 6 Council Member Kashmann's [Facebook](#), [Instagram](#) and [NextDoor](#), as well as the November and December newsletters (included as **Appendix A** and Error! Reference source not found.)
- + Denver City Council – District 7 Council Member Alvidrez's [Facebook](#) and [Instagram](#)
- + Regional Transportation District's November Read and Ride Newsletter (included as **Appendix B**), [News Stop section](#), [Facebook](#), [Instagram](#), [LinkedIn](#) and [X/Twitter](#)

In-person Engagement

Spending time in the communities where Alameda Avenue users live, work and travel was a key aspect of collecting feedback on the future of the corridor.

The project team hosted five focus group meetings, for Segments 1-4 and 6, during the month of November. In total, the focus groups had **42** attendees. Compensation for their time at these meetings was provided to 11 people upon request. Individuals unable to attend one of the five focus group meetings provided additional feedback via phone calls and emails. **Appendix B** includes a complete list of focus group comments.

Segment 1 Focus Group: Wadsworth Boulevard to Sheridan Boulevard

The focus group discussion in Segment 1 focused on connectivity, mobility and safety along the corridor between Wadsworth Boulevard and Sheridan Boulevard in Lakewood. **Appendix B** includes comments received during the Segment 1 Focus Group meeting. Specific themes that emerged from the conversations included:

- + Safety concerns for bikes and pedestrians crossing Alameda Avenue, as well as crossing Wadsworth Boulevard near Segment 1.
- + Interest in extending the future bus rapid transit corridor further west to the Union Street corridor and/or Federal Center.

Segment 2 Focus Group: Sheridan Boulevard to Interstate 25

The focus group discussion in Segment 2 focused on safety, mobility and vibrancy along the corridor between Sheridan Boulevard and Interstate 25 in Denver. **Appendix B** includes comments received during the Segment 2 Focus Group meeting. Specific themes from the conversation included:

- + Frustration regarding the lack of accessible sidewalks and poor maintenance, noting the inequity seen in infrastructure when this segment of Alameda Avenue is compared to others.
- + Concerns about the lack of shade and landscaping.
- + Safety concerns for pedestrians crossing Alameda Avenue, especially in light of high vehicle speeds on Alameda.

Segment 3 Focus Group: Interstate 25 to University Boulevard

The focus group discussion in Segment 3 focused on connectivity, safety and mobility along the corridor between Interstate 25 and University Boulevard in Denver. **Appendix B** includes comments received during the Segment 3 Focus Group meeting. Specific themes that emerged included:

- + Safety concerns for pedestrians crossing Alameda Avenue, especially near Steele Elementary.
- + Concerns about left-turn access onto and off Alameda Avenue.
- + Concerns about high speeds traveled on Alameda Avenue.
- + Desire for a contiguous east/west bike corridor in this area.

Segment 4 Focus Group: University Boulevard to Quebec

The focus group discussion in Segment 4 focused on connectivity, improved transit and vibrancy along the corridor between University Boulevard and Quebec Street in Denver. **Appendix B** includes comments received during the Segment 4 Focus Group meeting. Specific themes included:

- + Consideration of a bridge for Alameda Avenue over Cherry Creek.
- + Desire for improved transit but concerns about impacts to general traffic.

Segment 5 Focus Group: Quebec Street to Havana Street

While a specific focus group was not held within Segment 5 due to low registration, discussion of this area occurred during other focus group meetings and through one-on-one phone calls and emails with several residents. Feedback generally focused on connectivity, safety and mobility along the corridor between Quebec Street and Havana Street in Denver. **Appendix B** includes comments received during these one-on-one conversations. Specific themes included:

- + Safety concerns with excessive speeding and a high-crash intersection at Dayton Street.
- + Concerns about inadequate transit with Route 3 operating only once an hour.
- + High pedestrian volumes near Fairmount Cemetery.
- + Concerns over poor quality pedestrian environment, including dangerously placed bus stops lacking basic amenities.

Segment 6 Focus Group: Havana Street to Sable Boulevard

The focus group discussion in Segment 6 focused on connectivity, safety and mobility along the corridor between Havana Street and Aurora Town Center in Aurora. **Appendix B** includes comments received during the Segment 6 Focus Group meetings. Specific themes included:

- + Safety concerns with excessive speeding and limited controlled pedestrian crossings.
- + The need for better pedestrian and bicycle facilities to be part of the future Interstate 225 bridge design.

Digital Engagement: Social Pinpoint

The project team used the online engagement platform Social Pinpoint to host project background information and the project timeline, answers to frequently asked questions, contact information and the interactive, online commenting map. The page was also used to recruit focus group participants.

From October 4, 2023, through December 20, 2023, the page captured **2,747** pageviews from **1,685** visitors.

The Social Pinpoint commenting map included six categories on which users could provide feedback regarding their vision for the corridor. Categories included Access and Connectivity, Bike and Pedestrian, Culture and Character, Transit, Travel and Safety, and General Ideas. Users were surveyed after submitting comments and were allowed to submit only one response per survey question.

The online commenting map received a total of **348** contributions from **197** contributors, including **281** map comments. There were also **567** votes on comments with **525** “likes” and **42** “dislikes.” **Appendix C** includes a complete list of online comments.

The top “liked” comments included:

- + (9 likes): It is scary to drive **along Alameda between Federal & Sante Fe** due to narrow lanes and potholes. With the amount of cars that need this for access the road should be wider. There should also be more trees along the street; it is such a dramatic difference to continue driving East and see how Alameda looks through Wash Park. And if it is scary to drive along Alameda here, it is even scarier to walk.
- + (8 likes): Strood on stroad violence. Once I get to this location (**Alameda Ave & Federal Blvd**), some of the restaurants and shops here are great. Though, I will never cross into another one of the other four corners because the cars are too fast, the crosswalks are too wide, and it just feels plain unsafe. So, for the most part, I don't go to this location anymore.
- + (8 likes): Alameda desperately needs a lane reconfiguration **between Logan & Downing**, reducing the number of lanes and speed. I live at SE corner of S Ogden and Alameda, my property has been struck 3 times and my CHILD was hit in Sept 2023. PLEASE HELP RESIDENTS KEEP THE KIDS HERE SAFE!

The top “disliked” comments included:

- + (9 dislikes): The **entire stretch of Alameda** needs to be prioritized for cars and quick travel. With increased density we need to increase the vehicle capacity of our entire system. Alameda is especially an important route for cars as it provides an alternate route to US-6 during peak traffic, provides an E/W route from Colorado Blvd to I-225 where no freeway option exists. Further the Triangle of Alameda-Colorado-Leetsdale is a brutal area of stoplights. Specifically for this area, a 500' diameter roundabout circling Burns Park could be an innovative solution and something I often see in Europe. It could be elevated to free up surface streets for local traffic and bikes/peds. It could also be buried but that sounds like an overly expensive option.
- + (4 dislikes): Get rid of the center lane and turn it into a median (like they did on Federal) to direct the center traffic and maybe have space to add lanes. There needs to be more lanes and the streets need to be redone. Potholes everywhere. (**Alameda Avenue & Tejon Street**)

Segment 1: Wadsworth Boulevard to Sheridan Boulevard

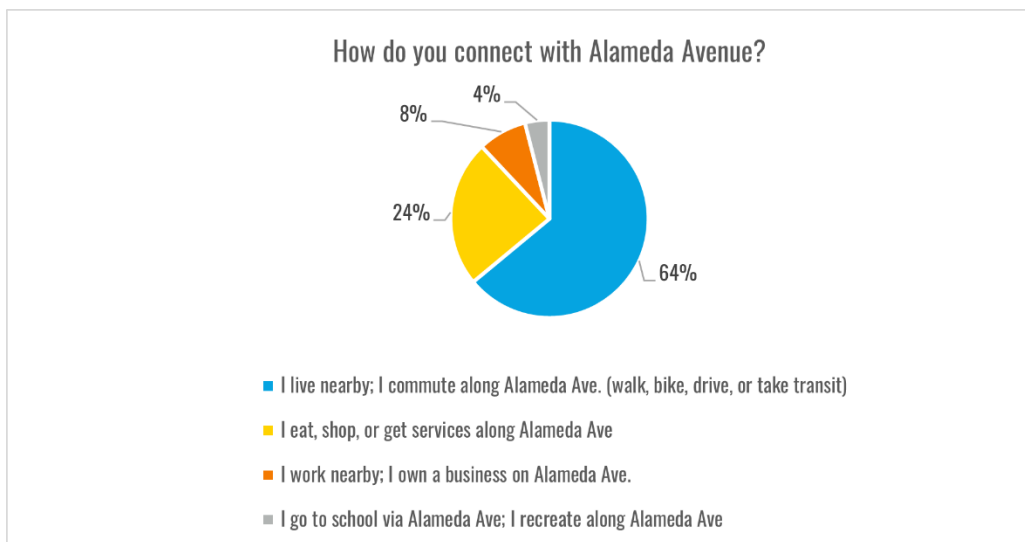
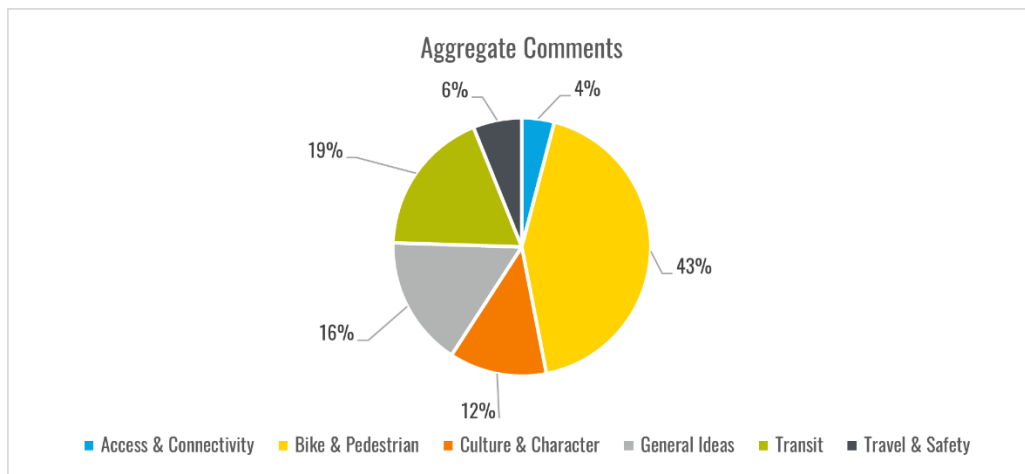
Segment 1 had a total of **14** online comments, and users submitted **25** survey responses. A few notable comments are shown below, as well as statistics on comment and survey responses within Segment 1. **Appendix C** includes all the online comments provided for the project.

Notable Comments

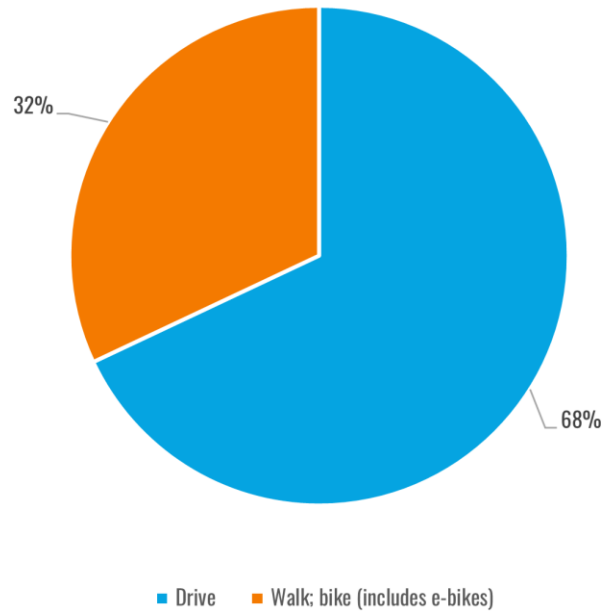
“I avoid this intersection (**Alameda Ave & Wadsworth Blvd**) like the plague. With as many as 7 lanes in both directions on both Alameda and on Wadsworth in addition to the high-speed slip lanes make this an extremely dangerous intersection for all road users, but especially for cyclists and pedestrians.”

“Alameda is comically wide here (**just east of Pierce St**), with lanes that are wider than those on a highway. Unsurprisingly, people drive like it’s a highway.”

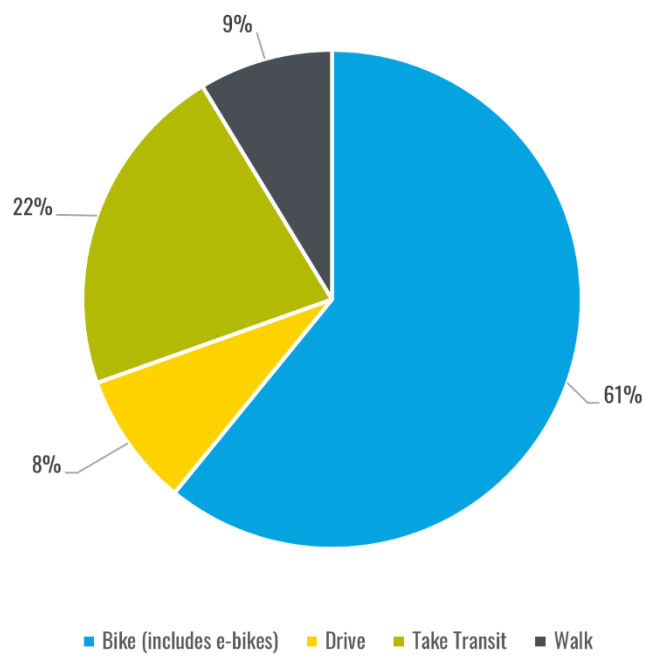
“The right turn lanes here (**Alameda Ave & Sheridan Blvd**) (and at other intersections on the corridor) seem to encourage drivers to move fast when turning, which can make it dangerous to cross the intersection as a pedestrian.”



How do you typically travel on Alameda Avenue?



Would you like to use/access different modes of travel in the future?



Segment 2: Sheridan Boulevard to Interstate 25

Segment 2 had a total of **61** online comments, and users submitted **53** survey responses. A few notable comments are shown below, as well as statistics on comment and survey responses within Segment 2. **Appendix C** includes all the online comments provided for the project.

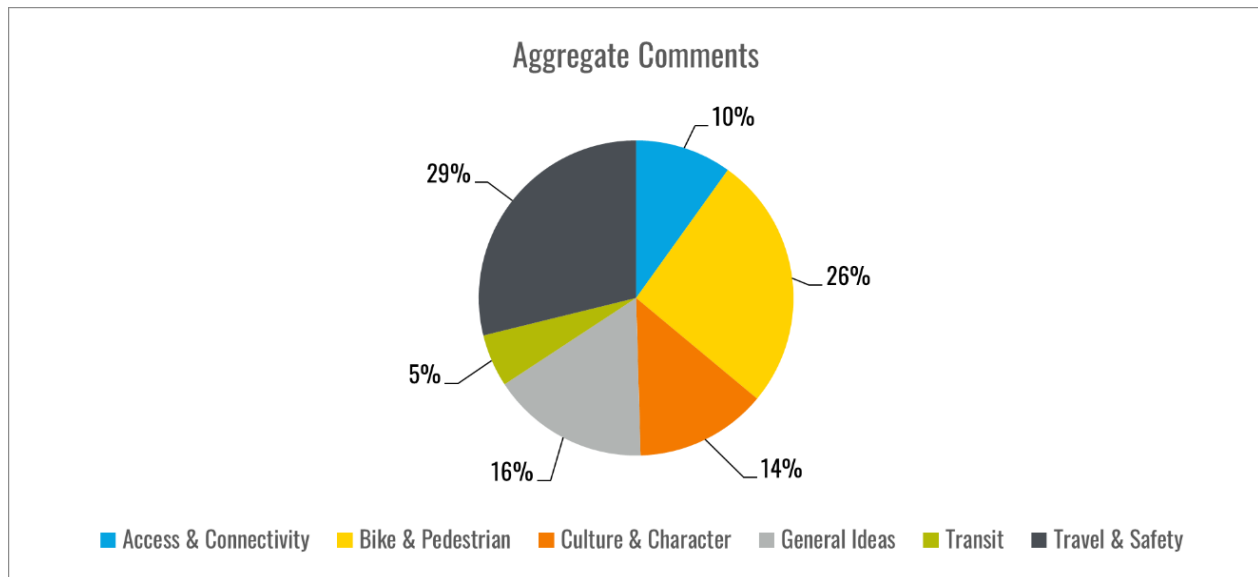
Notable Comments

“There is no sidewalk or way for wheelchairs to cross the train tracks on either side of Alameda (just east of Navajo St).”

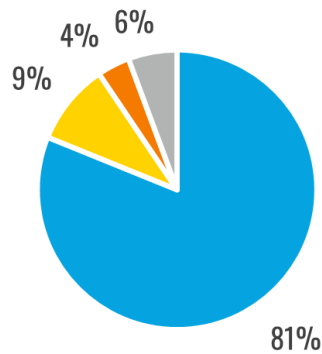
“We NEED street trees to increase safety and comfort for those walking (not to mention all the environmental benefits). There would be incredible auxiliary benefits for Alameda businesses as well.” **(Alameda Ave & Bryant St)**

“This whole stretch of Alameda **(Alameda Ave & Santa Fe Dr)** is a nightmare for anyone outside of a car and it’s heartbreaking that we treat people like this. If you don’t have a car this dangerous, polluted, noisy hellscape is what you have to deal with. It’s inhumane.”

“Dedicated transit lanes would make transit service better and the reduction in general traffic lanes would make the environment much safer and pleasant for people on foot. Time to start **PRIORITIZING** people over car traffic.” **(Alameda Ave & Tejon St)**

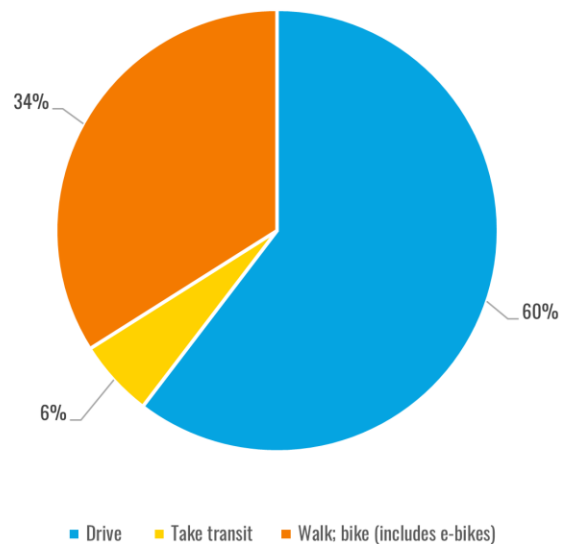


How do you connect with Alameda Avenue?

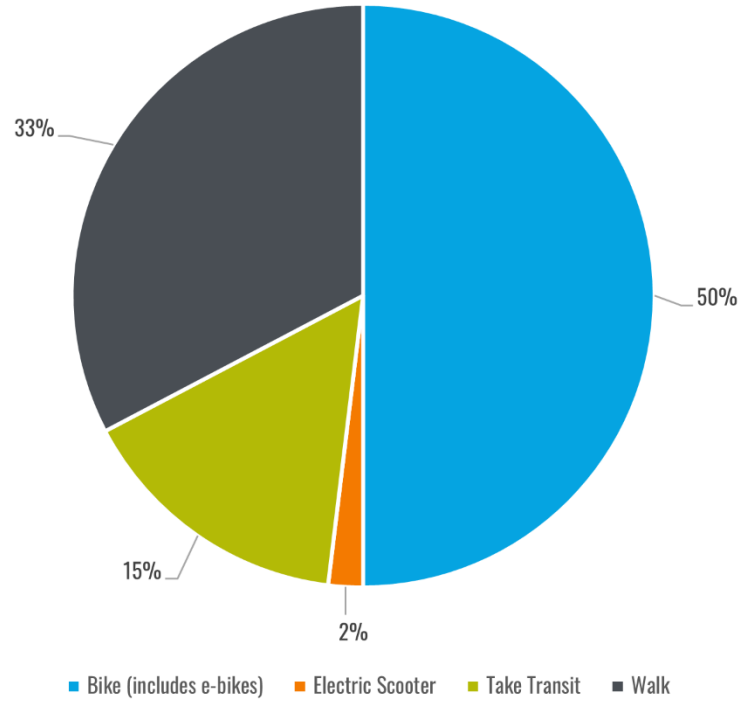


- I live nearby; I commute along Alameda Ave. (walk, bike, drive, or take transit)
- I eat, shop, or get services along Alameda Ave
- I work nearby; I own a business on Alameda Ave.
- I go to school via Alameda Ave; I recreate along Alameda Ave

How do you typically travel on Alameda Avenue?



Would you like to use/access different modes of travel in the future?



Segment 3: Interstate 25 to University Boulevard

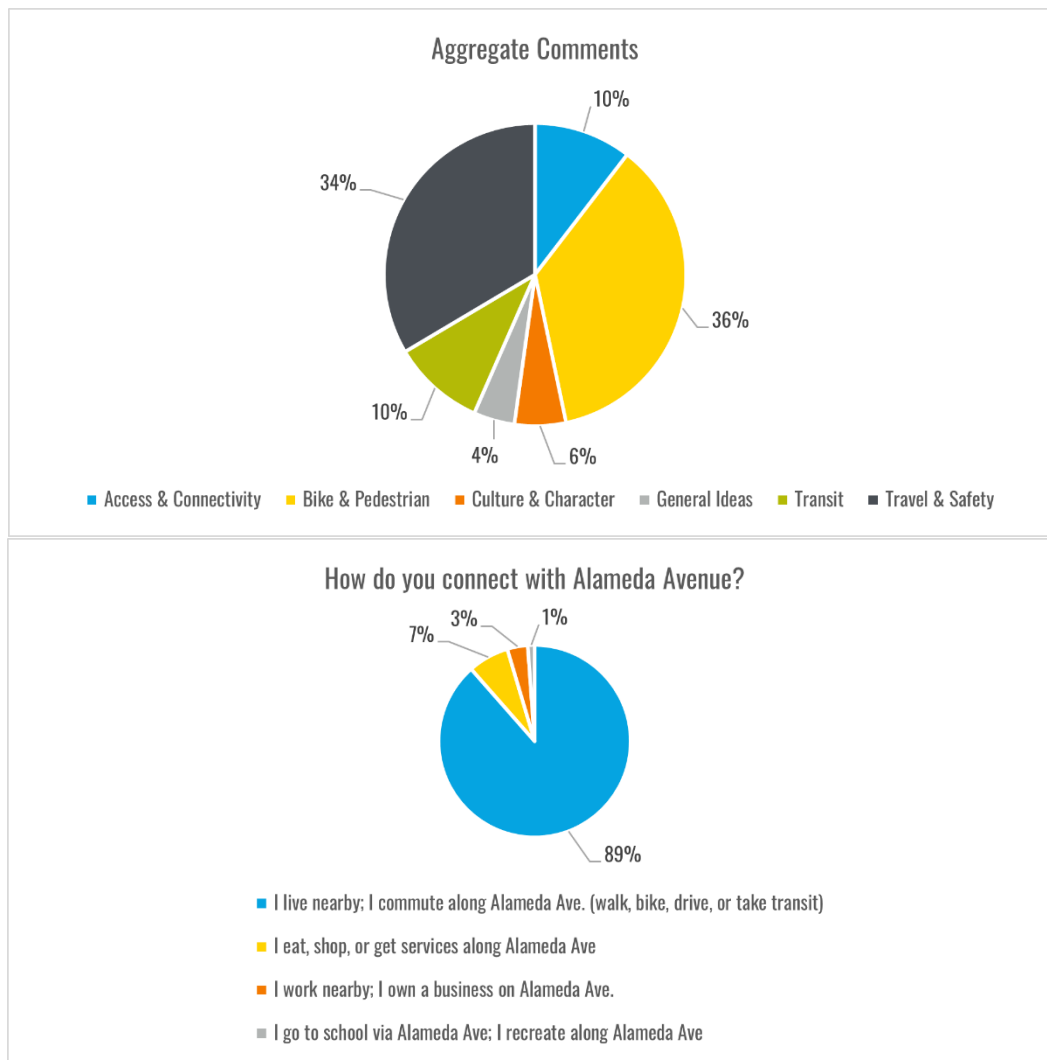
Segment 3 had a total of **125** online comments, and users submitted **87** survey responses. A few notable comments are shown below, as well as statistics on comment and survey responses within Segment 3.

Appendix C includes all the online comments provided for the project.

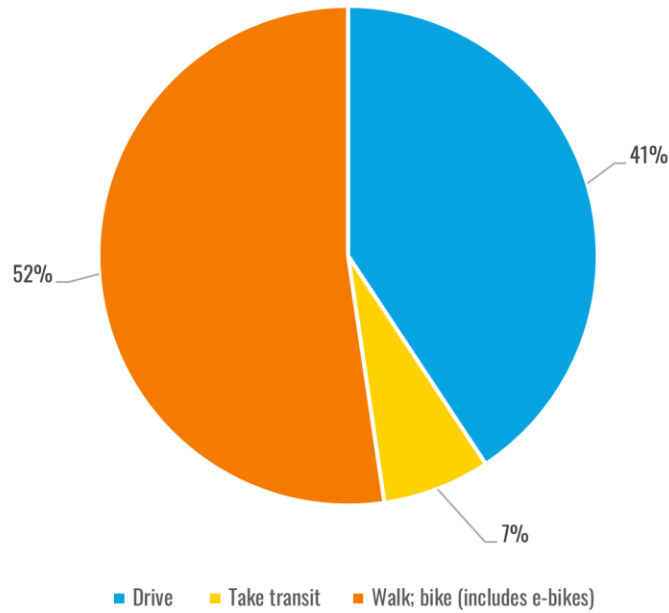
Notable Comments

“I would ride the Route 3 bus from Pearl St. to the Cherry Creek Mall area—or to connect with the University bus—but the 3 runs only hourly, so it’s too inconvenient. West of Alameda it runs every half-hour. Could the half-hour service be extended at least to Colorado Boulevard?” **(Alameda Ave & Pearl St)**

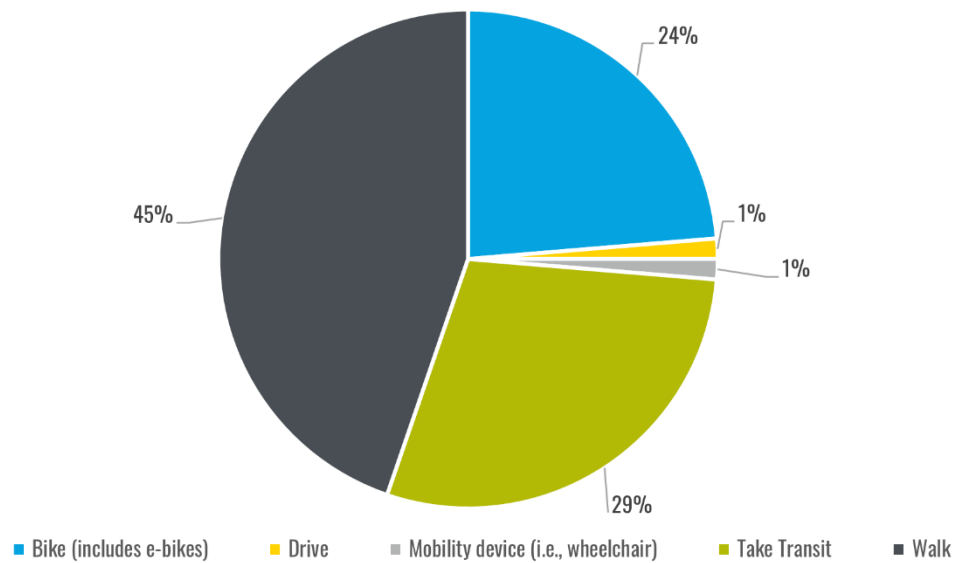
“PLEASE add a protected turn signal from Logan turning onto Alameda (both ways). This intersection **(Alameda Ave & Logan St)** is SO dangerous for pedestrians, bicyclists, and cars. Cars don’t have the opportunity to turn left with a signal, so multiple cars run the light to be able to turn.”



How do you typically travel on Alameda Avenue?



Would you like to use/access different modes of travel in the future?



Segment 4: University Boulevard to Quebec Street

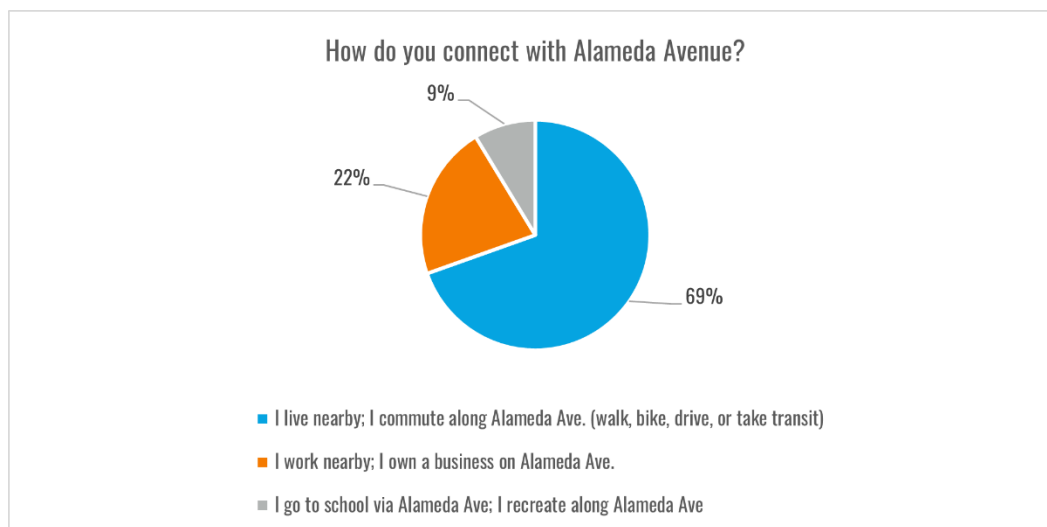
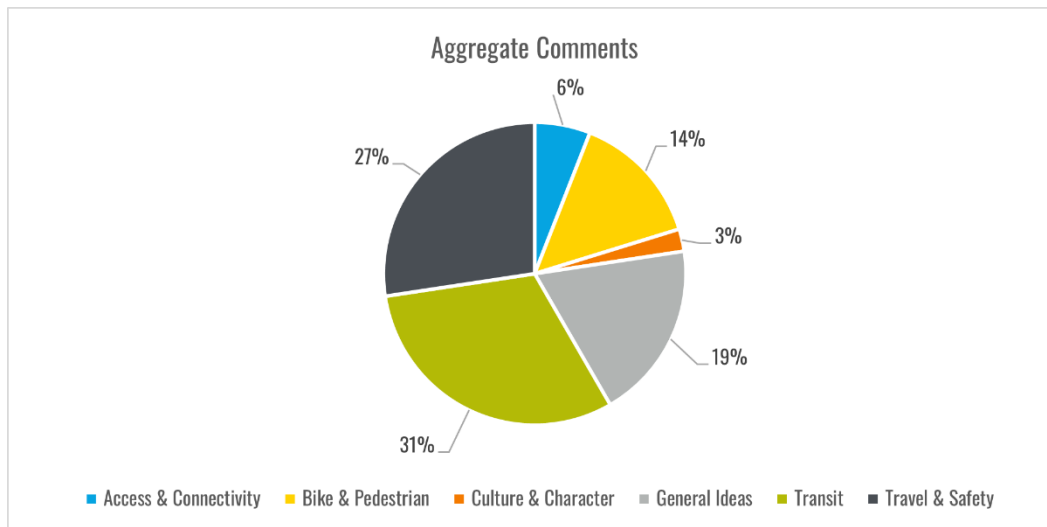
Segment 4 had a total of **33** online comments, and users submitted **23** survey responses. A few notable comments are shown below, as well as statistics on comment and survey responses within Segment 4. **Appendix C** includes all the online comments provided for the project.

Notable Comments

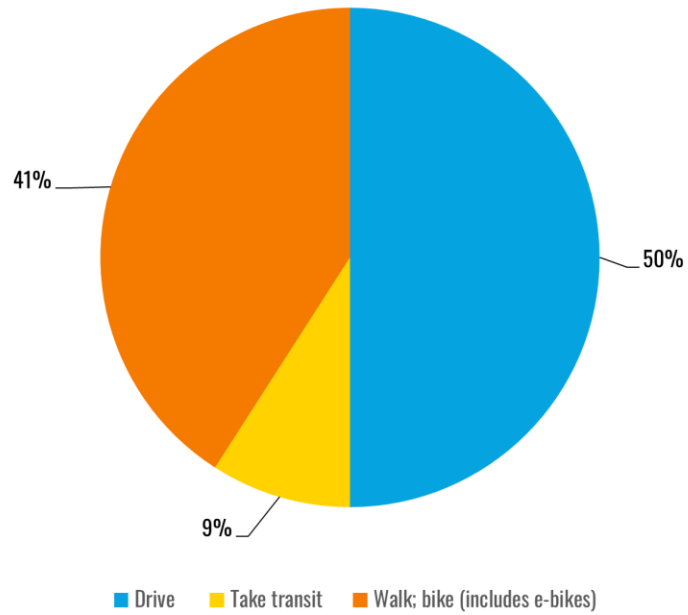
“Cherry Creek (**near the mall, 1st Ave & Milwaukee St**) could be an amazing transit hub connecting rapid transit (ideally street running with dedicated lane light rail similar to Houston, but BRT is fine I guess) on Alameda, Speer/Leetsdale, and Colorado. This would connect to all corners of the metro and feed into the existing rail network.”

“Pedestrians crossing here (**Alameda & Leetsdale**), in any direction, are risking their lives.”

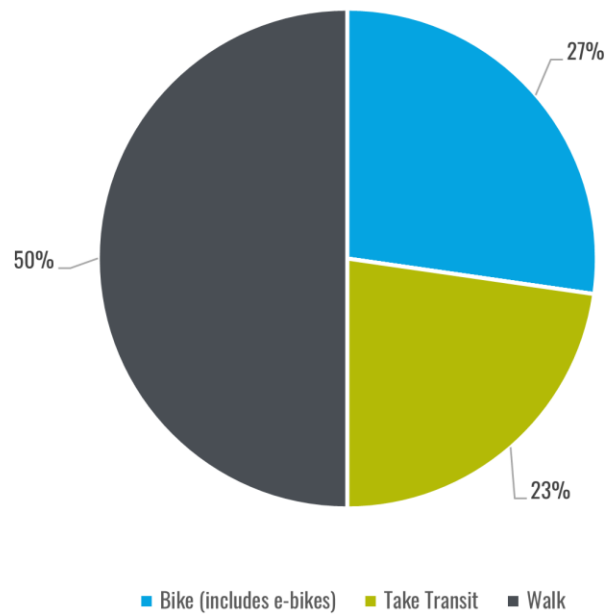
“Very high speeds here (**east of Leetsdale**) – lanes are way too wide and too far between traffic signals. Unsafe to cross or turn out from side streets.”



How do you typically travel on Alameda Avenue?



Would you like to use/access different modes of travel in the future?



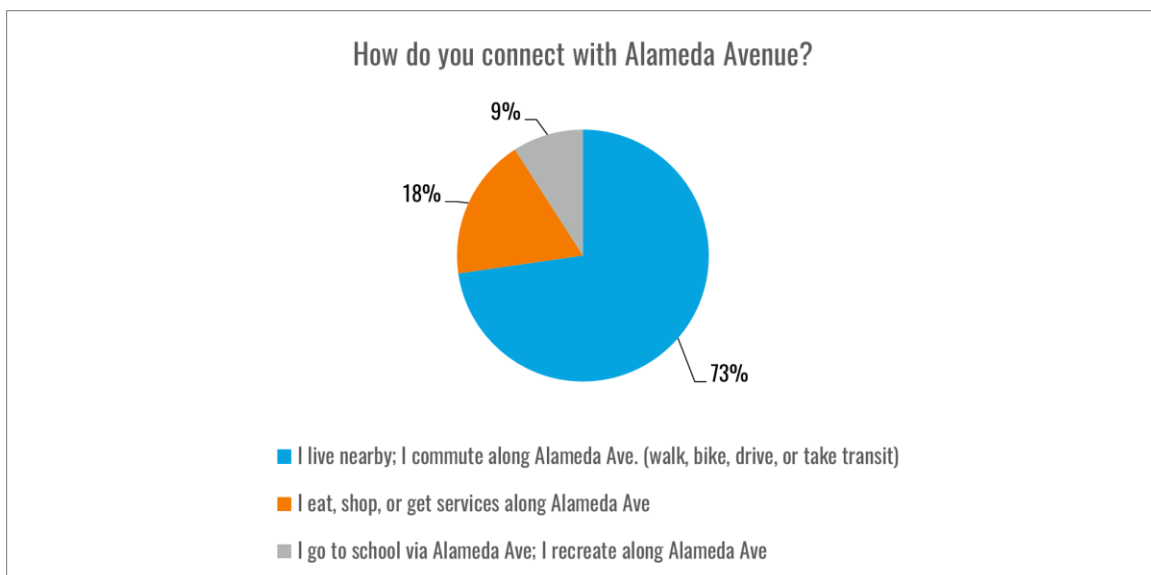
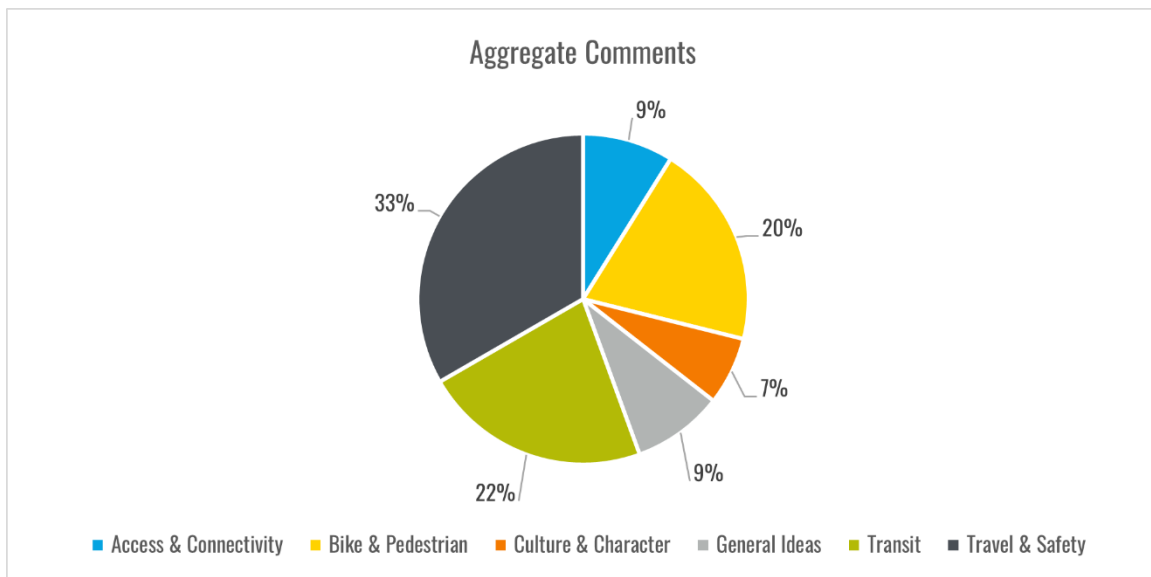
Segment 5: Quebec Street to Havana Street

Segment 5 had a total of **12** online comments, and users submitted **11** survey responses. A few notable comments are shown below, as well as statistics on comment and survey responses within Segment 5. **Appendix C** includes all the online comments provided for the project.

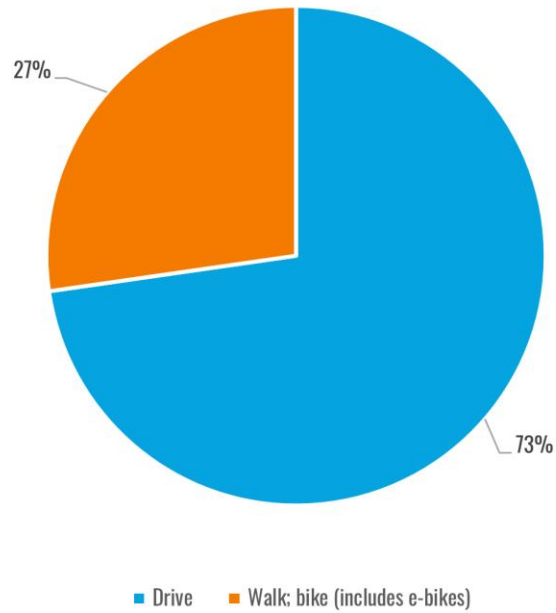
Notable Comments

“Alameda at this location (**Alameda Ave & Quebec St**) is a speedway between Denver and Aurora County lines. We’d love to see camera captures of these wild drivers who threaten any who drive, bike etc. in this area.”

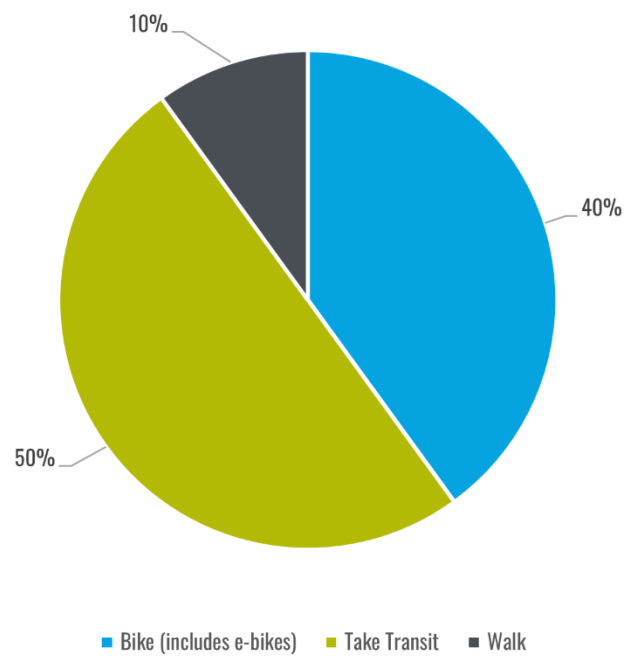
“Fast convenient transit up and down Alameda is needed. Note however that no transit can work in a vacuum, it needs to connect to other transit, and it needs to have infrastructure along the way. And if it is a filthy smelly but expensive bus once an hour people will not take it.” (**Alameda Ave & Quebec St**)



How do you typically travel on Alameda Avenue?



Would you like to use/access different modes of travel in the future?



Segment 6: Havana Street to Sable Boulevard

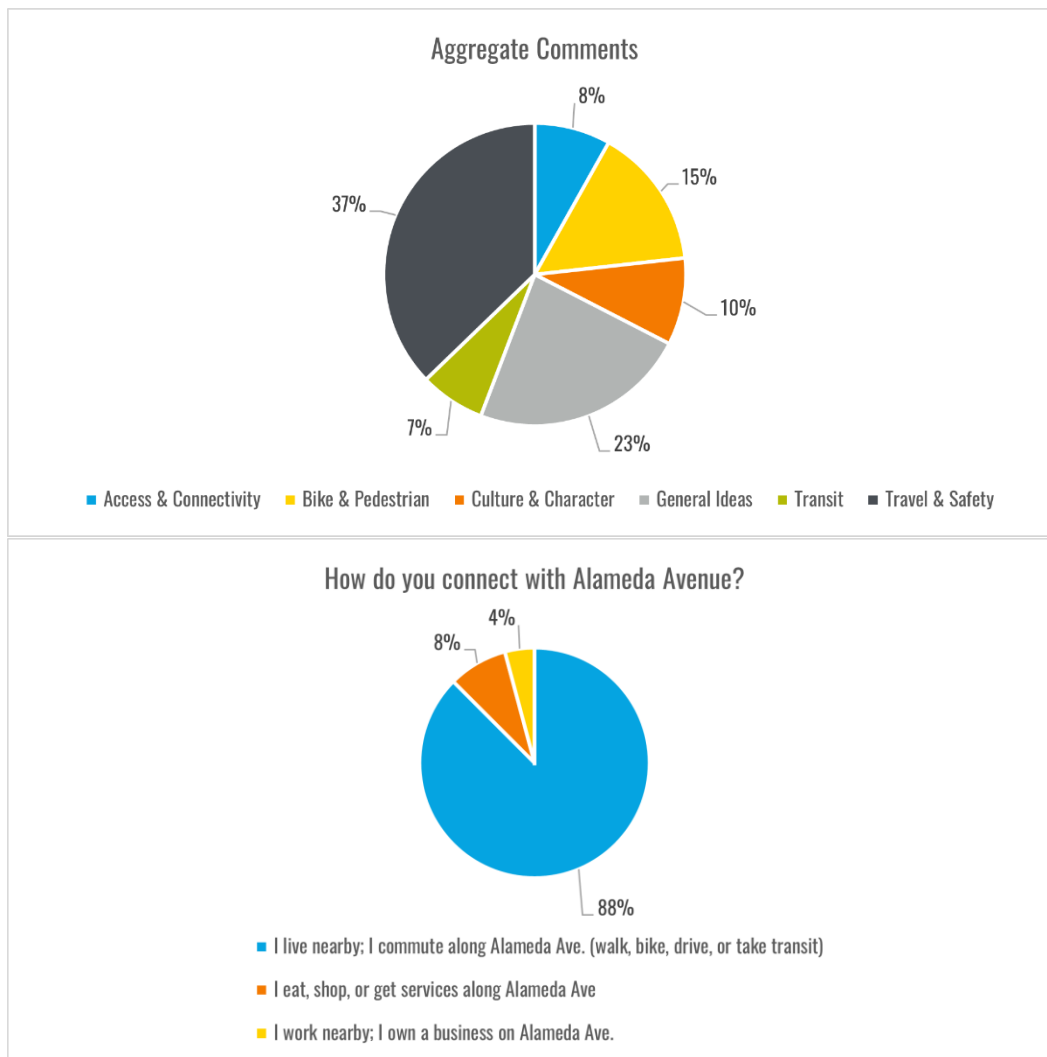
Segment 6 had a total of **36** online comments, and users submitted **25** survey responses. A few notable comments are shown below, as well as statistics on comment and survey responses within Segment 6. **Appendix C** includes all the online comments provided for the project.

Notable Comments

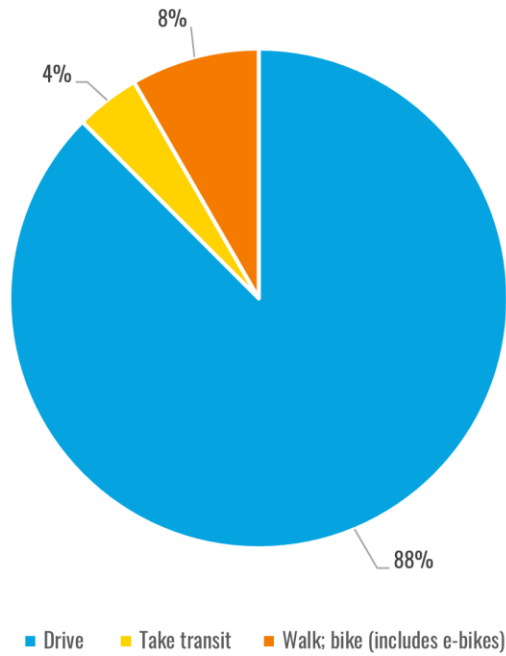
“People drive so fast and run red lights when I have the walk signal. I wait until the crosswalk starts counting down before crossing. The slip lane is not safe to cross, especially at night. Drivers do not stop for people crossing the street.” **(Alameda & Havana)**

“I would like to see a narrowing and reduction of lanes to help slow down traffic along this corridor. Currently many people speed making it an unpleasant place to be a pedestrian.” **(Alameda Ave & Troy St)**

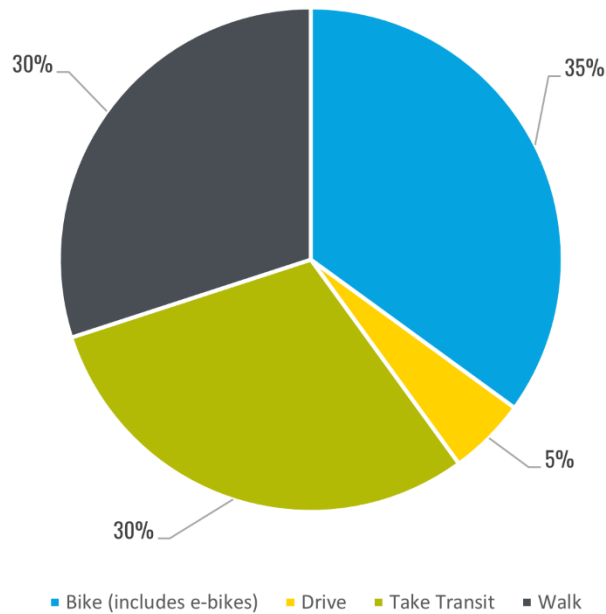
“I’d love a light rail or express bus from here **(Alameda & Sable or Alameda & Chambers)** into Denver/Cherry Creek at University and Alameda.”



How do you typically travel on Alameda Avenue?



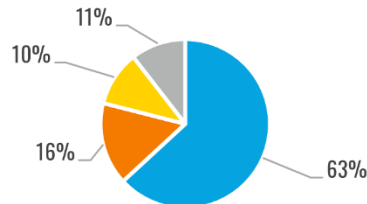
Would you like to use/access different modes of travel in the future?



Unlisted Location: Survey Responses

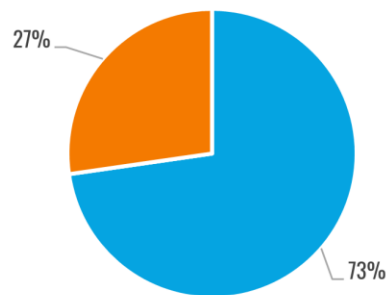
An additional **19** survey responses were not connected to a segment.

How do you connect with Alameda Avenue?



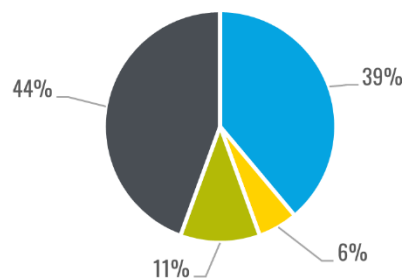
- I live nearby; I commute along Alameda Ave. (walk, bike, drive, or take transit)
- I eat, shop, or get services along Alameda Ave
- I work nearby; I own a business on Alameda Ave.
- I go to school via Alameda Ave; I recreate along Alameda Ave

How do you typically travel on Alameda Avenue?



- Drive
- Walk; bike (includes e-bikes)

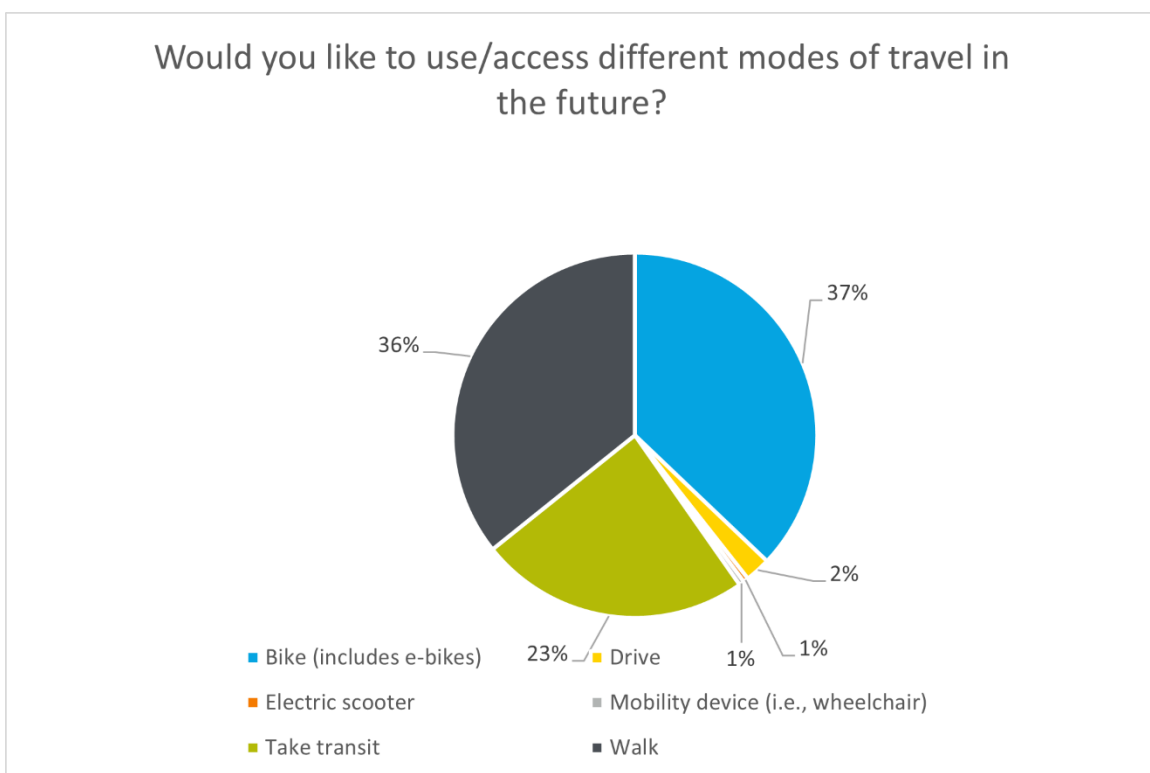
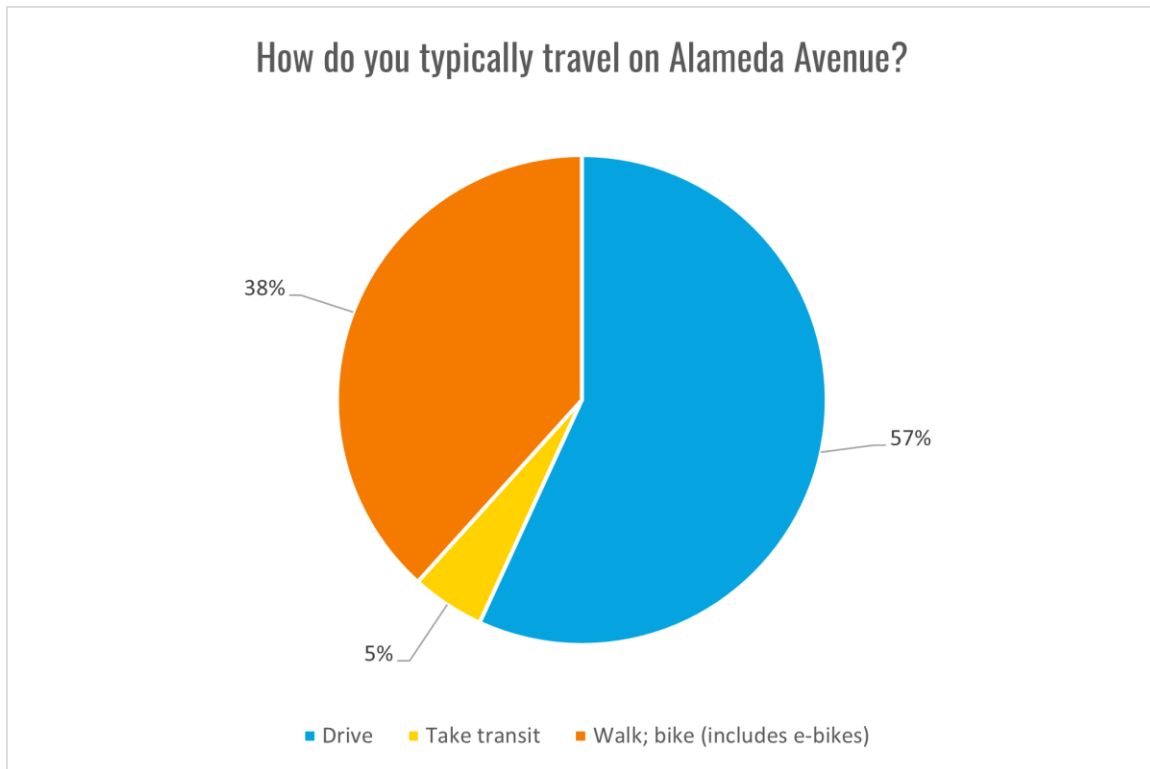
Would you like to use/access different modes of travel in the future?



- Bike (includes e-bikes)
- Drive
- Take Transit
- Walk

Combined Responses

In total, there were **231** survey responses related to traveling along the Corridor and **215** responses on how users would like to use different modes of travel in the future.



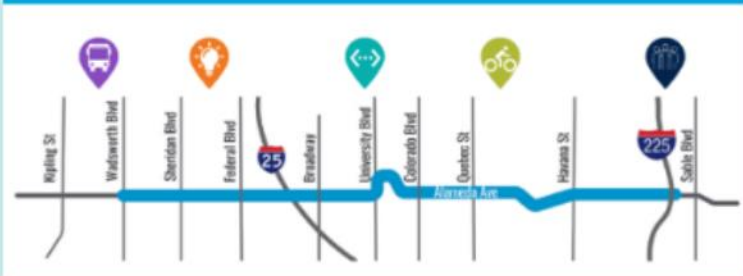
Appendix A. Denver City Council District 6 November & December 2023 Newsletters



ALAMEDA AVE CORRIDOR STUDY



WHAT'S YOUR VISION FOR ALAMEDA AVENUE?



Denver Regional Council of Governments (DRCOG) is leading a study of Alameda Avenue in partnership with the City and County of Denver, Aurora, Lakewood, Glendale, the Colorado Department of Transportation, and the Regional Transportation District (RTD). The goal is to develop a shared vision for the corridor from Wadsworth Blvd. to the R-Line in Aurora.

The study aims to improve mobility and safety for all users and plan for future transit investments, while still preserving the character of the corridor. The study will identify mobility and safety issues and result in recommendations for transportation improvements that will enhance the corridor - making it safer and more accessible for all road users.

DRCOG is currently collecting feedback to understand community concerns with safety, mobility or other transportation along the Alameda Corridor.

You can learn more about the study, provide feedback about your experiences along Alameda, and sign up for a focus group discussion on the [project website](#).

Appendix B. Regional Transportation District Read and Ride November 2023 Newsletter

November 2023

Read-n-Ride

news for people on the go



Provide feedback on the Alameda Avenue Corridor Study

The Denver Regional Council of Governments (DRCOG) is leading a study of Alameda Avenue in partnership with the city and county of Denver, cities of Aurora, Lakewood and Glendale, the Colorado Department of Transportation and RTD. The goal is to develop shared vision for the corridor from Wadsworth Boulevard in Lakewood to the R Line in Aurora. To provide feedback and ideas on how to make Alameda Avenue from Wadsworth to the R Line safer and more accessible for all, visit <https://engage.drcog.org/alameda-avenue-study>.



WHAT'S YOUR VISION FOR ALAMEDA AVENUE?



Provide feedback

Appendix B. Focus Group Comments

Comments	Category	Comment Type	Segment
Are there BID funding improvements? Belmar + Cherry Creek	General Ideas	Focus Group	Segment 1
Baseball stadium at Harlan St. (Regional events)	Culture & Character	Focus Group	Segment 1
Belmar area is dangerous for bikes	Bike & Pedestrian	Focus Group	Segment 1
Belmar Park: concerts & festivals, encourage bike travel	Culture & Character	Focus Group	Segment 1
Bike crossing at Harlan St./Depew St. is safer than Pierce St.	Bike & Pedestrian	Focus Group	Segment 1
Carr St. N/S crossing access to Belmar Park, intersection uncomfortable	Bike & Pedestrian	Focus Group	Segment 1
Colorado Christian University, Mile Hi Church are key destinations	General ideas	Focus Group	Segment 1
Connections to South Pearl Street and Federal Blvd	General ideas	Focus Group	Segment 1
Connections to W line for transit are lacking	Transit	Focus Group	Segment 1
Consider a pedestrian only phase at intersections	Bike & Pedestrian	Focus Group	Segment 1
Consider treatment similar to Federal Boulevard/25th Avenue median with cut-out for peds/bikes	Bike & Pedestrian	Focus Group	Segment 1
Consider tunnels for pedestrians	Bike & Pedestrian	Focus Group	Segment 1
High density residential	General ideas	Focus Group	Segment 1
Innovage services seniors (worthwhile to talk to their transportation folks)	General ideas	Focus Group	Segment 1
Not interested in bike lanes on Alameda	Bike & Pedestrian	Focus Group	Segment 1
Parks & stadiums around Kipling Parkway	General ideas	Focus Group	Segment 1
People don't use Alameda for long trips - too unreliable	Travel & Safety	Focus Group	Segment 1
Pierce has a good bike lane North/South (one does not extend all the way to Alameda) - this is the same at Morrison	Bike & Pedestrian	Focus Group	Segment 1
Riding bike to downtown is faster than transit to downtown	Bike & Pedestrian	Focus Group	Segment 1
Road is too wide, encourages fast speeds	Travel & Safety	Focus Group	Segment 1
Sidewalks good for bike access, too. Although driveways result in drivers being surprised by bikes.	Bike & Pedestrian	Focus Group	Segment 1
Slip lanes are hard for pedestrians - don't feel safe	Bike & Pedestrian	Focus Group	Segment 1
St. Anthony's one of few trauma centers	General ideas	Focus Group	Segment 1
Transit riders - walking to/from bus stops is dangerous	Transit	Focus Group	Segment 1
Vibrancy: it's just a street, not a destination	Culture & Character	Focus Group	Segment 1

Comments	Category	Comment Type	Segment
Wadsworth intersection is a pedestrian barrier (consider grade separation)	Bike & Pedestrian	Focus Group	Segment 1
Weir Gulch crossing (no N/S crossing)	Bike & Pedestrian	Focus Group	Segment 1
Why bus and not trains?	Transit	Focus Group	Segment 1
Why is Wadsworth the cut-off? ▶ Alameda is the gateway to the Foothills, all the way to 470 ▶ Union corridor, Federal Center connections ▶ Connection to medical center (2nd most dense medical campus in the area)	General ideas	Focus Group	Segment 1
A lot of existing bus stops on Alameda are not inviting to wait at	Transit	Focus Group	Segment 2
Accessibility improvements at stops would be an important part of BRT implementation	Transit	Focus Group	Segment 2
A lack of shade and landscaping between Broadway and Federal makes the corridor very unpleasant to walk along – greenery is needed for pedestrians and transit users	Culture & Character	Focus Group	Segment 2
Alameda & Federal has the highest fatalities in Denver.	Travel & Safety	Focus Group	Segment 2
Alameda needs to be PAVED	General Ideas	Focus Group	Segment 2
At Alameda & Federal, pedestrians often use the narrow raised medians on Alameda as informal pedestrian refuges	Travel & Safety	Focus Group	Segment 2
Bike lanes need to be safe and more prevalent as e-bikes are being pushed out by the city	Bike & Pedestrian	Focus Group	Segment 2
Bridge at Tejon & Alameda so kids/elderly can cross safely	Bike & Pedestrian	Focus Group	Segment 2
City should do a walking tour during school drop off near Alameda	General Ideas	Focus Group	Segment 2
Colfax school zone 20 mph, here 25 mph. Why the difference?	Travel & Safety	Focus Group	Segment 2
Congestion around Alameda & Raleigh is an issue on Sundays during mass at St Cajetan	Travel & Safety	Focus Group	Segment 2
Daisy: if we don't hear back from segment 2 people, let her know	General Ideas	Focus Group	Segment 2
Devolution of the CDOT-owned portion of Alameda between Sheridan and I-25 has been discussed at a high level in the past; it was suggested to continue these conversations. CDOT is challenged to prioritize improving that segment of highway since it is so short	Access & Connectivity	Focus Group	Segment 2
Do we have a list of previous work done?• No major improvements from I-25 bridge to Decatur• Segment 2 has been vastly ignored, it is unsafe and other sections of the corridor are nicer	General Ideas	Focus Group	Segment 2

Comments	Category	Comment Type	Segment
Driver feedback signs are often not working	Travel & Safety	Focus Group	Segment 2
Fine (\$) the industrial area for more compliance driving in residential areas	Travel & Safety	Focus Group	Segment 2
Flower beds, seating, lighting	Culture & Character	Focus Group	Segment 2
High number of pedestrians at Alameda/Tejon (students crossing intersection)	Bike & Pedestrian	Focus Group	Segment 2
How is equity considered? Focus throughout, not isolated	General Ideas	Focus Group	Segment 2
Improve the bus stops, shaded areas, better seating, lighting	Transit	Focus Group	Segment 2
Lipan should be the truck route, need more truck routing signage on Alameda coming off I-25	Travel & Safety	Focus Group	Segment 2
Maintenance is vital and must be done often, as the hub caps that fall off and create safety issues & you have to stop	Travel & Safety	Focus Group	Segment 2
Markings on street for school area outside Valverde	Travel & Safety	Focus Group	Segment 2
Need more sidewalks	Bike & Pedestrian	Focus Group	Segment 2
Need protected left turns at Alameda & Tejon	Travel & Safety	Focus Group	Segment 2
New sidewalk program in Denver - how do residents stay informed?	Bike & Pedestrian	Focus Group	Segment 2
No grocery store in Valverde	General Ideas	Focus Group	Segment 2
Planned safety improvements along Morrison Road are important to incorporate with any ideas for improving Alameda	Travel & Safety	Focus Group	Segment 2
Pollution issues with large trucks, more industrial coming will lead to more pollution	General Ideas	Focus Group	Segment 2
Provide flyers for attendees to post in businesses	General Ideas	Focus Group	Segment 2
Raised medians, trees (shade)	Culture & Character	Focus Group	Segment 2
Review West Area Plan	General Ideas	Focus Group	Segment 2
Slow down!	Travel & Safety	Focus Group	Segment 2
Small businesses along Alameda	General Ideas	Focus Group	Segment 2
Speeding is not specifically being studied with this study, but numerous people have expressed speeding concerns and a more detailed evaluation could be a recommended next step	Travel & Safety	Focus Group	Segment 2
Sun Valley is an important community in the area	General Ideas	Focus Group	Segment 2
Tejon bus stop is not accessible in wheelchair, need to go all the way to Yuma to get on the bus	Access & Connectivity	Focus Group	Segment 2
The Knox/Morrison/Alameda intersection is an awkward configuration that leads to a lot of confusion and safety issues	Travel & Safety	Focus Group	Segment 2
There are numerous schools close to Alameda Avenue that are particularly important for biking and walking	Access & Connectivity	Focus Group	Segment 2

Comments	Category	Comment Type	Segment
Top Priorities 1. Safety 2. Trees 3. Mobility 4. Improve transit	General Ideas	Focus Group	Segment 2
Translate into Vietnamese (survey) and have drop off box to collect (Anita offered to support)	General Ideas	Focus Group	Segment 2
Tree canopy to provide shade at bus stops and in the median areas	Culture & Character	Focus Group	Segment 2
Truck signage not enforced (keep away from schools)	Travel & Safety	Focus Group	Segment 2
Use steering committee to get meetings we should attend in the spring	General Ideas	Focus Group	Segment 2
Use the term Latino, not Hispanic	General Ideas	Focus Group	Segment 2
Youth Empowerment Center in Valverde needs improvements for kids walking	Bike & Pedestrian	Focus Group	Segment 2
I'm a lifelong cyclist who commuted in major cities like NYC/Brooklyn and Philadelphia. This area of Alameda is very treacherous to cycle. I do end up driving it much more often that I'd like to because the intersections crossing the river into the east side of the city and back are so dangerous.	Bike & Pedestrian	Focus Group	Segment 2
I have also found the area to be unpleasant to walk around to local businesses.	Culture & Character	Focus Group	Segment 2
alameda deserves a green space verge (curb strip with greenery between the sidewalk and the street) so that folks are able to pleasantly walk to our local businesses with coverage from the sun and a safety barrier from traffic	Culture & Character	Focus Group	Segment 2
Recently for the past two months I have been using a mobility device to recover from an injury and feel navigating this intersection would be truly life threatening.	Access & Connectivity	Focus Group	Segment 2
all bus stops along alameda should have benches and coverage so riders can commute with dignity and shelter from the elements	Transit	Focus Group	Segment 2
There are no safety measures around the train tracks between Lipan and Navajo. Every time we cross it or hear a train we are shocked it an active train track with no signal, signage, or gates that lower when a train is passing. That would be very helpful for all! This continues throughout our neighborhood streets. We always assumed it was defunct because otherwise it can take our pedestrians cyclist and cars with literally no notice!	Travel & Safety	Focus Group	Segment 2

Comments	Category	Comment Type	Segment
The south portion of Alameda crossing south Platte river and i25 is so narrow it is almost too small for a single cyclist to use, let alone a mobility device or people going opposite directions. This absolutely needs to be widened and the entire area would benefit from segmenting for multimodal traffic (two-way bike lane, two way pedestrian area)	Bike & Pedestrian	Focus Group	Segment 2
Bryant on the north side of alameda is a important bike lane for those traveling north. However, crossing over Alameda on Bryant is nearly impossible so you have to go two blocks east or west to get to a cross walk and then pedal back to Bryant. Let's get a light and cross walk on Bryant across alameda!	Bike & Pedestrian	Focus Group	Segment 2
the car dealer on the south side of alameda between Lipan and Navajo has parking spots on the sidewalk. This pushes pedestrians into the street and completely halts folks using mobility devices. This is not how our public sidewalk space should be used	Bike & Pedestrian	Focus Group	Segment 2
the right turn off alameda going south on Santa Fe should not allow a turn on red when you are a pedestrian crossing west to east over Santa Fe you run the risk of being struck by a car because folks are not expecting you and the walk signal goes at the same time that folks are turning right. Where you wait for your signal is also not visible from Where a car is waiting to turn	Bike & Pedestrian	Focus Group	Segment 3
The underpass between Santa Fe and Bannock is usually quite dirty and would benefit from more trash receptacles out of the way of the pedestrian path. I've gotten many flat tires here! This strip is also VERY dark at night and could benefit from motion detecting lights. The single sidewalk is also very narrow and difficult for a cyclist to safely pass a pedestrian when they are going opposite ways.	Bike & Pedestrian	Focus Group	Segment 3
300 block S. Corona (right turn only sign, should be no left turn sign)	Travel & Safety	Focus Group	Segment 3
The Alameda & Broadway bus stops get a lot of complaints	Transit	Focus Group	Segment 3
Alameda "highway" straight line from Goldene to Auroa w/ bridge over Cherry Creek - is this being considered?	Travel & Safety	Focus Group	Segment 3
Alameda /Downing: No left-turns allowed from Alameda onto Downing results in cut through traffic on neighborhood street and running red lights	Travel & Safety	Focus Group	Segment 3
Alameda/Downing reconfiguration previously	General Ideas	Focus Group	Segment 3
Areas near Country Club without sidewalks (dirt trail)	Bike & Pedestrian	Focus Group	Segment 3
Baker wants connectivity between Alameda & 6th for East/West crossing over I-25	Access & Connectivity	Focus Group	Segment 3

Comments	Category	Comment Type	Segment
Bayaud: request 4 way stop @ Corona because no sight distance	Travel & Safety	Focus Group	Segment 3
Bayaud for bikes if not Alameda	Bike & Pedestrian	Focus Group	Segment 3
Bayaud is a great example for bikes! Can we do this more?	Bike & Pedestrian	Focus Group	Segment 3
Better connectivity to S. Platte Trail	Access & Connectivity	Focus Group	Segment 3
Bikes off Alameda but better crossing for access to Platte Trail	Access & Connectivity	Focus Group	Segment 3
Bridge over I-25 for bikes to connect to Bayaud	Bike & Pedestrian	Focus Group	Segment 3
BRT corridor - is there enough ROW?	Transit	Focus Group	Segment 3
Character is nature/outdoors, walking and biking	Bike & Pedestrian	Focus Group	Segment 3
Come off train and cut across tracks to Home Depot because connectivity is poor, need better connectivity	Access & Connectivity	Focus Group	Segment 3
Coming off I-25 people speeding toward Broadway	Travel & Safety	Focus Group	Segment 3
Connecting up to Cherry Creek trail not a protected bikeway	Bike & Pedestrian	Focus Group	Segment 3
Consider medians for ped refuge, beautification	Bike & Pedestrian	Focus Group	Segment 3
Desire for multi-point crossings	Bike & Pedestrian	Focus Group	Segment 3
Lincoln to Franklin is a good example of a quick-build project, consider road diet	General Ideas	Focus Group	Segment 3
Are there any existing examples of road diets in Denver?	General Ideas	Focus Group	Segment 3
Flooding at Santa Fe & Alameda is a safety issue	Travel & Safety	Focus Group	Segment 3
Increase bike and bus use to result in less cars!	Bike & Pedestrian	Focus Group	Segment 3
It is important that BRT implementation does not come at the cost of safe, comfortable pedestrian space	Transit	Focus Group	Segment 3
Learn from Indiana, they have implemented BRT at much lower cost than other states	Transit	Focus Group	Segment 3
Lots of pedestrians	Bike & Pedestrian	Focus Group	Segment 3
Make sure bike lanes would be easy to use and highly visible	Bike & Pedestrian	Focus Group	Segment 3
More congestion is okay! Prefer safety	Travel & Safety	Focus Group	Segment 3
More draw to remove cars on Bayaud, need East/West connectivity NORTH of Alameda	Access & Connectivity	Focus Group	Segment 3
Need an East/West bike corridor	Bike & Pedestrian	Focus Group	Segment 3
On street parking allows buffer for peds and incentivize retail	Bike & Pedestrian	Focus Group	Segment 3
Parents of students at Steele Elementary have raised concerns about the safety of the pedestrian crossing at Downing	Travel & Safety	Focus Group	Segment 3

Comments	Category	Comment Type	Segment
Peds are so close to speeding cars, need more protection for peds on crosswalks	Bike & Pedestrian	Focus Group	Segment 3
Plant trees to slow cars	Culture & Character	Focus Group	Segment 3
Prefer to bike on Alameda if it was a pleasant place to be	Bike & Pedestrian	Focus Group	Segment 3
Underneath the railroad tracks there is a wall that needs maintenance	General Ideas	Focus Group	Segment 3
Residents have difficulty turning onto Alameda from neighborhoods in the Wash Park area	Travel & Safety	Focus Group	Segment 3
With a road diet on Alameda, provide more space for sidewalks and planters and consider multiuse path	Bike & Pedestrian	Focus Group	Segment 3
SAFETY! School children walking	Travel & Safety	Focus Group	Segment 3
Sidewalks are not ADA compliant	Bike & Pedestrian	Focus Group	Segment 3
At the Santa Fe & Alameda intersection, people going West aren't looking for pedestrians	Bike & Pedestrian	Focus Group	Segment 3
Streetscaping/placemaking treatments at key cultural locations could act as gateways to surrounding destinations	Culture & Character	Focus Group	Segment 3
The area around the Broadway intersection (north and south) is an important destination	Access & Connectivity	Focus Group	Segment 3
The Platte River Trail is an important bike/ped connection but accessing it today is difficult	Access & Connectivity	Focus Group	Segment 3
The three rail connections along the Route 3 alignment are important transfer points	Transit	Focus Group	Segment 3
There would be ridership if there were buses, transit East/West corridors need to be prioritized	Transit	Focus Group	Segment 3
To get east to Colorado Blvd is HARD on a bike, 1st Ave is terrifying	Bike & Pedestrian	Focus Group	Segment 3
Car dealerships, why on this corridor? Need trees	Culture & Character	Focus Group	Segment 3
Walkability is lacking between Santa Fe and Broadway	Travel & Safety	Focus Group	Segment 3
Wash Park area has high ped traffic, very unique neighborhood with ped traffic, lots of near misses	Bike & Pedestrian	Focus Group	Segment 3
Bicycle and pedestrian conditions on the corridor being so poor that bike-ped facilities should be rerouted off Alameda entirely.	Bike & Pedestrian	Focus Group	Segment 3
Concerns about bicycle and pedestrian safety in relation to vehicle speeds, with suggestions to reduce speed limits along the corridor.	Bike & Pedestrian	Focus Group	Segment 4
The need to coordinate the various BRT corridor projects in this area, including Colorado Boulevard BRT, Speer/Leetsdale BRT, and future Alameda Avenue BRT projects.	Transit	Focus Group	Segment 4

Comments	Category	Comment Type	Segment
Alameda bridge has been part of conversation for a long time	General Ideas	Focus Group	Segment 4
Alameda Bridge - History goes WAY back - Bridge for others (not cars)? Peds/bikes - Something that serves the whole region	General Ideas	Focus Group	Segment 4
Alameda is a designated parkway in Denver, which includes mandates for setbacks	General Ideas	Focus Group	Segment 4
Alameda is a mess at rush hour, a lot of people do illegal U-turns at Jackson	Travel & Safety	Focus Group	Segment 4
Alameda turns into cherry creek north, Steele St; stop light at Bayaud and Steele, cars going a little fast and missing the stop light - pedestrians cross there, seniors are there. Alert people to the upcoming stop, get folks to slow.	Travel & Safety	Focus Group	Segment 4
Are signals coordinated?	General Ideas	Focus Group	Segment 4
Bike lanes - w/ weather can't cover essential travel, take up space in roadway - streets not cleared, have to rely on sun to clear snow/ice	Bike & Pedestrian	Focus Group	Segment 4
Bridge was always voted down because ROW west of cherry creek is narrow (by Denver CC)	General Ideas	Focus Group	Segment 4
BRT diversion will push problems to Bayaud and 1st	Transit	Focus Group	Segment 4
Bus stops too close together on either side of Colorado	Transit	Focus Group	Segment 4
Bus Stops W. of Colorado at Alameda, need to remove one of the stops (both East and West of Colorado) - Need to deal with bus stop maintenance, trash overflowing	Transit	Focus Group	Segment 4
Cherry Creek East steering committee - how are they going to be involved?	General Ideas	Focus Group	Segment 4
Cleveland, Ohio was a BRT disaster - don't do this	Transit	Focus Group	Segment 4
Do developments need to consider traffic?	General Ideas	Focus Group	Segment 4
Does mass transit = high rise development? Multi-family next to single family?	Transit	Focus Group	Segment 4
Faster boarding/better stops needed	Transit	Focus Group	Segment 4
Glendale has concerns about the joint impacts of Colorado and Alameda BRT on intersection operations. BRT planning for the two corridors needs to be closely coordinated.	Transit	Focus Group	Segment 4
Glendale: Jewish community center area, not good crossings	Bike & Pedestrian	Focus Group	Segment 4

Comments	Category	Comment Type	Segment
Go beyond the automobile - could the bridge be for bus and bikes only?	Transit	Focus Group	Segment 4
Is Alameda a BRT corridor? Need to understand the facts	Transit	Focus Group	Segment 4
Lane suddenly ends near Alameda/Monaco and catches people off guard	Travel & Safety	Focus Group	Segment 4
Lane widths considered for traffic flow	Travel & Safety	Focus Group	Segment 4
Minneapolis is a good example of BRT	Transit	Focus Group	Segment 4
Need to coord. Speer & Alameda more closely	General Ideas	Focus Group	Segment 4
Need to slow traffic down, motorcycles are loud - noise concerns	Travel & Safety	Focus Group	Segment 4
Slip lanes were installed to reduce GHG emissions	General Ideas	Focus Group	Segment 4
Speed! Need to reduce speed limits, enforcement	Travel & Safety	Focus Group	Segment 4
There have been high-level discussions about using Burns Park as a future mobility hub	Transit	Focus Group	Segment 4
Traffic mess during rush hour	Travel & Safety	Focus Group	Segment 4
Trash can build up onto the street, blocking ped path	Bike & Pedestrian	Focus Group	Segment 4
University & Alameda: Minor issue, west of University there's a hill, hard for residents to pull out of driveways	Access & Connectivity	Focus Group	Segment 4
User/customer experience needs to be considered	General Ideas	Focus Group	Segment 4
Vibrancy is what the corridor should be about, but opportunity to have major transportation corridor without encouraging more car traffic	Culture & Character	Focus Group	Segment 4
Visionary perspective - need design approaches, not just enforcement to handle things like speed, maintenance	General Ideas	Focus Group	Segment 4
Who is responsible for maintaining bus stops? Needs to be clarified	Transit	Focus Group	Segment 4
Bridge over Cherry Creek instead of the “dog leg” turn at Alameda and CC North, Steele would solve several problems Hazard: The 90 degree turn means that drivers headed north and coming around the blind corner have just 5 seconds at legal speed to notice pedestrians, wheelchair users and bicyclists crossing at the Bayaud/ Steele St. stop light. Short term solution: Hazard light before the bend. Hazard: Persons driving north on Steele and turning east on Bayaud are also invisible to Alameda northbound drivers. Congestion: When Alameda becomes a BRT, buses would add to the already at times impassable congestion at 1st/ Steele intersection and 1st/ Speer and University. Construction of CC West and additional CCN/ CCE development will already be adding to this “pinch point” congestion.	Travel & Safety	Focus Group	Segment 4

Comments	Category	Comment Type	Segment
If a principal goal is to improve east/ west traffic flow, removing the “dog leg” turn” via a bridge is a key way to ensure traffic/ public transit is improved. How wide should BRT lanes be? With BRT, bike and side parking, will there be space for cars?			
Type of transit system: Is the best solution buses? Why? Alternatives should be considered e.g. cable car, rail, above the road transit, etc.	Transit	Focus Group	Segment 4
Ongoing transit management: Dysfunctional, cross department city and state government management of bus stops and roadways mentioned. Focus group moderators agreed that non-standard management of bus stops is a factor. CDOT is not always aligned with the City. While new developments are required to submit transit plans, these often do not take into account long term impacts or impacts beyond the immediate area	Transit	Focus Group	Segment 4
Transit models: Minneapolis was cited as one of the few cities that could be modeled as a transition from car centric to alternate transportation methods [buses]. Other cities have failed to effectively execute the change. Project decision and policy makers need to understand lessons from both the successes and failures.	Transit	Focus Group	Segment 4
As I understand it, the initial goal of RTD was to provide a transit solution for “carless” persons/ persons who could not afford cars. To get car owners to take public transit, these owners must perceive that the public transit experience is superior. Driven by competition, the car experience is constantly improving; public transit must keep up.	Transit	Focus Group	Segment 4
BRT & density: The recurrent concern about the potential for high density rezoning along BRT routes was raised. While the plan currently does not include rezoning except for “no parking buildings allowed”, some do not trust the City to respect neighborhood considerations.	Transit	Focus Group	Segment 4
Future project management: Who is on the steering committee and how can neighborhoods continue to participate? At what project points will neighborhood input be recruited? The “CC Moves”(DMCC) experience left some with a bad taste for how voter input is handled.	General	Focus Group	Segment 4
Specific issues: Alameda at 225 has just one lane turning onto the highway resulting in congestion and airport commuter time delays. There is another pinch point where Alameda headed east from 225 narrow suddenly from 3 to 2 lanes requiring fast reactions from drivers. Lights on Alameda are not synchronized.	Travel & Safety	Focus Group	Segment 4

Comments	Category	Comment Type	Segment
While “pork chop” turns onto Alameda speed cars onto Alameda and in my recollection may have been designed many years ago so that “gas is saved since cars are not idling at stop lights,” they create high potential for person/ car/ bike collisions. See: https://www.strongtowns.org/journal/2019/11/5/slip-lanes-would-never-exist-if-we-prioritized-safety-over-speed Additional comments to consider: the fact that E Alameda Avenue is one of Denver’s designated parkways, with specific regs for ROW was mentioned to consultants.			
A suggestion was made to consultants to keep open the website into early 2024, perhaps until the March public meeting. It allows for continued communication for website visits.	General Ideas	Focus Group	Segment 4
I am hoping the consultants, who I personally thought were very “user-friendly” and appreciative of our time and comments, realized that over the years, frustration has evolved with “studies” that do not lead to implementation. Personally, I think this study with the weight of DRCOG might expect more from consultants and the city. DRCOG is the direct route for funding from the Feds for Denver, and though DOTI has representation on the “steering committee”, this is not a DOTI-centric study.	General Ideas	Focus Group	Segment 4
Brooks indicated that there was an important inclusion of the Alameda Pkwy section in the 2012 CCAP [Cherry Creek Area Plan]. That plan references a City Council approved approach to the CCE segment of Alameda Corridor, and the consulting team and Cole at DRCOG should be reminded of its impact, then, now and in the future planning for this pkwy.	General Ideas	Focus Group	Segment 4
Winston Downs (Monaco to Quebec) ▶ School zone speed limits & new signal has been great! ▶ Electronic radar speed signs work well ▶ Monaco & Quebec high crash intersections ▶ Red light cameras - safety enforcement	General Ideas	Focus Group	Segment 5
A lot of pedestrians go to the Fairmount Cemetery to walk around	Bike & Pedestrian	Focus Group	Segment 5
Accidents at Fairmont/Alameda intersection, 3-4 this summer. There is not turn signal if you’re going west on Alameda, South on Fairmont	Travel & Safety	Focus Group	Segment 5
Alameda & Dayton is a high-crash intersection	Travel & Safety	Focus Group	Segment 5
Alameda & Quebec: Road rage incident, fatal; lack of signage about lane ending on Quebec S of Alameda	Travel & Safety	Focus Group	Segment 5
Although parallel routes could be preferable for bicycle travel, the two interchanges are critical pinch points that need to safely accommodate bicyclists	Bike & Pedestrian	Focus Group	Segment 5

Comments	Category	Comment Type	Segment
As of right now, the only buses that pass through Alameda are the 3 and 3L. I've taken them a few times, and they're very inconvenient. They only come once an hour, even during the busiest times, and often get stuck in traffic, even during non-peak hours. A designated bus lane would be a great addition to avoid the traffic jams.	Transit	Focus Group	Segment 5
Bus stop is scary on corner of Alameda and Quebec – just a sign	Transit	Focus Group	Segment 5
Commuting on Alameda in anything other than a car is definitely unsafe and inconvenient. Whenever I have to go somewhere on Havana Street, I always default to biking through the suburbs rather than taking Alameda. The sidewalk is relatively wide on the north side of Alameda, but on the south side, the sidewalk is more narrow and in need of repair. Cars that turn at intersections often don't acknowledge pedestrians, so there's always that fear of getting hit while crossing a street. There's also a distinct lack of crosswalks compared to other streets in the city that run parallel to Alameda, like Iliff, Jewell, and even Mississippi. Wider sidewalks, more crosswalks, and more traffic controls, like a lower speed limit (or even one less car lane) would all help with this issue. Protected bike lanes may also help.	Bike & Pedestrian	Focus Group	Segment 5
Crosswalks need attention	Bike & Pedestrian	Focus Group	Segment 5
Dayton is a weird intersection too – could be helped	General Ideas	Focus Group	Segment 5
Does NOT want us to widen Fairmont	General Ideas	Focus Group	Segment 5
Doesn't take the bus on Alameda, but a lot of people who do ► Used to have a really cool bus stop with wing of plane on NW corner of Fairmont and Alameda – kept getting crashed into	Transit	Focus Group	Segment 5
Fairmont / Valentia Street – tons of traffic, one of 3 streets from Mississippi to Alameda. Lots of traffic on Quebec, so folks now using Valentia St/Fairmont ► People shooting really fast, knocking signs down	Travel & Safety	Focus Group	Segment 5

Comments	Category	Comment Type	Segment
I thought that I was going to a survey, not a map. I live near Alameda and Clinton. On the east side of Alameda station the bus runs hourly, I have been trying to find out why for years before I even moved to the neighborhood. RTD used a schedule from the Federal center as the starting point to tell representative Sawyer lies about the #3 schedule. She doesn't care. It's extremely difficult to try to get around on the bus when you have physical disabilities and the closest bus to your house runs hourly. Getting home from Porter hospital takes two hours because of the extra wait time for the #3. It also connects to multiple routes that are every 15 minutes. I can wait for almost an hour to transfer from Havana #105, to the #3 at Alameda. The bus stop at Alameda and Havana westbound is on the triangle between the turn lane from Havana southbound and Alameda Ave traffic. No benches for the riders that have to wait unreasonably long times for the bus and nobody shovels except for the wall of snow around the triangle from snow plows. How does it make any sense to have such wide ranges in time between buses on different routes. Didn't anyone consider the difficulty of scheduling such disparate times for bus riders? I don't have a car and for that and disability, I deserve to be left waiting outside without a shelter or bench for up to an hour? RTD is the worst, unless you want to go downtown. Everyone else gets less every year.	Transit	Focus Group	Segment 5
Lot of traffic changes near complex in last year or two	Travel & Safety	Focus Group	Segment 5
Lots of bikes and peds on Fairmont, dangerous with all the cars	Bike & Pedestrian	Focus Group	Segment 5
Median on Alameda from Fairmont going west ▶ Lots of new trees to west, none to East ▶ Eastern segment is dead, looks gross	Culture & Character	Focus Group	Segment 5
Pedestrian issue is a major issue	Bike & Pedestrian	Focus Group	Segment 5
People cut through woodside village on bike to get to high line canal ▶ Lots of people crossing Alameda here, mostly on bike, to get to canal trail	Access & Connectivity	Focus Group	Segment 5
People drive fast between Quebec and Havana	Travel & Safety	Focus Group	Segment 5
Roundabout on Fairmont is a hazard, people come really fast down hill	Travel & Safety	Focus Group	Segment 5
Stakeholders in segment 5• VCA Alameda• Windsor Gardens• Kaiser Permanente, Denver East• Fairmount heritage foundation• Common Ground in Denver -- can connect	General Ideas	Focus Group	Segment 5
There is a lot of pedestrian activity near the Jewish Community Center, but crossings from the neighborhoods north of Alameda are difficult	Bike & Pedestrian	Focus Group	Segment 5

Comments	Category	Comment Type	Segment
Windsor Gardens residents have expressed that they do not feel like current transit service on Alameda is reliable enough	Transit	Focus Group	Segment 5
Windsor Gardens residents have raised concerns about traffic flow through the Dayton intersection	Travel & Safety	Focus Group	Segment 5
Between Havana and Sable, I've seen so many car accidents during my time here, typically at intersections. Even worse, cars regularly swerve off the road and hit (and sometimes break down) peoples' fences. I've also seen a bus stop bench get knocked over, and it hasn't been fixed yet. For anyone living in a house that faces Alameda, I would be scared of the drivers. Better traffic controls are needed to ensure the safety of drivers, like lower speed limits, wider sidewalks, and possibly even barriers to keep the fences from getting hit.	Travel & Safety	Focus Group	Segment 6
Big issue with speeding in this segment of Alameda, its a straight away, saw a person going 70mph	Travel & Safety	Focus Group	Segment 6
The bridge over I-225 is of particular concern to me. There are a lot of businesses that I would frequent on the other side of the freeway, including the Target on Ellsworth, but getting there is usually a nightmare. Sidewalks on the bridge are incredibly narrow, and there are so many places for cars to turn (onto Potomac, Abilene, or north or south onto the highway) that it feels even more chaotic, especially during rush hour (4-6:30 pm most days). There absolutely needs to be a better way for pedestrians and cyclists to cross, such as widening the sidewalks and putting in a barrier.	Bike & Pedestrian	Focus Group	Segment 6
City has funding to do design (but no funding for construction) at I-225 crossing	Travel & Safety	Focus Group	Segment 6
Could there be a separate ped bridge at I-225? Probably, will look at having sidewalks on the bridge but will have better vertical separation with cars.	Bike & Pedestrian	Focus Group	Segment 6
Scary to walk or bike across bridge, railing isn't very tall/doesn't feel safe	Safety	Focus Group	Segment 6
Between Peoria and Potomac, no signals: since there's no connectivity, there won't ever be signals at those intersections (warrants)	Access & Connectivity	Focus Group	Segment 6
Nothing to slow down traffic (street racing)	Safety	Focus Group	Segment 6
Neighborhood on the north side has trouble getting out of the neighborhood (turning left), also unsafe to cross as a pedestrian	Access & Connectivity	Focus Group	Segment 6
Right turn lane to I-225 no later than Potomac	Travel & Safety	Focus Group	Segment 6
Double left turn lane to I-225 (part of the plan)	Travel & Safety	Focus Group	Segment 6
Holiday traffic to the mall is especially problematic	Travel & Safety	Focus Group	Segment 6

Comments	Category	Comment Type	Segment
Bridge over Cherry Creek? Not off the table, is the one discontinuity in the network	Access & Connectivity	Focus Group	Segment 6
Backup at Alameda westbound to turn onto southbound Havana	Travel & Safety	Focus Group	Segment 6
Alameda is not a main bike route	Bike & Pedestrian	Focus Group	Segment 6
Some folks have no choice (neighborhood to the north)	Bike & Pedestrian	Focus Group	Segment 6
Highline canal trail is popular choice but not very direct	Bike & Pedestrian	Focus Group	Segment 6
Exposition is another alternative route	Bike & Pedestrian	Focus Group	Segment 6
Need better connectivity	Bike & Pedestrian	Focus Group	Segment 6
Wider sidewalks on the north side of most arterials are bike lanes (legal to bike on sidewalk on Aurora)	Bike & Pedestrian	Focus Group	Segment 6
Conflict between people waiting on bus and bikers on sidewalks	Bike & Pedestrian	Focus Group	Segment 6
Bike crossing Alameda along Potomac is confusing since bike lane ends before intersection	Bike & Pedestrian	Focus Group	Segment 6
Crossing at highline/expo park is fairly high use	Bike & Pedestrian	Focus Group	Segment 6
Route 3 in this part of Aurora not heavily used	Transit	Focus Group	Segment 6
East of Havana may not have the density to support BRT	Transit	Focus Group	Segment 6
Lack of crossings on Alameda also forces bus riders to cross unsafely	Transit	Focus Group	Segment 6
RTD Park & Ride at Havana/Alameda, safety of leaving cars is a concern	Transit	Focus Group	Segment 6
City has spent a lot of money on landscaping and may not want to reallocate that space	Culture & Character	Focus Group	Segment 6
Could median space be reallocated to the space between sidewalks and cars	Culture & Character	Focus Group	Segment 6
Could we underground the primary Xcel lines along south side of Alameda? Would be nice for placemaking.	Culture & Character	Focus Group	Segment 6
Too many access points near the mall.	Culture & Character	Focus Group	Segment 6

Appendix C. Online Comments

Comments	Category	Comment Type	Segment
Pedestrian crossing, better traffic flow, and less street racing on the straightaway. (Alameda Avenue & Allison Parkway)	Bike & Pedestrian	Online	Segment 1
I've had several close calls with motorists walking and biking from north of Alameda into Belmar. Improving the signal timing for crossing Alameda at Teller / Vance / Saulsbury to improve Bike/Ped safety	Bike & Pedestrian	Online	Segment 1
Vance Street is a high speed 5-lane STROAD in the middle of what should be a calm live, work, play, shop, dine city center. It is very dangerous to cross Vance anywhere between Alameda and Ohio Street.	Bike & Pedestrian	Online	Segment 1
I avoid this intersection like the plague. (Alameda Avenue & Wadsworth Boulevard) With as many as 7 lanes in both directions on both Alameda and on Wadsworth in addition to the high speed slip lanes make this an extremely dangerous intersection for all road users, but especially for cyclists and pedestrians.	Bike & Pedestrian	Online	Segment 1
This is another dangerous crossing of both Alameda or Teller because turning vehicles will not yield to people in crosswalk during walk phase.	Bike & Pedestrian	Online	Segment 1
Crossing Alameda or Pierce as a pedestrian or cyclists is always a problem at this intersection. Drivers rarely yield to people in the crosswalk with the walk signal. Ban red turn on red and make motorists wait for a left turn arrow when walk light is on. End the flashing yellow for left turns as this is a proven hazard to people in the crosswalk with the walk signal.	Bike & Pedestrian	Online	Segment 1
Depew St is our preferred street for crossing Alameda. The Walk signal is long enough for pedestrians and cyclists to cross. But it is an extremely long wait after pressing the beg button. And cars always run the red light after getting the walk signal. Also, turning vehicles don't yield to people in the crosswalk with the walk signal. This crossing needs a pedestrian lead timing or an all red phase for cars when pedestrians have the walk signal. Right turn on red needs to be banned.	Bike & Pedestrian	Online	Segment 1
Alameda is comically wide here, (Alameda Avenue & Pierce Street) with lanes that are wider than those on a highway. Unsurprisingly, people drive like it's a highway. Great opportunity for a BRT lane, light rail corridor, or protected bike lanes. The "bike paths" on the sides of the road are not useable as such, since they have dozens of curb cut crossings and are more sidewalk than anything.	Bike & Pedestrian	Online	Segment 1
Huge amounts of asphalt bring great culture and character to Belmar!	Culture & Character	Online	Segment 1

Comments	Category	Comment Type	Segment
I forgot about the shopping opportunities at Belmar and Lakewood Common. I just don't make it out here as often. I suppose the W Line to the Wadsworth bus might be an OK option.	Culture & Character	Online	Segment 1
Alameda is so wide from Wadsworth to Sheridan... Could it be restripped and paved to have dedicated bike paths along both sides? What if we reduce the car lanes down to two and add a paved road on the outsides that is way slower and only accessible via the already-existing stop light intersections? I understand that the map shows "bikes paths" already along this stretch of road, but it remains hard to cross and scary that cars are driving so fast next to the "bike paths."	General Ideas	Online	Segment 1
Please make a light rail line that goes from Lakewood to Downtown along or nearby the Alameda corridor.	Transit	Online	Segment 1
Better/more frequent connection to Wadsworth RTD station	Transit	Online	Segment 1
Going northbound on Pierce, this is a dangerous left turn onto Wadsworth - a hill obstructs your view of oncoming traffic.	Travel & Safety	Online	Segment 1
I'd love to see an underpass or other method of crossing Alameda to continue along Weir Gulch.	Access/Connectivity	Online	Segment 2
There are usable sidewalks west of Sheridan. Not the greatest bikeway, but still -- usable. Why is there a gap east of Sheridan between these multi-use sidewalks and Weir Gulch Trail? Short gaps like this are even more frustrating than a lack of infra, please close this gap.	Access/Connectivity	Online	Segment 2
Accessibility and safety are primary concerns for Alameda as well as road improvement.	Access/Connectivity	Online	Segment 2
This park is so amazing! (Johnson-Habitat Park near Alameda Avenue & I-25) Unfortunately, accessing it from the east side on bike is harrowing, given current sketchy sidewalks and bike infra. Also - maybe some better signage from Alameda to let folks know this park exists?! And better bus service along alameda to improve access	Access/Connectivity	Online	Segment 2
Wider sidewalks and protected bus stops/ bus pull offs. (Alameda Avenue & Clay Street) Protected crosswalks (like the stretch of Alameda in Lakewood)	Access/Connectivity	Online	Segment 2
It is scary to drive along Alameda between Federal and Sante Fe due to narrow lanes and potholes. With the amount of cars that need this for access the road should be wider. There should also be more trees along the street; it is such a dramatic difference to continue driving East and see how Alameda looks through Wash Park. And if it is scary to drive along Alameda here, it is even scarier to walk.	Access/Connectivity	Online	Segment 2
A through road between Lipan and Jason St. should be created. Wider sidewalks as well. It is very difficult to walk from the	Access/Connectivity	Online	Segment 2

Comments	Category	Comment Type	Segment
Athmar Park neighborhood to the Johnson Habitat Park- that playground gets limited use because there is limited access.			
Safe connection across Alameda at Weir Gulch	Access/Connectivity	Online	Segment 2
An off-grade crossing for Weir Gulch would be a game changer here.	Access/Connectivity	Online	Segment 2
Underpass needed. (Alameda Avenue & Xavier Street, near Weir Gulch Trail)	Bike & Pedestrian	Online	Segment 2
getting to this on ramp South Platte Trail is so difficult and and dangerous to reach from Alameda Bikes need to have a safe route over trains, Kalamath and Santa Fe. I hate riding my bike in the area	Bike & Pedestrian	Online	Segment 2
The protected/separated bike path through this area is good, though often filled with trash and broken glass. (near I-25 underpass) Then you reach this intersection @ Kalamath, which has a tiny curb cut (often covered in cabbage), and insufficient signaling for bikes to cross in order to access the Platte River trail or westside). With the improvements coming to the platte river access at alameda, it would be a shame to have the street level access still in shambles	Bike & Pedestrian	Online	Segment 2
Traffic speeds on this portion of Alameda (Alameda Avenue & Xavier St) are terrifyingly fast as cars gain speed approaching this downhill section from both east and west. If we can't have an underpass, which was tried many years ago but was unusable because of muddy overflow from Weir Gulch, then we need some form of traffic calming to slow the motor vehicles down.	Bike & Pedestrian	Online	Segment 2
Please make sidewalks useable and add a bicycle lane!!! (Alameda Avenue & Zuni Street)	Bike & Pedestrian	Online	Segment 2
There should be a protected bike lane, since this is a major road that bike commuters could use (Alameda Avenue & Utica Street)	Bike & Pedestrian	Online	Segment 2
As a cyclist and pedestrian, this intersection is terrible, especially between Federal and Broadway. Please make it safer!	Bike & Pedestrian	Online	Segment 2
There is no sidewalk or way for wheelchairs to cross the train tracks on either side of Alameda. (Alameda Avenue & Navajo Street)	Bike & Pedestrian	Online	Segment 2
It would be great if it was actually safe to bike or walk on Alameda from Lipan St to Broadway. It is dicey to bike across with traffic. It is scary to bike on the underpass due to drug users and people experiencing homelessness. I would love to see an actual safe bike/pedestrian path on Alameda.	Bike & Pedestrian	Online	Segment 2

Comments	Category	Comment Type	Segment
Biking around this area - between Lipan and Broadway is extremely dangerous. Too much traffic, homeless and bad paths to take. It is scary.	Bike & Pedestrian	Online	Segment 2
Alameda - what an incredible opportunity for improvement! First and foremost - let's decommission this as a State highway. CDOT is the biggest barrier to ever making this critical east/west connection comfortable for anyone not in a car. Sorry CDOT, if you ever made any decisions that prioritized bikes/pedestrians/mobility impaired folks, we wouldn't be having this conversation. Second: We should remove the center turn lane, put in medians (maybe planted with some drought-resilient vegetation....pretty please?), and put in detached sidewalks on both sides. I understand this will never be the *ideal* bike route (and agree with prioritizing Virginia and other lower-stress routes as bikeways), but the pedestrian experience has to improve. We NEED street trees to increase safety and comfort for those walking (not to mention all the environmental benefits). There would be incredible auxiliary benefits for Alameda businesses as well. THIRD: Prioritize this corridor for pedestrian-scale, mixed-use development. There are too many curb cuts, large parking lots, and the urban form is auto-oriented. I'm running out of steam but thank you so much for engaging us around the future of this important corridor that has so much potential.	Bike & Pedestrian	Online	Segment 2
dangerous intersection to drive in - I can't imagine how bike and pedestrians feel. (Alameda Avenue & Sheridan Boulevard)	Bike & Pedestrian	Online	Segment 2
Sidewalks in bad shape (near Alameda Avenue & Tejon Street)	Bike & Pedestrian	Online	Segment 2
there is a decent pedestrian crossing here in the median, but getting to it is dangerous crossing the street on both sides of the pedestrian island. Please put a crosswalk or flashing signal to improve access into and out of Barnum for the Westwood Park (Alameda Avenue & Osceola Street)	Bike & Pedestrian	Online	Segment 2
it is absolutely terrifying to cross the street here. (Alameda Avenue & Xavier Street) Please improve safety for pedestrians who recreate in the Ruth Dreiling Park that want to extend their cardio route across alameda to Weir Gulch in Westwood. It is the PERFECT location for a pedestrian underpass. Please consider implementing a subterranean egress for walkers, bikers and urban wildlife.	Bike & Pedestrian	Online	Segment 2
improve crossing with crosswalk into the four winds /quatro ventros park (Alameda Avenue & Osceola Street)	Bike & Pedestrian	Online	Segment 2
Local businesses need streets where local residents can walk and bike safely. If this street continues to prioritize driving it hurts local business and local residents for the benefit of people driving through.	Bike & Pedestrian	Online	Segment 2

Comments	Category	Comment Type	Segment
My girlfriend quit her job because it was locating to Alameda near S. Pecos Her and many of the workers at the Women's Bean Project do not have cars and therefore have to take busses or trains to get to work. It is so dangerous and so unfriendly to pedestrians anywhere between the Alameda station and literally anywhere west of that. Also would recommend a pedestrian-only bridge to cross the Platt from the Alameda station because having to walk up to Alameda and cross that bridge, especially in the winter or wet weather, is the epitome of Car Hell.	Bike & Pedestrian	Online	Segment 2
Need to have the lights better for pedestrians with the schools right here not much time for crossing and a left turn light from N. Tejon onto Alameda going west would improve this area.	Bike & Pedestrian	Online	Segment 2
This intersection is a death trap. (Alameda Avenue & Federal Boulevard) T0o many turn lanes, too many cars moving at high speeds. Federal requires a complete overall. I would go this area more often if it wasn't so deadly. It's really a problem for local businesses.	Bike & Pedestrian	Online	Segment 2
The sidewalk is terribly dangerous here. (near Alameda Avenue & I-25) Please provide protection from people driving vehicles.	Bike & Pedestrian	Online	Segment 2
Would love better bike and pedestrian mobility and safety as this portion of alameda is race track (near I-25 underpass)	Bike & Pedestrian	Online	Segment 2
this is such a pitiful sad road between santa fe and federal. this is such a vibrant neighborhood but this street does not do it justice. We need less cars more sidewalks and trees. please more trees! show the asian and hispanic cultures that this neighborhood represents	Culture & Character	Online	Segment 2
There is often a lot of trash collecting under the train tracks. (near Alameda Avenue & I-25) It would be great to have more trash cans available at either end, or if there is a way to have low-obstruction trash cans along the path.	Culture & Character	Online	Segment 2
Alameda is a horrible road to walk on. Would love to add amenities to make it feel more welcoming. (Alameda Avenue & Zuni Street)	Culture & Character	Online	Segment 2
Planter box medians in the middle turn lane with low growing native plants. (Alameda Avenue & Zuni Street) It will keep drivers from using the middle turn lane as a "fast lane". Keep it similar to what was done on Federal around the Highlands. Or Alameda in Lakewood.	Culture & Character	Online	Segment 2
would love to see this intersection (Alameda Avenue & Eliot Street) and the areas north and south of hear have more trees, medians, and culturally appropriate interventions to increase safety of this intersection.	Culture & Character	Online	Segment 2
I remember there being neat stores here. (Alameda Avenue & Federal Boulevard) I hardly make it here any more because (1) it requires so many transfers from where I live now, and (2)	Culture & Character	Online	Segment 2

Comments	Category	Comment Type	Segment
once I get here, I have to deal with the huge intersection of Alameda & Federal that's just not pedestrian friendly.			
put a public garden near the Women's Bean Project and new warren village housing complex (Alameda Avenue & Pecos Street)	Culture & Character	Online	Segment 2
Turn some of these unused lots into a community garden or park. (near Alameda Avenue & Yuma Street)	Culture & Character	Online	Segment 2
people from baker neighborhood avoid the platte trail. (near Alameda Avenue & I-25) it is so close and would be awesome to use to get so many places. But the access is death defying. I am terrified to ride my bike heading east or west between lipan and cherokee	Culture & Character	Online	Segment 2
Skatepark!!!	Culture & Character	Online	Segment 2
I think this is about the 5th time we as a community have been asked about Alameda and improvements around our neighborhoods over the past 5-6 years. What's the point in continual public engagement without action? Will this plan be added to the pile of ineffective effort? History points to yes.	General Ideas	Online	Segment 2
Get rid of the center lane (Alameda Avenue & Tejon Street) and turn it into a median (like they did on Federal) to direct the center traffic and maybe have space to add lanes. There needs to be more lanes and the streets need to be redone. Pot holes everywhere.	General Ideas	Online	Segment 2
Dedicated transit lanes would make transit service better and the reduction in general traffic lanes would make the environment much safer and pleasant for people on foot. Time to start PRIORITIZING people over car traffic. Don't let the traffic engineers prevent you from reducing lanes with their scare tactics about traffic congestion. Traffic engineers are WRONG. When we reduce space for cars, fewer people drive and more people are able to walk, bike and take transit. (Alameda Avenue & Tejon Street)	Transit	Online	Segment 2
Left hand lane drop on Alameda at Knox. Lane drops ideally are always on the right to meet driver expectation and enhance safety.	Travel & Safety	Online	Segment 2
Strood on stroad violence. (Alameda Avenue & Federal Boulevard) Once I get to this location, some of the restaurants and shops here are great. Though, I will never cross in to another one of the other four corners because the cars are too fast, the crosswalks are too wide, and it just feels plain unsafe. So, for the most part, I don't go to this location anymore.	Travel & Safety	Online	Segment 2
Why do the bike lanes from Knox end before this intersection? This intersection is so huge that it could at least have SOME amount of affordance for dedicated bike travel? No? Just me?	Travel & Safety	Online	Segment 2

Comments	Category	Comment Type	Segment
The right turn lanes here (Alameda Avenue & Sheridan Boulevard) (and at other intersections on the corridor) seem to encourage drivers to move fast when turning, which can make it dangerous to cross the intersection as a pedestrian.	Travel & Safety	Online	Segment 2
Everyone who drives on Alameda from Federal to Kalamath know to not drive on the right hand lane because the excessive potholes and dips. After development, this road NEEDS to be maintained at the same rate of other high-traffic roads. It's maddening to see roads getting re-paved twice or three times around Wash Park or Cherry Creek before Alameda or Federal do even once.	Travel & Safety	Online	Segment 2
Better crossing needed for Weir Gulch. I bike from Cap Hill to Westwood & this is the WORST intersection on the entire route.	Travel & Safety	Online	Segment 2
Add another stop light along Federal between Alameda & 1st. It will make it safer for pedestrians to cross Federal to get to the bus stops, and slow down traffic where it gets super fast.	Travel & Safety	Online	Segment 2
Crossing Alameda to continue on Wier Gulch Trail is incredibly dangerous given car speeds at this area. Need an underpass or at minimum an actual crosswalk sign to stop traffic safely before crossing. And cut the tree on median as it blocks view of cars heading quickly downhill eastbound when standing in median when it has leaves.	Travel & Safety	Online	Segment 2
There is not a stop light between Alameda and 1st. An additional stop light or pedestrian light near Bayaud Ave would make it safer for pedestrians and drivers. I see people crossing there everyday. If you have to get to the bus stop on the other side of the road, you have to walk several blocks out of the way just to get around.	Travel & Safety	Online	Segment 2
Alameda between Santa Fe and Federal is unpleasant and unsafe to drive on due to uneven surfaces, potholes, and narrow lanes. At a minimum the road needs to be properly paved after years of neglect and deprioritization by CDOT.	Travel & Safety	Online	Segment 2
Please please repave this road. There are potholes everywhere and I don't think this road has gotten any attention in a decade or two. There are many stretches with multiple types of asphalt and it makes driving really inconsistent. (Alameda Avenue & Raritan St)	Travel & Safety	Online	Segment 2
The road is in need of major repair. (Alameda Avenue & Alcott Street)	Travel & Safety	Online	Segment 2
The concrete bus strip on the south side of Alameda from about Yuma east to Pecos has disintegrated. It's not just cracked, it has disintegrated, causing traffic congestion as drivers have to crawl along.	Travel & Safety	Online	Segment 2

Comments	Category	Comment Type	Segment
While lots of people walk/bike across this intersection (Alameda Avenue & Federal Boulevard), it has only been designed for cars. As a result, people die here trying to access transit and live their lives.	Travel & Safety	Online	Segment 2
Alameda is shit for driving, shit for walking, and shit for biking. It's a shit, terrifying, street. (Alameda Avenue & Pecos Street)	Travel & Safety	Online	Segment 2
From south of Broadway and westward, Alameda is in need of a dramatic redesign that de-prioritizes single vehicles and re-prioritizes public transit, safe walking and biking. If the city's traffic engineers refuse as typical, then it's time to fire all the engineers. We do not have to continue to accept the preventable deaths of residents of this city.	Travel & Safety	Online	Segment 2
From just south of Broadway and west, Alameda needs a massive overall in the form of a newly designed street that deprioritizes single vehicles, and re-prioritizes public transit and safe walking and rolling. If what you need to do to accomplish this is fire every single traffic engineer in the city of Denver, please do so. If any other profession contributed to so many unnecessary and preventable deaths, something would happen. It does not have to be this way. Europe has figured this out. Let's do this, Denver.	Travel & Safety	Online	Segment 2
There needs to be a connection from the light rail stop to the other side of the tracks by the Home Depot. An over or underpass would be perfect. (near Alameda Avenue & I-25)	Access/Connectivity	Online	Segment 3
Bike/pedestrian bridge across S. Platte & I-25 at Bayaud would be incredible & compliment Alameda corridor well. Big lift, but probably easier than a similar quality connection on Alameda directly.	Access/Connectivity	Online	Segment 3
prohibit right on red from either direction of both Cherokee and Alameda here; the sight lines are too short and there is too much rushed traffic	Access/Connectivity	Online	Segment 3
a ped/bike bridge connecting to Alameda Station to areas north of Alameda will help significantly with ped/bike safety issues at Cherokee; to work well, this bridge must have good access options; currently the right of way is reserved with access from Cedar, which will be very out of direction for many users; better to have direct access to the bridge from the sidewalk at the NW corner of Cherokee & Alameda; this will require a multi-use path at grade along the face of the apartment building	Access/Connectivity	Online	Segment 3

Comments	Category	Comment Type	Segment
I live near the corner of S. Corona and Alameda (South side). Cars frequently use our street to avoid the Downing-Alameda intersection and speed down our street, without regard for the many children who live on the 300 Block of S Corona. There is a "Right Turn Only" sign where S Corona intersects with Downing - it isn't clear whether this is meant to prohibit left turns onto Alameda. If the sign is meant to restrict left turns onto Alameda, it isn't working because people do all the time. Google maps also directs people to turn left as part of its navigation. I would ask that the city install barriers at the S. Corona - Downing intersection, or at the very least install a "No Left Turn" sign instead of a "Right Turn Only" sign at that intersection.	Access/Connectivity	Online	Segment 3
It's increasingly harder to even enter our section of Alameda (Alameda Avenue & Williams Street) during am and pm rush hour. Left turns going east bound are nearly impossible. The 30 mph speed limit is not enforced, making it very unsafe to cross or try to enter the flow of traffic.	Access/Connectivity	Online	Segment 3
More prominent crosswalk. (Alameda Avenue & Emerson Street) Longer delay between red light and cross walk, lots of accidents here with people trying to make the light	Access/Connectivity	Online	Segment 3
Making a legal left turn from Downing onto Alameda is nearly impossible. Usually have to run the light to make it happen. Very unsafe. Install modern traffic lights.	Access/Connectivity	Online	Segment 3
Please make left turns from Alameda onto Downing legal. We need to keep traffic on arterial roads. It's not legal to make a left turn from Alameda from Corona to Lafayette.	Access/Connectivity	Online	Segment 2
Crossing Alameda (Alameda Avenue & Pearl Street) here on foot is difficult because the button on the SW corner is always broken.	Access/Connectivity	Online	Segment 3
There are many buisnesses north of Alameda along Santa Fe and Kalamath that I would like to be able to reach without a car. It should be easy considering the proximately to light rail, but the infrastructure is terrible for bikes/peds.	Bike & Pedestrian	Online	Segment 3
Stop sign to allow people to cross! (Alameda Avenue & Franklin Street) There are Bus stops here and the street off Williams dead ends so a lot of people are exiting from this side!!!	Bike & Pedestrian	Online	Segment 3
I don't like this intersection as a pedestrian or cyclists. (Alameda Avenue & Knox Ct) There are several problems. First the bike lanes on Morrison Rd are unprotected or non-existent. Morrison Rd encourages too much through traffic at high speed. Knox Court has unprotected bike lanes in the door zone going North with high volumes of high speed traffic. Going south is envisioned to be a neighborhood bike way, but has too much traffic to be inviting to cyclists going South from this dangerous intersection	Bike & Pedestrian	Online	Segment 3

Comments	Category	Comment Type	Segment
Protected bike and pedestrian crossings over Santa Fe. Easier safer access to downtown for bikes and pedestrians (separated from car/truck traffic).	Bike & Pedestrian	Online	Segment 3
Would like better bicycle access in this direction. (Alameda Avenue & Sante Fe Drive) Have to ride on the sidewalk currently to get to Home Depot	Bike & Pedestrian	Online	Segment 3
Traffic lights need to mimic how the light is set-up on Marion/Virginia with the cross-walk lights. This is the north connection between wash park, cherry creek trail, and ultimately downtown. It carries a significant bike population and the new bike lanes have already made flow improvements.	Bike & Pedestrian	Online	Segment 3
The yellow crosswalk sign is not effective. (Alameda Avenue & Steele Street) A lighted/blinking sign for pedestrians is needed, otherwise impossible to use due to high speeds and size of road.	Bike & Pedestrian	Online	Segment 3
There is a "crosswalk" here already, (Alameda Avenue & Logan Street) but cars never stop and as a pedestrian it is very difficult to see oncoming traffic. It would be ideal to have a crosswalk with the flashing yellow lights activated by a pedestrian.	Bike & Pedestrian	Online	Segment 2
There are some great local restaurants along this stretch of Alameda, (Alameda Avenue & Logan Street) but they feel dangerous to walk to from our house which is super close because sidewalks are narrow and lack protection from the traffic often going 40 mph. Need sidewalk improvements/protection and traffic calming	Bike & Pedestrian	Online	Segment 3
The sidewalk on south side of Alameda, just east of Lincoln, is extremely narrow and immediately next to the road. Given that cars are often traveling 40 mph here (yes), it feels very unsafe walking here, especially at night or in bad weather. Need bollards maybe, or other protection for pedestrians	Bike & Pedestrian	Online	Segment 3
Better pedestrian crossing needed here (Alameda Avenue & Lincoln Street)	Bike & Pedestrian	Online	Segment 3
Many pedestrians cross here and it's dangerous. (Alameda Avenue & Downing Street) I would love to see a crosswalk button pedestrians can push to stop traffic!	Bike & Pedestrian	Online	Segment 3
I live nearby (245 S Washington St) and we frequently try to cross here and it feels unsafe. We cross ~5 times per week - to take my daughter to school (Steele) and to walk our dog to wash park.	Bike & Pedestrian	Online	Segment 3
Please add a flashing light crosswalk at the corner of Downing and Cedar, allowing students from Steele and DSST-Cedar to more safely cross this street (similar to the recent add at Logan and Cedar)	Bike & Pedestrian	Online	Segment 3
Make the pedestrian island more obvious and add some concrete for safety. (near Alameda Avenue & Lincoln Street)	Bike & Pedestrian	Online	Segment 3

Comments	Category	Comment Type	Segment
There's no sidewalk on the country club side... but there's a bus stop. (Alameda Avenue & Gaylord Street) It's a muddy mess in the spring and winter. We need trees planted to provide shade for pedestrians.	Bike & Pedestrian	Online	Segment 3
We need a pedestrian lead on this stoplight. (Alameda Avenue & Downing Street) So many bikers and peds that the cars turning left from Bayaud cannot get across, putting bikers and peds at risk for those running the light.	Bike & Pedestrian	Online	Segment 2
Remove a lane of parking to provide a real bike lane. (near Alameda Avenue & Bayaud Avenue) Too much traffic on this street makes biking here dangerous.	Bike & Pedestrian	Online	Segment 3
Please fix this intersection. (Alameda Avenue & Downing Street) We are almost hit as pedestrians once a week. The sidewalks are not ADA and dangerous. Give pedestrians a pedestrian lead.	Bike & Pedestrian	Online	Segment 3
Please make illegal left turns impossible. (Alameda Avenue & Marion Parkway) The illegal left turns puts cars driving straight into elementary children.	Bike & Pedestrian	Online	Segment 3
I often cross Alameda on foot on Pennsylvania St. It's not just challenging to get a break in traffic, but I also have to watch drivers facing the opposite direction to make sure they don't hit me when making a left turn onto Alameda. I imagine it's the same at other nearby intersections that don't have traffic lights.	Bike & Pedestrian	Online	Segment 3
I once waited multiple cycles here after pressing the pedestrian call button to cross the north leg. I don't know whether that crossing gets disabled when car traffic headed east gets backed up, or if it's always disabled. I think it's absurd that I have to cross three legs (over three light cycles) to get where I was going.	Bike & Pedestrian	Online	Segment 3
This underpass is terrifying to walk through. Very loud, closed-in, and appears to be falling apart (near I-25 underpass)	Bike & Pedestrian	Online	Segment 3
what can I even say? the north sidewalk has been closed for months and the south sidewalk isn't wide enough for two people walking to even pass each other, on top of that when it snows, it's the only section of the entire avenue that doesn't get sunlight, making it freeze and slush, turning it horribly unsafe to ride on. I live on Logan and Alameda and need to come this way for work. I take the lane on this absolute death trap to turn south on Lipan every day. I've been almost hit by impatient and distracted drivers more times than I can count. the construction here NEEDS to be finished, or people may get hurt or killed by drivers getting on or off I25. (near I-25 underpass)	Bike & Pedestrian	Online	Segment 3
This walk signal post was knocked over in a traffic accident and was put back up facing the wrong directions...(Alameda Avenue & Cherokee Street)	Bike & Pedestrian	Online	Segment 3

Comments	Category	Comment Type	Segment
Really need safer speeds and a safer crossing for students biking and walking. (near Alameda Avenue & Downing Street) This is a crossing for the school and it's incredible how irresponsibly people drive here during School Zone hours. They don't slow down to 20, that's for sure.	Bike & Pedestrian	Online	Segment 2
While the posted speed limit is 30 mph, many drivers go faster than that, especially once they hit Franklin going westbound where it splits into two lanes. That somehow translates into "time to speed up.!" Interestingly, the speed limit on Alameda east of University is 25 mph but there is way less pedestrian/bicycle traffic in that area. I live on the north side of Alameda. When I try to cross at Humboldt or Franklin, I often don't feel safe and feel the need to run across as a driver from either side seems to be speeding. I suggest a cross walk painted on the road and/or a button to push, similar to what they have on Logan near the library in Platte Park. As a car trying to make a left (eastbound) onto Alameda towards University, it can be extremely challenging at certain times of the day. Sometimes its due to the speeders, and sometimes it's volume. Sometimes its both. To turn left at a traffic light, one would need to drive all the way back to Downing Perhaps a 4-way stop or a traffic light between Downing and University would help this?	Bike & Pedestrian	Online	Segment 3
There needs to be more pedestrian safe areas to cross the street. It's near a school, it's near many parks and there are few crosswalks until university. And people fly down here to try to pass before the road narrows to one lane each day. (Alameda Avenue & Humbolt Street)	Bike & Pedestrian	Online	Segment 3
It feels unsafe walking from this intersection to the Alameda LRT Station at night. (The impulse and practice is to take the shortest distance, walking in a straighter line to the station, rather than take Alameda over the Cherokee and then down.) The way I have seen folks do it, and I do it, is to go through the Safeway parking lot, then take W. Dakota Avenue on the north side of the dollar store and a pipe manufacturer. The alternative is walking through the alleyway on the south side of Ace Hardware, which is worse but gets you right to the bus slips and station platform. This is probably outside the scope of this study, but please, Denver -- W. Dakota would benefit from some lighting in that stretch. It's all but pitch black.	Bike & Pedestrian	Online	Segment 3
the bike lane on Washington Street and Alameda Avenue shouldn't dead-end before the intersection	Bike & Pedestrian	Online	Segment 3
Why is there no sidewalk here? Pretty sure the adjacent property owners can afford to have built it. (near Alameda Avenue and Gaylord Street)	Bike & Pedestrian	Online	Segment 3

Comments	Category	Comment Type	Segment
This is one of the top 10 most dangerous crossings for people outside of vehicles in Denver. I have nearly been hit here (tires screeching) multiple times. Drivers heading east can't see pedestrians in the crosswalk and those drivers typically are going too fast to stop safely. (near I-25 underpass)	Bike & Pedestrian	Online	Segment 3
What if there was a ped/bike bridge over I25, Santa Fe, Kalamath, and the train tracks that connected the Platt trail to Alameda Station?	Bike & Pedestrian	Online	Segment 3
This whole stretch of Alameda is a nightmare for anyone outside of a car and it's heartbreaking that we treat people like this. If you don't have a car this dangerous, polluted, noisy hellscape is what you have to deal with. It's inhumane. (near I-25 underpass)	Bike & Pedestrian	Online	Segment 3
Wider sidewalks and/or dedicated bike lanes would be much appreciated here. (Alameda Avenue & Santa Fe Drive) As a pedestrian who took the bus frequently, I have nearly gotten run over by other bikers and have seen a fair share of people crossing (myself included) almost get hit by cars traveling down Alameda and people coming off the I-25 exit ramp.	Bike & Pedestrian	Online	Segment 2
Adding crosswalk signs to streets without lights. Having the ability to hit a button to stop traffic to cross safely. (Alameda Avenue & Logan Street)	Bike & Pedestrian	Online	Segment 3
Why did City eliminate an eastbound travel lane in this section? Vehicles turning right from Cherokee onto Eastbound Alameda are now forced into a fast moving traffic lane with limited visibility because of the hill to west. Unsafe condition and also feels like a wasted travel lane. If there is a traffic reason why the lane shouldn't exist here, at least turn the old travel lane into on-street parking some other use. Another option if that lane isn't needed would be to widen and enhance the new median in this section as a beautification project and adding ped refuge...	Bike & Pedestrian	Online	Segment 3
The school zone is too small and depending on if you look at the "school" paint on the road, the "end school zone" signs and "start school zone signs none are line up. (near Alameda Avenue & Franklin Street) Even worse, there is no crosswalks east of Steele elementary and Steele uses its back door for some grades. It's the shortest school zone I've ever seen and we have to run to cross the streets—cars accelerate in the am to get to speed btwn the small school zone and where lanes merge.	Bike & Pedestrian	Online	Segment 3
feels super unsafe walking from the train station up and across alameda. (Alameda Avenue & Cherokee Street)	Bike & Pedestrian	Online	Segment 3

Comments	Category	Comment Type	Segment
We live nearby and do rarely cross the intersection (Alameda Avenue & Logan Street) due to the business and lack of safety as a pedestrian. People drive very fast and turn right on reds regardless of who is in the crosswalk. You can see the effect by the amount of turnover for the business on the west side of Logan.	Bike & Pedestrian	Online	Segment 3
This intersection (Alameda Avenue & Logan Street) needs better crossings, fewer lanes, pedestrians prioritized. I live nearby and rarely go the businesses on this corner because it's unsafe to cross the street here.	Bike & Pedestrian	Online	Segment 3
cars park in the crosswalks (Alameda Avenue & Marion Street) and it creates a dangerous crossing situation. the lights should change on demand by pedestrians	Bike & Pedestrian	Online	Segment 3
Can you adjust this signal so that it recognizes people on bike trying to cross Alameda? (Alameda Avenue & Sherman Street)	Bike & Pedestrian	Online	Segment 3
Why does the city keep approving these apartments with NO ground floor retail?! This intersection needs street life. It needs retail. The new building going in on the corner MUST require a retail component on cherokee and alameda. It shocks me how behind denver is in this regard. Apts over retail!!!	Bike & Pedestrian	Online	Segment 2
University to Broadway	Bike & Pedestrian	Online	Segment 3
I would like to see some enforcement of traffic laws to reduce speeding and cars running red lights. (Alameda Avenue & Downing Street) It's completely out of control most of the time due to no enforcement.	Bike & Pedestrian	Online	Segment 3
This block between Broadway and Lincoln on Alameda feels like one of the most dangerous in the city. There is rarely police presence, open use of drugs, fighting, nudity, and trash everywhere. We would like to see this area become more beautiful- a cultural hot spot for the city.	Culture & Character	Online	Segment 3
Would love to see zoning and development encourage more restaurants, arts, and local shops over service stations, car washes, and the like to continue to improve walkability for residents in the area. (near Alameda Avenue & Downing Street) Possibly an unpopular opinion, but I think the limited turns and crossings between 25 and University are really helpful for traffic flow and controlling congestion as well as directing heavier traffic to the main arteries by making small neighborhood surface streets trickier to access. It's well done and keeps the neighborhoods and arteries seemingly safer and running smoother.	Culture & Character	Online	Segment 3

Comments	Category	Comment Type	Segment
This intersection with Alameda is a gateway into South Broadway which is a cultural corridor for the adjacent neighborhoods. The wide right of way for cars and the exposure that pedestrians face when crossing at this intersection feels unsafe and uncomfortable. Drivers making left and right turns coming off a state highway intersection the heavy pedestrian Broadway area and the infrastructure to support pedestrians here could better be supported. There is an incoming two-bike lane here as well. And I really appreciate the busway bulb out recently installed for the O line.	Culture & Character	Online	Segment 3
This is the entrance for many into wash park. We should celebrate such a beautiful area with some art for something (near Alameda Avenue & Downing Street)	Culture & Character	Online	Segment 3
Having moved to Denver recently, I have been most shocked / dismayed by the fact that our commercial corridors all prioritize cars over pedestrians and bikes. Broadway, Alameda...these are where the shops and restaurants are, but who wants to walk to or sit outside at these places when the streets are giant thoroughfares for cars. SHRINK the driving lanes, wider sidewalks, if people have to sit in traffic it will encourage them to choose alternative methods of transit. Be brave, be bold, Denver. Make this city suck less. (near Alameda Avenue & Downing Street)	Culture & Character	Online	Segment 3
This is the ugliest underpass! Replace and redo with murals. (near Alameda Avenue & Cherokee Street)	Culture & Character	Online	Segment 3
Road diet to reduce the number of lanes from 4 to 3. Convert the lost car lanes to sidewalks, outdoor dining space, vegetation, and other infrastructure that makes the streetscape safe and pleasant. (near Alameda Avenue & Pearl Street)	General Ideas	Online	Segment 2
City long use planning calling for significant ground level activation, retail, etc... in this location. The existing roadway will not support highly activated ground level facades with multiple building entries unless on-street parking or significant traffic slowing and ped improvements are implemented. Retail along Alameda is successful where there are curb cuts and immediately accessible surface parking. Buildings that do not have curb cuts or surface parking cannot expect to have successful activation without on-street parking. Land use planning needs to be better coordinated around the conditions presented by the available infrastructure. (near Alameda Avenue & Broadway)	General Ideas	Online	Segment 3

Comments	Category	Comment Type	Segment
The bit of Cherry Creek Trail along First is a long running problem, but there is a partial solution that involves Alameda. (near Alameda Avenue & High Street) A protected lane that, at a minimum, runs between Marion and University with GOOD access connections to both Marion and to Cherry Creek Trail on the University end. On the University side, an off-grade crossing for non-vehicle traffic would be gold.	General Ideas	Online	Segment 3
Please put up bollards so people will stop making illegal left turns at this intersection. The signs don't stop anyone. (Alameda Avenue & Corona Street)	General Ideas	Online	Segment 3
Adding in some measures like priority signaling or dedicated lanes that would allow busses to bypass the traffic that builds up at the underpass during rush hours would incentivize people to take the number 3/4 down this stretch of Alameda as well as help them stay on schedule. (Alameda Avenue & Sante Fe)	Transit	Online	Segment 3
This bus never seems to come here anymore. We desperately need a dependable east west transit option for this neighborhood. (near Alameda Avenue & Sherman Street)	Transit	Online	Segment 3
The Alameda light rail station should be closer to Alameda for easier bus transfers and better access from the north. Plus it's way too close to the Broadway Station.	Transit	Online	Segment 3
There is not enough transit service through this area. (near Alameda Avenue & University Boulevard)	Transit	Online	Segment 3
I would ride the 3 bus from Pearl St. to the Cherry Creek Mall area--or to connect with the University bus--but the 3 runs only hourly, so it's too inconvenient. West of Alameda it runs every half-hour. Could the half-hour service be extended at least to Colorado Boulevard?	Transit	Online	Segment 3
This bus stop could use more amenities, such as a shelter.	Transit	Online	Segment 2
The bus stop(s) on Downing are too close to the signalized Alameda intersection. When the buses are stopped, they usually cause a back up into the intersection.	Transit	Online	Segment 3
The E Line Schedule frequency was cut in half for construction from April-October of this year (every 30 instead of every 15 min.), however, it's November, the new schedule is out, and it looks like RTD has silently decided to make this schedule change permanent. A big disappointment for those of us who use this line daily. (near Alameda Avenue & Cherokee Street)	Transit	Online	Segment 3

Comments	Category	Comment Type	Segment
The connections to commercial/entertainment centers at Broadway and Alameda (and spread across the corridor) paired with the numerous intersecting bus and rail lines make this a great opportunity for transit improvements. I would love to see transit signal priority and bus lanes along the whole corridor - this is a natural extension of the transit network and it intersects numerous planned BRT corridors. This feels like such an unsafe road to cut through neighborhoods and pedestrian heavy areas - the transit improvements listed above would provide significant traffic calming while reducing vehicle miles traveled and improving the air quality. (near Alameda Avenue & Lincoln Street)	Transit	Online	Segment 3
Need to clean up the area from the river to Lincoln.....homeless and trash all over the place. (Alameda Avenue & Bannock Street)	Travel & Safety	Online	Segment 3
This underpass is like entering an enchanted world. (Alameda Avenue & I-25) A magical world of falling concrete, encampments and trash. It's an experience unlike any other travelling in Denver and needs to be memorialized for our failures as a community.	Travel & Safety	Online	Segment 3
Alameda could easily lose a couple traffic lanes here. (near Alameda Avenue & Ogden Street) No, we don't NEED them. Traffic engineers shouldn't be deciding the priorities of our city. People should be more important than cars.	Travel & Safety	Online	Segment 3
This underpass is so dark it feels completely unsafe to travel at night. It would benefit from improved lighting. (Alameda Avenue & I-25)	Travel & Safety	Online	Segment 3
Signals between Santa Fe northbound and Lipan are misconfigured and result in idling vehicles. Westbound, the first light turns green while the others are red, resulting in nowhere for traffic to move and the loss of traffic movement.	Travel & Safety	Online	Segment 3
Hi, we live close to Alameda and S. Corona Street and would love to have a pedestrian walk/light put in at that intersection as many kids on our block walk to School and there are always accidents at that cross section. It would also help tremendously to have a turn signal at Alameda and Downing to minimize people running the red light in order to turn. The sidewalks at Alameda and Downing are crumbling and it's not very pleasant to walk those streets everyday and have cars racing by and not paying attention to the no turn on red when children are present signs. We almost got hit by a woman who was turning at that intersection and didn't see us on the sidewalk.	Travel & Safety	Online	Segment 2
It is way too easy for drivers to speed on Alameda through Wash Park/West Wash Park. I've been honked at and flipped off several times for simply slowing down to 20 mph in the school zone when the lights are flashing and can't count how many	Travel & Safety	Online	Segment 3

Comments	Category	Comment Type	Segment
times I've seen a car go through a fence or hit a house after speeding through a red light or being hit by someone who did. Everyone already ignores the right eastbound lane of Alameda between S Emerson and S Humbolt in anticipation of that lane ending, so perhaps in place of that, a center island and/or raised crosswalks with pedestrian-activated lights (and more crosswalks than currently exist) could help control the speed of traffic.			
vehicles turning from EB Alameda onto SB Broadway often cross all lanes of Broadway to the McDonald's driveway; this is an extreme example of the problem of too many curb-cuts along arterials; crossing so many lanes to dash into a fast food driveway puts pedestrians and cyclists at risk because a car coming from the west side of Broadway can't easily see these vulnerable modes; to fix this i propose making it impossible to cross all Broadway lanes directly to this curbcut; even better would be to eliminate this curbcut so close to the intersection of two arterial streets	Travel & Safety	Online	Segment 3
Widen the street from Broadway to University, add turn lanes and make traffic flow better through here.	Travel & Safety	Online	Segment 3
I drive on Alameda daily and it is becoming a harder and harder to cross due to heavy traffic. Speed limit should also be monitored and a left turn red light at Downing and Alameda or near by could be helpful.	Travel & Safety	Online	Segment 3
Drivers run the red so frequently here, and the light changes so infrequently, that we avoid crossing Alameda, even though we live on this street. (near Alameda Avenue & Sherman Street)	Travel & Safety	Online	Segment 3
My children and I walk or bike to school through this intersection every day. (Alameda Avenue & Sherman Street). Almost every time, someone blows a red light. My children now know to wait at least 30 seconds to check all traffic has stopped before crossing, but this should be more pedestrian friendly.	Travel & Safety	Online	Segment 3
We use this intersection everyday to cross Alameda taking our son to school on bike or foot. Cars often make the left turn from Alameda onto Sherman very aggressively (not looking for pedestrians), or block the intersection & crosswalks during rush hour in their eagerness to get to the next traffic light.	Travel & Safety	Online	Segment 3
This intersection is not safe for drivers pedestrians or bikes. There Needs to be signalized left turn lanes on Alameda and Downing. stop this nonsense of not being able to turn left onto downing. How are people supposed to get anywhere? on even smaller streets?	Travel & Safety	Online	Segment 3
there should be dedicated right turn lane here (heading west on alameda fe to north santa fe) with a safe landing pad for pedestrians to try to cross this huge intersection.	Travel & Safety	Online	Segment 3

Comments	Category	Comment Type	Segment
there should be a dedicated right turn lane on to santa fe when traveling west on Alameda. a large amount of people use this underpass to turn north on santa fe. When some one blocks the right lane people get frustrated and drive like crazy. It also causes an unnecessary backup on alameda that backs up to past Broadway. This creates angry unsafe drivers.	Travel & Safety	Online	Segment 3
My neighbors and I cross 6+ kids here to school everyday and it is extremely dangerous! At least 3-5 cars a week run the red light at Pearl St and Alameda and daily large trucks are going over the speed limit and hopping over the narrow curbs. We need red light cameras and blinking crossing lights for a start.	Travel & Safety	Online	Segment 3
Need some sort of traffic calming infrastructure and signage here to slow drivers coming off I-25 and create the feel of a residential urban neighborhood, not a highway for thru-traffic. Consider adding speed cameras here to slow cars down. (near Alameda Avenue & Cherokee Street)	Travel & Safety	Online	Segment 3
Needs better lighting on this sidewalk, on both sides of the road but especially on the east side. (near Alameda Avenue & Cherokee Street)	Travel & Safety	Online	Segment 3
This needs a crosswalk, as a very large number of people jaywalk across this street to go to/from the grocery store, and it's inevitable that someone will be hit by a car here. There should be a crosswalk between the main entrance to the apartment building and the sidewalk of the Safeway grocery store/OfficeMax.	Travel & Safety	Online	Segment 3
Remember that trail derailment that cause a bridge collapse over I-25 down in Pueblo? This is what I picture happening to this bridge every time I bike or drive through this underpass. It's truly terrifying. Please fix all the things here.	Travel & Safety	Online	Segment 3
This intersection has outgrown its infrastructure. Crossing in any method is dangerous and creates traffic build up (near Alameda Avenue & Logan Street)	Travel & Safety	Online	Segment 3
PLEASE add a protected turn signal from Logan turning onto Alameda (both ways). This intersection is SO dangerous for pedestrians, bicyclists and cars. Cars don't have the opportunity to turn left with a signal, so multiple cars run the light to be able to turn.	Travel & Safety	Online	Segment 3
we need a HAWK signal here for pedestrians to be able to safely cross to get to the park and steele elementary (near Alameda Avenue & Franklin Street)	Travel & Safety	Online	Segment 3
Please extend the Steele Elementary school zone a half block, so it goes past the Alameda/Downing intersection. People go 50+ miles an hour, making it dangerous for our kids to cross the street walking to/from school.	Travel & Safety	Online	Segment 3

Comments	Category	Comment Type	Segment
This intersection is busier than Alameda and Downing! We have limited sight lines and need a 4 way stop before someone is killed.	Travel & Safety	Online	Segment 3
Left turn signals on Logan at Alameda would be nice. Traffic on Logan is fast, and it's often hard to see around cars going the opposite direction that are also trying to make a left onto Alameda.	Travel & Safety	Online	Segment 3
I believe DOT is already working on a plan for Alameda and Franklin, but I have had 3 multi car accidents in 3 years resulting in vehicles landing on my property. We can talk about all kinds of strategy here but the bottom line is cars on Alameda are driving too fast in both directions. I believe the best way to handle would be stop lights. As much as I want Alameda to remain practical for drivers to and from work, I believe that safety is a higher priority. If the DOT were to decide on crosswalks instead, I fear that a pedestrian will be hit rather than this solving the problem. Simply put, people are not paying attention and driving too fast. My 2 cents.	Travel & Safety	Online	Segment 3
Create separation between pedestrians and vehicles somehow at Marion & Alameda, e.g., an over- or underpass for pedestrians and bikes. This has to be one of Denver's most trafficked pedestrian crossings in the city - people, students, dog walkers, bikers, scooters, etc. Have seen multiple people on bikes/scooters get hit by cars here (and, vice versa...). Huge opportunity to do something creative and effective with Marion Pkwy (plenty of public space)	Travel & Safety	Online	Segment 3
The sidewalk along Alameda is hard to walk especially in the morning when you are trying to walk the kids to Steele Elementary school. The sidewalk is too narrow and the car is driving too fast often time splashing water/snow to the pedestrian on the sidewalk. Turning left or right also difficult since the car is driving too fast on Alameda and you may get hit from on going car while waiting to turn. Reducing the traffic speed or reducing the traffic lane might help improve the safety concerns.	Travel & Safety	Online	Segment 3
A driver recently crashed into the coffeeshop on the corner here. Car traffic definitely needs to be slowed, and maybe even hard bollards/bumpouts installed to protect pedestrians (Alameda Avenue & Logan Street)	Travel & Safety	Online	Segment 3
Narrow lanes are actually working here. This is one spot on Alameda where cars drive at or under the Speed Limit. (near Alameda Avenue & University Boulevard)	Travel & Safety	Online	Segment 3

Comments	Category	Comment Type	Segment
Please reduce speed and install permanent speed monitors. So many kids who attend Steele Elementary walk this corridor and drivers are distracted, speeding and running lights	Travel & Safety	Online	Segment 3
Alameda desperately needs a lane reconfiguration between Logan and Downing, reducing the number of lanes and speed. I live at SE corner of S Ogden and Alameda, my property has been struck 3 times and my CHILD was hit in Sept 2023. PLEASE HELP RESIDENTS KEEP THE KIDS HERE SAFE!	Travel & Safety	Online	Segment 3
The left hand turn onto S Kalamath is dangerous once the left hand turn signal goes to flashing yellow. Crossing 3 lanes of traffic who are speeding to make the lights can be hair raising. The left turn should be long enough to allow all cars Q'd for the left turn to make the turn.	Travel & Safety	Online	Segment 3
As a pedestrian trying to cross at Humboldt or Franklin, I often don't feel safe and feel the need to run across as a driver from either side seems to be speeding. I suggest a cross walk painted on the road and/or a button to push, similar to what they have on Logan near the library in Platte Park. As a car trying to make a left (eastbound) onto Alameda towards University, it can be extremely challenging at certain times of the day. Sometimes its due to the speeders, and sometimes it's volume. Sometimes its both. To turn left at a traffic light, one would need to drive all the way back to Downing since no left turn is allowed at Marion (which I am in no way suggesting there should be). I don't know if 4-way stop or a traffic light between Downing and University would help this.	Travel & Safety	Online	Segment 3
Very narrow area of road, if the person in the left lane is hugging the right lane or crosses lanes, there is nowhere to go. Too narrow. (near Alameda Avenue & Logan Street)	Travel & Safety	Online	Segment 3
Decaying I-25 underpass. Renovation needed. Expand pedestrian path. Path should be wide enough for both bikes and pedestrians to use safely. More space between car lanes and path. Not inviting to use as a pedestrian or biker.	Travel & Safety	Online	Segment 3
An off-grade ped/roll crossing of University here would be an absolute game changer.	Travel & Safety	Online	Segment 3
this pedestiran / bike pass is not useable 90% of the time. So much trash / homeless people laying down. I feel unsafe getting off my bike to go around trash and crazy homeless people. (near I-25 underpass)	Travel & Safety	Online	Segment 3
The situation in the alley between Bannock and Broadway is very dangerous; lots of open-air drug, homeless people and break-ins. We need more lighting in the alley and more policing.	Travel & Safety	Online	Segment 3

Comments	Category	Comment Type	Segment
I am worried about my son every day when he goes to school here. We almost didn't attend Steele because of it's location on Alameda, which is the worst street in this part of the City. Please make it safer for kids walking / biking and de-prioritize cars. People can drive on other roads.	Travel & Safety	Online	Segment 3
I live just up Bannock here and feel unsafe walking with my child because of the condition of this intersection and the area behind 7-11.	Travel & Safety	Online	Segment 3
i would love to bike from my house in Baker to the bike path with my 5 year old but cannot because this area is so unsafe. Please fix it. (near Alameda Avenue & Cherokee Street)	Travel & Safety	Online	Segment 3
There is no good way to cross the street here, unless you walk to Logan and cross a dangerous intersection and survive if you are lucky, or walk to Sherman and wait forever because the light is super slow to change. This area has a lot of pedestrians and kids on bikes.	Travel & Safety	Online	Segment 3
people park in the cross walks and the light prioritizes cars. It should change on demand for pedestrians (near Alameda Avenue & Sherman Street)	Travel & Safety	Online	Segment 3
Thank you for giving this section a road diet. Can we do more of this? (near Alameda Avenue & Cherokee Street)	Travel & Safety	Online	Segment 3
Drivers heading west on Alameda, turning north onto to Santa Fe bust around this corner. My kids and I ride our bikes to Valverde Park and it is absolutely terrifying. Drivers don't even slow down after swerving to miss us.	Travel & Safety	Online	Segment 3
There's a steep slope here that pours rocks down onto the already skinny sidewalk when it rains. I came through here behind a person using a wheelchair and they couldn't get through and didn't have enough room to turn around. This condition of this section is inhumane. (near I-25 underpass)	Travel & Safety	Online	Segment 3
The concrete walls on either side of Alameda Ave. between Cherokee street and Sant Fe Drive are in terrible condition- crumbling and structurally deificient.	Travel & Safety	Online	Segment 3
Alameda would be a great East/West thruhway. As it is now you have to jog around Cherry Creek. If there is ever an opportunity to make this a direct travel that would be so helpful!	Access/Connectivity	Online	Segment 4
This left turn lane on University is a mess in morning rushhour as commuters avoid I-25 S traffic. Cars trying to turn onto Cherry Creek S Dr back up to the light at Cherry Creek N Dr, blocking traffic in a straight lane.	Access/Connectivity	Online	Segment 4
A ped/roll bridge over the creek here! (near Cherry Creek North Drive and Alameda Avenue)	Access/Connectivity	Online	Segment 4

Comments	Category	Comment Type	Segment
Here is a potentially lovely intersection where this bridge could be far more pedestrian friendly and inviting, connecting Cherry Creek east and all the folks now living in that whole quadrant to all the great stuff on the SE side of the creek at Cherry Creek Drive N and S. But the bridge is ugly and scary both walking over it and under it. Feels like pedestrians are not really considered at all, only fast-moving cars.	Bike & Pedestrian	Online	Segment 4
There are now thousands of people of all ages-- but especially many older but mobile people-- living in the rapidly-expanding residential area on the West side of Colorado Boulevard. Right across Colorado are everything a person could want, from a gym... to grocery shopping... to a Starbuck's, a bank, fast food, a drugstore, and more. Plus, a park that is almost never used by anybody- DC Burns park-- that could be beautiful, with a playground, more benches facing inward, trees, paths (a respite, in addition to nearby Pulaski Park, for neighborhood residents who live just across the streets on the N. and W). The intersection at Colorado and Alameda is ugly, dangerous, intimidating for disabled and elderly folks, and hard to cross without constantly checking for drivers not paying attention. Once on the other side, there are no barriers along Colorado or Alameda to make the walk on the sidewalk pleasant. The concrete is cracked, there's no landscaping or even planters to separate pedestrians from heavy traffic. If you want to benefit from living near all the walkable commerce, you've got to take your life in your hands, then on the other side negotiate the sidewalk right next to traffic (on Alameda) or the horrible asphalt expanse of the Walgreen/Target/Wells Fargo parking lots. What a shameful waste, to have such a potentially environmentally-and-pedestrian-friendly situation, with now thousands of residents within walking distance of commerce, and to leave it so awful and ugly for pedestrians. If anybody is addressing improving this intersection and the walkability of the Cherry Creek East-Target-Walgreens-Starbuck's route, I'd love to participate.	Bike & Pedestrian	Online	Segment 4
Apply consistent shared-use path treatment (as to the east between Fairfax and Fairmount Drive) throughout corridor but especially Fairfax to Cherry Creek Drive/Trail)	Bike & Pedestrian	Online	Segment 4
Difficult pedestrian crossing north to south anywhere along here. (Alameda Avenue & Cherry Street)	Bike & Pedestrian	Online	Segment 4
Pedestrians crossing here, in any direction, are risking their lives. (Alameda Avenue & Leetsdale Drive)	Bike & Pedestrian	Online	Segment 4

Comments	Category	Comment Type	Segment
We have trails connecting to Alameda, but once on Alameda it would be great to be able to safely commute to places along the street to get to business, food, shops etc. It would be great to connect from Alameda & Chambers to Alameda * Colorado Blvd. to be bike friendly.	Bike & Pedestrian	Online	Segment 4
This is another big bike and pedestrian crossing that connects Crestmoor park with GW HS and the Cherry Creek bike path.	Bike & Pedestrian	Online	Segment 4
This is my primary crossing to get to the Cherry Creek bike path	Bike & Pedestrian	Online	Segment 4
Dangerous for pedestrians to cross (Alameda Avenue and Forest Street, near Leetsdale Drive)	Bike & Pedestrian	Online	Segment 4
This bit between Colorado and Leetsdale has the potential to be a major neighborhood hub for walk, roll, transit, shopping/commerce, the park, and residential. Yet it's just lane after lane of very high speed traffic with a gnarly (not in the good way) bus stop. Why is this section so dramatically different in aesthetic and temperment from nearby Cherry Creek neighborhood? This is a place people should *want* to be, even a world class plaza! Yet it's just...terrifying, and for reasons that have entirely to do with traffic and atmosphere, the boogeymen of crime or trashiness are not a major issue here yet I still stay far away from what should be a top destination.	General Ideas	Online	Segment 4
A central transfer point for transit routes should be built in the Cherry Creek area to allow riders to connect between all routes traveling within ~0.5 mile of this area (such as along Alameda, University, Colorado, and the 169L).	Transit	Online	Segment 4
A transit hub with better amenities at Colorado Blvd and Alameda would tie together the planned BRT on Alameda, Leetsdale/Speer and Colorado Blvd.	Transit	Online	Segment 4
Dedicated transit lanes! (Alameda Avenue & Dahlia Street)	Transit	Online	Segment 4
Light rail (near Alameda Avenue & Monaco Street)	Transit	Online	Segment 4
the 3 line needs to become a rapid transit bus. There are too many cars in cherry creek north. But no other way to get there (near Cherry Creek Mall and 1st Street)	Transit	Online	Segment 4
Cherry creek could be an amazing transit hub connecting rapid transit (ideally street running with dedicated lane light rail similar to Houston, but BRT is fine I guess) on Alameda, Speer/Leetsdale, and Colorado. This would connect to all corners of the metro and feed into the existing rail network.	Transit	Online	Segment 4

Comments	Category	Comment Type	Segment
a light rail along alameda would be amazing, if not then an express bus that goes from University and Alameda to Alameda and Chambers in Aurora, to get people to Denver/Aurora/Lakewood faster	Transit	Online	Segment 4
Everytime I come through here it's so backed up and people confused about what lane to be in. I know a big part of the problem is Leetsdale, but the intersection could be so much better.	Travel & Safety	Online	Segment 4
Then entire stretch of Alameda needs to be prioritized for cars and quick travel. With increased density we need to increase the vehicle capacity of our entire system. Alameda is especially an important route for cars as it provides an alternate route to US-6 during peak traffic, provides an E/W route from Colorado Blvd to I-225 where no freeway option exists. Further the Triangle of Alameda-Colorado-Leetsdale is a brutal area of stoplights. Specifically for this area, a 500' diameter roundabout circling Burns park could be an innovative solution and something I often see in Europe. It could be elevated as to free up surface streets for local traffic and bikes/peds. It could also be buried but that sounds like the overly expensive option.	Travel & Safety	Online	Segment 4
Alameda is dangerous to cross (Alameda Avenue & Forest Street)	Travel & Safety	Online	Segment 4
Very high speeds here - lanes are way too wide and too far between traffic signals. Unsafe to cross or turn out from side streets. (Alameda & Elm Street)	Travel & Safety	Online	Segment 4
This intersection is always challenging going West to East. The right turn lane is undefined and opening up the lanes after crossing Colorado encourages drivers to use the right turn lane as a through lane instead.	Travel & Safety	Online	Segment 4
It always feels like a gamble here whether turning cars will see and yield to me as I walk from the 83 Ltd bus stop into the Target shopping center. (near Alameda Avenue & Colorado Boulevard)	Travel & Safety	Online	Segment 4
Too many vehicles are speeding. It is a regular route for motorcycles doing wheelies and cars drag racing! Such a beautiful area to walk but yet so unsafe. Do not make this a more travelled route. (near Alameda Avenue & Cherry Creek Drive)	Travel & Safety	Online	Segment 4
At the intersection of Alameda and Bayaud, drivers headed north towards Steele St round a blind curve. There is a crosswalk and stop light at Bayaud. Drivers have just 5 seconds after coming around the blind curve to notice the crosswalk, any cars turning east onto Bayaud across Alameda and the stoplight. There should be some sort of warning light in advance of the curve noting "stop light/ ped crosswalk ahead."	Travel & Safety	Online	Segment 4

Comments	Category	Comment Type	Segment
heading west on Alameda the left turn lane to turn south on colorado is way too short. It only lets a few (2-3) cars through each dedicated signal. The line if cars is usually 10 cars long in 2 lanes. This causes people to run the turn signal and jamb up the intersection. (Alameda Avenue & Colorado Boulevard)	Travel & Safety	Online	Segment 4
Going north on Colorado there should be a right turn only lane here. It would keep the traffic from backing up so much. We do not need 3 through lanes heading north up Colorado Boulevard)	Travel & Safety	Online	Segment 4
This segment of Alameda heading west from University is crazy narrow. As a driver you feel like you could hit the car going the opposite direction until Downing (roughly). A bike lane down that road would be terrifying (I personally would probably hop onto the sidewalk). In addition, I'm worried that transit (and transit stops, more importantly) would cause a bottleneck behind stopped buses particularly in sections that are one lane in each direction. Generally a narrow corridor with huge ROW hurdles if folks wanted to put bike lanes/shared use paths or transit amenities in this area.	Travel & Safety	Online	Segment 4
Steele has a bridge over the creek to the North, and a little neighborhood cut through to Exposition to the South. But crossing Alameda is a nightmare, a crosswalk with a pedestrian refuge would be better than nothing. A bike/ped light signal would be good, a raised intersection would be gold.	Travel & Safety	Online	Segment 4
Cars coming off Alameda and Ivy turn onto residential streets going incredibly fast, need to slow turns or divert	Travel & Safety	Online	Segment 4
Improve the crosswalk at Dayton with a pedestrian refuge, curb outs, and open a slot in the fence and build a proper connection to the levee trail. That might require coordinating with the Army Corps of Engineers (at least I think that's who has jurisdiction) but coordinating with government agencies is pretty par for the course in every project, no reason this one should be different. If we're worried about bikes on the levee, build a concrete bike route along the outside of the dam down closer to ground level and/or route bikes east around the golf course with a proper trail, not the sidewalk that regularly has debris from crashes on it and (I presume) the crashes themselves.	Access/Connectivity	Online	Segment 5

Comments	Category	Comment Type	Segment
There is no good reason not to have a connection to High Lane Canal Trail via Fairmount. The current narrow, uneven sidewalk is not a multi-use connection, and given how many driveways it crosses it is not even very good for run/walk or wheelchair use due to the high volumes of vehicle cross-traffic. Negotiate with the cemetery for a ROW on the west side of the street that can accommodate a proper multi-use trail from the Canal to Alameda. There are decent multi-use sidewalks north of Alameda here, and a buffered bike lane plus sidewalks on Valentia, but this ~600m stretch is borderline inaccessible for no good reason.	Access/Connectivity	Online	Segment 5
This area needs more pedestrian access. (Alameda Avenue & Fairmont Drive)	Bike & Pedestrian	Online	Segment 5
I would really like the city to For the area between Havana and Sable I would like the city to invest in improved infrastructure and beautification efforts followed by a long term maintenance plan to ensure that the corridor remains clean, well maintained, and visually appealing.	Culture & Character	Online	Segment 5
Prior to the morning rush, north south traffic on Monaco receives a green light for over 2.5 minutes with hardly any cars passing through. West East traffic on Alameda receives a green light for less than 5 seconds. A change in the light schedule would change the flow of east west traffic on Alameda drastically.	General Ideas	Online	Segment 5
Need the #3 to run earlier and later and more often during rush hour (near Alameda Avenue & Fairmont Drive)	Transit	Online	Segment 5
Improve safety. Improve public transit options. (Alameda Avenue & Fairmont Drive)	Transit	Online	Segment 5
We have had 3 serious accidents at this intersection with 5 fatalities. We really need the speed on Alameda to be reduced from 40/45 to 35 and for heavy speed enforcement in this area all the way to Havana.	Travel & Safety	Online	Segment 5
Cars fly in this segment between Fairmount and Havana. There have been a number of bad crashes along this section. There is a very dense neighborhood to the south. Traffic calming measures, including pedestrian crossings, could improve safety and improve access to the recreational spaces to the north.	Travel & Safety	Online	Segment 5
Connect Alameda to the Canal here with something more than a poorly maintained 4-foot sidewalk. Better, connect all the way down to the school which is just south of the Canal (in the shaded area on this map). (near Alameda Avenue & Dayton Street)	Travel & Safety	Online	Segment 5

Comments	Category	Comment Type	Segment
Alameda at this location is a speedway between Denver and Aurora county lines. We'd love to see camera captures of these wild drivers who threaten any who drive, bike, etc in this area.	Travel & Safety	Online	Segment 5
All the left turn lane lights have a very short time span to allow the vehicles turn left. This causes several cars to go through the red light. It also causes traffic jams.	Travel & Safety	Online	Segment 5
Alameda doesn't end here!!!! It ends at Buckley... How dare you forget about everyone else. (near Alameda Avenue & Sable Boulevard)	Access/Connectivity	Online	Segment 6
Traffic going West from the Lotus school makes a large amount of U-turns at Ironton and Alameda in order to go east. The line of traffic goes far beyond the school and accidents happen quite often. Any way of alleviating the congestion or adding another way for parents to go east would benefit the entire block.	Access/Connectivity	Online	Segment 6
Fast convenient transit up and down Alameda is needed. Note however that no transit can work in a vacuum, it needs to connect to other transit and it needs to have infrastructure along the way. And if it is a filthy smelly but expensive bus once an hour people will not take it.	Access/Connectivity	Online	Segment 6
This pin is in what is currently an unbuilt lot, I believe it is owned by an apartment company. Negotiate a walk/roll ROW from the Canal along one edge of the property north to Virginia, route bike/roll along Virginia west, put in a ped/roll crosswalk or underpass to move people across Havana. If we go the crosswalk route, use a bike light and include a center refuge. At that point Kaiser Permanente (the current client? owner?) of the properties north to Alameda is not built out anywhere close to Havana. Negotiate a wider ROW north along Havana and put a ped/roll bridge over Alameda, taking advantage of the fact that Alameda/Havana here is in a low spot in the terrain. This would be a good alternative to the north/east routing problem for the trail I mentioned in another pin, and would require much less juggling of busy side-streets and private property. This single intersection (Alameda and Havana) and its surrounding pedestrian-antagonistic sidestreets & driveways are the single reason that Expo/Utah Parks in Aurora and the Lowry area in Denver are not perceivably adjacent despite the fact that they are, in fact, physically adjacent to each other. Another, possibly cheaper alternative, is to utilize the planned underpass for the Canal at Havana and to simply widen the sidewalk from Exposition north to Alameda, with an improved crossing for Alameda in order to close this gap in Westerly Creek Trail.	Access/Connectivity	Online	Segment 6

Comments	Category	Comment Type	Segment
Close the gap in the Westerly Creek Trail here - we need a way to follow the trail over to Central Park, and right now the gap along Alameda/Havana is such a show stopper that many people do not even realize the trail segments are the same trail -- the creek is effectively contiguous, why isn't the trail? Some options may be: an off-grade pedestrian crossing of Havana at the Alameda Park-and-Ride, an off-grade crossing of Alameda at Expo Park (via Canal), cut through between Canal and Bayaud where the apartments butt up against the detached homes (a narrow public ROW), an off-grade ped crossing or signalized crossing at Bayaud, improved walk/roll crossing of Havana at 1st. Just something - anything! - to get through this massively sprawling cluster of parking lots and streets that are so risky to everyone (drivers included). There are crashes all along this stretch on the regular to the point that it is risky even to walk on the sidewalk, never mind trying to get through on a wheelchair, bike, or other mode.	Access/Connectivity	Online	Segment 6
Crossing 225 on Alameda as a biker or pedestrian feels extremely unsafe. With all kind of businesses on the other side of the highway, it would help for those of us who live close by to be able to get there without worrying about getting hit by a car.	Bike & Pedestrian	Online	Segment 6
I would love for route along Alameda Ave to be bike friendly. We have trails connecting to Alameda, but once on Alameda it would be great to be able to safely commute to places along the street to get to business, food, shops etc. It would be great to connect from Alameda & Chambers to Alameda * Colorado Blvd. to be bike friendly.	Bike & Pedestrian	Online	Segment 6
Pedestrian crossings here are inadequate. It does not feel safe to cross here with high speed traffic trying to access and exiting the highway. (near Alameda Avenue & I-225)	Bike & Pedestrian	Online	Segment 6
This area needs more pedestrian crossings. (Alameda Avenue & Moline Street)	Bike & Pedestrian	Online	Segment 6
Bike lane ends here and does not continue on the other side of Alameda. I would love to have a direct connection to the High line canal trail with out needing to transfer onto a narrow sidewalk (near Alameda Avenue & Potomac Street)	Bike & Pedestrian	Online	Segment 6
Change the laws to allow bicycles on the sidewalks. Yellow paint to designate bicycles, similar to the set up in Europe.	Bike & Pedestrian	Online	Segment 6
Public art (near Alameda Avenue & Havana Street)	Culture & Character	Online	Segment 6

Comments	Category	Comment Type	Segment
I would like to see the road expanded to be 3+ lanes on each side all the way down. As well as to make the area along the road more, including pedestrian walkways. I would also add more amenities along the road to replace all the vacant lots, such as a recreation center, parks with grass similar to City Park or Washington Park in Denver. Adding additional restaurants along the road mixed within the stretches of residential space to make the space more walkable. (near Alameda Avenue & Sable Boulevard)	Culture & Character	Online	Segment 6
In some ways, Alameda is a shopping street - connecting Aurora Town Center to the Glendale Target to Cherry Creek Mall to Broadway Marketplace to Little Saigon at Federal Blvd. (Too bad the what segment question below only allows choosing one answer - no "all of the above"!)	Culture & Character	Online	Segment 6
Move the fireworks to another location. There are safety issues in this neighborhood each year from vehicles double/trip parking in the street. If there is a need for emergency vehicles, it is impossible to access the location. (near Alameda Avenue & Ursula Street)	General Ideas	Online	Segment 6
The stretch of Alameda between Peoria and Potomac had the speed limit raised from 40mph to 45mph a few years ago but this seemed to only encourage speeding. As a community member who lives in this area, making a left turn is extremely frustrating, difficult, and dangerous (either West-bound or East-bound). A traffic light between Peoria and Sable would help residents in the neighborhoods on both the North and South sides of Alameda to make a safer left turn, as well as slow down traffic. A retaining wall for the houses along Alameda would also help as there are a lot of accidents that crash into the yards of homes and help minimize traffic noise.	General Ideas	Online	Segment 6
I would like to see a narrowing and reduction of lanes to help slow down traffic along this corridor. Currently many people speed making it an unpleasant place to be a pedestrian (near Alameda Avenue & Troy Street)	General Ideas	Online	Segment 6
Remove the ability to turn north on Abilene and extend the length of the turn lane into the shopping center at the next intersection, for those accessing areas behind the shopping center have them turn north just past the shopping center, this will alleviate congestion for people turning off the freeway and facilitate smoother transition across the freeway overpass	General Ideas	Online	Segment 6
I'd love a light rail or express bus from here (alameda and sable or alameda and chambers, into denver/cherry creek at university and alameda)	Transit	Online	Segment 6

Comments	Category	Comment Type	Segment
The entire traffic control system including signals, signs, and lines needs to be re-engineered to be more intelligent and to take into account larger vehicles and the fact that people always run the red lights. (near Alameda Avenue & I-225)	Travel & Safety	Online	Segment 6
Lower the speed limit to 40 mph for the total length of Alameda avenue. (near Alameda Avenue & Ursula Street)	Travel & Safety	Online	Segment 6
Add red lights here so homeowners can safely exit this neighborhood. There are other neighborhoods in Aurora that have this.	Travel & Safety	Online	Segment 6
Do not put a bike lane in here, no one wants to ride a bike on a street where cars are traveling above 40 MPH! Don't be Denver dumb! (near Alameda Avenue & Havana Street)	Travel & Safety	Online	Segment 6
Because the left hand turn lane can only accommodate 8 cars (it's a double turn) traffic in the left through lane is often blocked. The left hand turn lane needs to be extended (somehow). (near Alameda Avenue & I-225)	Travel & Safety	Online	Segment 6
Very dangerous intersection and huge backups at all times of day. Esp bad during school pickup/drop off with the nearby school. (near Alameda Avenue & Havana Street)	Travel & Safety	Online	Segment 6
Speeds are excessive here and make taking right turns dangerous because of the need to slow down (near Alameda Avenue & Nome Street)	Travel & Safety	Online	Segment 6
I've seen so many accidents on this stretch of Alameda, including peoples' fences get hit or broken down. We need better traffic controls here for drivers, pedestrians, and cyclists. (near Alameda Avenue & Ursula Street)	Travel & Safety	Online	Segment 6
The left hand lanes on eastbound to northbound 225 need to be lengthened/widened because traffic is back up to Potomac.	Travel & Safety	Online	Segment 6
Traffic making a left hand turn to 225 gets backed up past Potomac Street. I've almost been hit here multiple times because people miss the line for the left-hand turn before Potomac but still want to make it on 225.	Travel & Safety	Online	Segment 6
People make U-turns at Ironton. I've seen pedestrians and cyclists almost get hit here.	Travel & Safety	Online	Segment 6
i would like to bike here to commute and it does not feel safe- no bike lane	Travel & Safety	Online	Segment 6
People drive so fast and run red lights when I have the walk signal. I wait until the crosswalk starts counting down before crossing. The slip lane is not safe to cross, especially at night. Drivers do not stop for people crossing the street.	Travel & Safety	Online	Segment 6

Comments	Category	Comment Type	Segment
Lower speed limit. (Near Alameda Avenue & Havana Street)	Travel & Safety	Online	Segment 6
Widen the sidewalk west of Havana to multi-use trail standards to the north of Alameda, and to multi-use sidewalk standards south. Add guard rails, bollards, planters, or some other protection against vehicles that always seem to be an inch or swerve from coming off Havana onto the sidewalk. Improve the crosswalks at Alameda and Havana to include *protected* center refuges at a minimum.	Travel & Safety	Online	Segment 6
Lower the speed limit to 40 mph. Add radar speed signs. There have been several car accidents with injuries in the past few years. (near Alameda Avenue & Peoria Street)	Travel & Safety	Online	Segment 6
Restrict panhandling (near Alameda Avenue & I-225)	Travel & Safety	Online	Segment 6

Appendix D. Survey Responses: Primary Ideas and Wishes to Improve Alameda Avenue

What is your primary idea or wish to improve Alameda Avenue?	Category
To allow a longer green light for people to cross the street. Have more time for the left turn lights. Install right turn lights. Install LED lights for all the traffic and pedestrian lights. Have a longer yellow signal. Redesign the bus stops.	Bike & Pedestrian
Actual useable sidewalks. Dont allow parking where there should be side walks. Trees!!!	Bike & Pedestrian
Bike lane!!	Bike & Pedestrian
Protected bike lanes with bollards	Bike & Pedestrian
Better bike, walking, transit connections	Bike & Pedestrian
make Alameda safer for pedestrians to cross or even be nearby	Bike & Pedestrian
A hub that allows for easy bike travel and pedestrian friendly storefronts.	Bike & Pedestrian
More frequent crossing light for peds	Bike & Pedestrian
More pedestrian friendly	Bike & Pedestrian
Bike/Ped safety	Bike & Pedestrian
All sidewalks safe, wide enough for two people walking, protected from fast-moving traffic by planters or set back with a verge	Bike & Pedestrian
Better Crosswalks	Bike & Pedestrian
better sidewalks and crosswalks -safer for pedestrians	Bike & Pedestrian
more friendly to bikes and transit	Bike & Pedestrian
My primary wish is for it to actually feel safe to bike on Alameda. There is technically a bike route, but it doesn't feel safe with traffic, drug users, and homeless people.	Bike & Pedestrian
More pedestrian safety and small businesses.	Bike & Pedestrian
Better bike path and intersections	Bike & Pedestrian
More crosswalks and protected bike lanes	Bike & Pedestrian
More stop signs to allow for pedestrian crossings	Bike & Pedestrian
Make it bike freindly	Bike & Pedestrian
Safe Bike routes along Alameda	Bike & Pedestrian
Additional crossealks walks, slower speeds,	Bike & Pedestrian
better sidewalks	Bike & Pedestrian
Fewer cars. More space for people walking, biking and taking transit.	Bike & Pedestrian
reduce cars, improve walking/biking, increase transit	Bike & Pedestrian
improve pedestrian travel across Santa Fe, Kalamath, I-25	Bike & Pedestrian
please add sidewalks and improve safety of crossing intersections.	Bike & Pedestrian

What is your primary idea or wish to improve Alameda Avenue?	Category
Better bicycle infrastructure	Bike & Pedestrian
sidewalks on north side	Bike & Pedestrian
PLEASE add a protected turn signal from Logan turning onto Alameda (both ways). This intersection is SO dangerous for pedestrians, bicyclists and cars.	Bike & Pedestrian
Have turn lights put in at Alameda and Downing Cross section as well as a pedestrian cross walk/light at Alameda and S. Corona Street for ease and safety in the neighborhood.	Bike & Pedestrian
Protected sidewalks, turning lane for residents, traffic calming/slowing, plant trees	Bike & Pedestrian
Improve bike consideration at intersections	Bike & Pedestrian
Better sidewalks, safe crossings, maintain road	Bike & Pedestrian
Better biking and transit infrastructure	Bike & Pedestrian
Make it safer for pedestrians	Bike & Pedestrian
pedestrian safety.	Bike & Pedestrian
improved crosswalks and safety measures to cross Alameda in order to connect the Weir Gulch Corridor for recreation.	Bike & Pedestrian
pedestrian safety crossing in and out of Barnum	Bike & Pedestrian
Make it truly pedestrian and bicycle friendly.	Bike & Pedestrian
Overall pedestrian safety	Bike & Pedestrian
I really wish it was more comfortable and safe to walk along Alameda. And that transit was reliable and frequent.	Bike & Pedestrian
reduce the amount of trash along the only path that folks are able to walk / ride on	Culture & Character
Make it a more inviting street to travel on	Culture & Character
Create a more walkable business friendly area between I25 and Federal.	Culture & Character
put more public art along Alameda	Culture & Character
more trees and safe sidewalks	Culture & Character
Retaining walls for homes along Alameda	Culture & Character
Beautification and ongoing care and maintenance	Culture & Character
More community businesses (coffee shops, grocery stores) where people can congregate, meet each other, feel part of community. all the car dealerships etc do not encourage community members to walk in or mingle	Culture & Character
Safe and enjoyable place for people	Culture & Character
Gateways to the neighborhoods to slow speeding and provide character.	Culture & Character
safety and beauty	Culture & Character
Safety, family neighbors.	Culture & Character
Doesn't Alameda mean something like "the cottonwoods" in Spanish? How about restoring that character?	Culture & Character
Clean it up	Culture & Character
Traffic calming, wider sidewalks, safer bike lanes	General
Better interactions at lights and better pavement	General

What is your primary idea or wish to improve Alameda Avenue?	Category
Road needs to be improved and accessibility	General
Traffic, the reduction of noise	General
Beautification and safety	General
If we can't get bike lanes and trees, at least just pave the road so it's smooth for cars to drive on.	General
Pave the road	General
move fireworks show to another location. Start using drones for fireworks show.	General
Not sure there is a good solution. Infra along Alameda has not progressed with city growth	General
A road that transforms the way our region moves - advancing our adopted transportation, climate, and safety goals.	General
True multimodal street	General
Better traffic management, more dedicated bike/pedestrian lanes, wider sidewalks.	General
slow traffic, dedicated transit lanes, improved pedestrian and bike infrastructure	General
Better maintained sidewalks and bus stops. Also, I don't know how you do it, but the south side is treacherous in winter, commonly covered by ice--even adjacent conscientious property owners.	General
Less car dependency	General
A city street where people can walk, and WANT to be.	General
repave this entire 14 mile segment please	General
Just destroy it and start again.	General
Reduce number of lanes, widen sidewalk with protected bike lane. Encourage retail frontages.	General
I would like to see the road expanded to be 3+ lanes on each side all the way down. As well as to make the area along the road more walkable. It would also be nice to add add more amenities along the road like restaurants, shopping, and recreation center.	General
Center median, detached sidewalks, street trees	General
focus on transportation beyond cars	General
Alameda Federal to I-25	General
one lane each way, wider sidewalks, protected bike lane	General
Re-pave the streets and add more lanes.	General
My wish would be stop lights and police patrolling with radar. But in speaking with local PD it doesn't seem possible. So bottom line we need more lights along Alameda	General
Make it multimodal	General
less car centric	General
Between Logan and Downing	General
Road maintenance and upkeep	General
Lower the speed limit, add pedestrian crossings, add a stop sign or additional light between Downing and University	General

What is your primary idea or wish to improve Alameda Avenue?	Category
Eventually, a light rail line would be nice	Transit
Accessible, affordable public transit. Create an easy/west running light rail line.	Transit
Put in a light rail line	Transit
Improve transit connections and the quality of bus stops at each major intersection	Transit
Prioritize public transit before individual drivers. Sidewalks and roads are severely neglected and need better care. Increase RTD accessibility for Valverde neighborhood.	Transit
Trolley/cablecar running down the entire street.	Transit
More transit	Transit
Slow down traffic. Prioritize walking, biking, and future BRT.	Transit
Slow the traffic down and add RBT to the corridor.	Transit
In an ideal world, a light rail line connecting the R line in Aurora to the W line in Lakewood. But I realize that's a pipe dream and would be thrilled with a true BRT. Infill like crazy and get rid of the sprawling car centric strip malls and fast food.	Transit
BRT and protected bike lanes	Transit
More light rail options	Transit
More reliable and frequent transit	Transit
the entire road needs to be nicer for people using public transit. We treat people using public transit like 2nd class citizens with crappy bus stops	Transit
I would love to see BRT service on Alameda to provide safe, clean, and efficient travel across the city.	Transit
Improved transit access to allow for more frequency and increased ridership	Transit
More options for non-driving forms of transit (walking, biking, buses)	Transit
Provide transit that can get people to and from work. I have a bus in the morning, but there isn't a return bus in the evening.	Transit
dedicated rapid transit	Transit
an express bus that goes from university and alameda to alameda and chambers in aurora	Transit
Slower speeds.	Travel
Stop the jokers who speed at night between Denver and Aurora county line	Travel & Safety
Traffic speed control methods that go beyond the speed limit signs	Travel & Safety
Widen the areas where there are only two lanes each direction and add turn lanes for left turns at a minimum.	Travel & Safety
Stop speeding on Alameda	Travel & Safety
Stop speeding along the Alameda & Federal corridor	Travel & Safety
make it safer for all to use; slow down speeds of cars, install bike lane	Travel & Safety
Please improve safety and enforce the law. See next question.	Travel & Safety
Make it safer	Travel & Safety
Slow down traffic speed.	Travel & Safety

What is your primary idea or wish to improve Alameda Avenue?	Category
First, make it safer. The potholes, the close lanes, the homeless/drug addict traffic, it feels like such a scary place between Broadway to I-25 and even further west. The sidewalks even feel dangerous.	Travel & Safety
Do whatever it takes to slow down traffic. Its very dangerous (I had an inattentive driver come within 6 inches of hitting me and my son when I was walking him home from Steele)	Travel & Safety
Slow it down and make it safe for pedestrians because we have 3+ schools right off of Alameda.	Travel & Safety
Slowing speeds and speed enforcement	Travel & Safety
Alameda has several potholes and areas that need repair. It is fine if I'm in a high clearance vehicle. However, it has messed up my subaru impreza.	Travel & Safety
Too many drivers drive too fast.	Travel & Safety
reduce traffic congestion, lower speed limit. solution for drivers running red lights. No more left/right on red lights.	Travel & Safety
improve safety, ability to exit neighborhood during rush hours	Travel & Safety
lower speed limit	Travel & Safety
Make the neighborhood feel safer for walking and biking	Travel & Safety
Slow the traffic down, eliminate turns during the walk phase of pedestrian signals.	Travel & Safety
Slow traffic down, add protected BRT transit lanes, and limit the high speed lanes for cars.	Travel & Safety
Slow the traffic on Alameda.	Travel & Safety
Slow the traffic down and control the dangerous habit of drivers turning thorough the crosswalk with people in the crosswalk during walk phase.	Travel & Safety
Slow traffic, ban red turn on reds, enforce speed limits.	Travel & Safety
Slow the motor vehicles down.	Travel & Safety
The speed limit needs to be immediately enforced. Then we can address safe pedestrian and bike/scooter usage. It's so dangerous to try to cross, gauge the speed of traffic to merge, all just to live, go to work, and play in our neighborhood.	Travel & Safety
Speed limit is too high	Travel & Safety
add additional turning lanes at I-225	Travel & Safety
Safety - bike lane that isn't in traffic	Travel & Safety
Widening (more lanes) on the left turn lanes near the Aurora Mall.	Travel & Safety
Safety for multi-modal transportation	Travel & Safety
Love to see it safer (in all ways, not just traffic) and kept cleaner with nice businesses to support.	Travel & Safety
Addition of turn signal lights from east of I25	Travel & Safety
Enforcement of traffic laws	Travel & Safety
Traffic congestion while crossing the overpass due to insufficient turn lane length	Travel & Safety
Slow traffic down or expand roadways or reduce to one lane by neighborhood streets. Lanes are small	Travel & Safety

What is your primary idea or wish to improve Alameda Avenue?	Category
Traffic calming with safer crossing of Alameda getting to Wash Park @ Franklin as that is a road that borders the park.	Travel & Safety
Alameda is a classic commuter "speedway" within a dense part of the city near where I live which makes it dangerous to pedestrians and bikers.	Travel & Safety
Make it safer to drive and walk along Alameda. It's just too narrow.	Travel & Safety
Redesign this intersection, slow traffic down.	Travel & Safety
Make it slower and safer for non-car users	Travel & Safety
Traffic calming measures. Slimmer lanes, bike lanes protected by concrete and not plastic	Travel & Safety
reduce vehicle speeds and improve transit reliability	Travel & Safety
Safer movement for ALL modes of transportation.	Travel & Safety
slower traffic	Travel & Safety
pedestrian safety, especially for kids walking to school	Travel & Safety
Keep busy traffic out of neighborhoods and on arterial streets.	Travel & Safety
Given the # of accidents between Broadway and University, it seems obvious that the speed limit should be lowered. It makes no sense that the limit is 25 east of University but 30 west of it. There's less room and more cross traffic west of University.	Travel & Safety
Slow down car traffic to make Alameda a place that can be used by all forms of transit	Travel & Safety
Make the intersections safer.	Travel & Safety
Stretch from Broadway-University is dangerous b/c way too much through-traffic and turns with only 4 lanes. Most major intersections are 4 corners of gas stations/commercial property. Use eminent domain to create safe/modern intersections.	Travel & Safety
Reconfigure the Alameda/Knox intersection	Travel & Safety
Increase vehicle capacity/reduce travel times	Travel & Safety
Make it a safe street.	Travel & Safety
Provide access to SB I-25 at Alameda.	Travel & Safety
Make it a throughway!	Travel & Safety
Reduce the traffic speed.	Travel & Safety
Slow down car traffic, make walking more pleasant	Travel & Safety
Making that left turn safer.	Travel & Safety

Appendix E. Survey Responses: Primary Concerns for the Future of Alameda Avenue

What is your primary concern for the future of Alameda Avenue?	Category
The shared use sidewalks are a blessing in our area- keeps bikers, walkers safe and doesn't reduce driving lanes. Denver will not be "carless" because we don't control RTD and the city builds too much before it looks at capacity for all resources	Bike & Pedestrian
I want to make sure all the bikers and pedestrians are safe	Bike & Pedestrian
Safety, especially for pedestrians. It's the Wild West out here	Bike & Pedestrian
Make it safer for pedestrians and bicyclists	Bike & Pedestrian
Safer sidewalks for bikers/pedestrians and for drivers.	Bike & Pedestrian
Sidewalks are unsafe for biking and walking, while transit service is too infrequent and slow.	Bike & Pedestrian
Bike/Ped safety	Bike & Pedestrian
Pedestrian safety	Bike & Pedestrian
Crossing with a button to show there's someone crossing.	Bike & Pedestrian
Safe for pedestrians and make it beautiful! Bike accessibility to South Platte trail from Broadway area would be so nice.	Bike & Pedestrian
safety crossing the street	Bike & Pedestrian
Safer crossing along more crowded side streets.	Bike & Pedestrian
That you'll be Denver Dumb and put bike lanes in.	Bike & Pedestrian
People walking and biking being injured and killed by people driving vehicles	Bike & Pedestrian
Unsafe to bikes	Bike & Pedestrian
Unsafe to Bikes / eBikes	Bike & Pedestrian
It's not safe to walk or bike on Alameda, but there's a busy elementary school on Alameda.	Bike & Pedestrian
That it's where I get killed, honestly. I joke about it: I eat well and exercise regularly, but I'm going to die crossing Alameda.	Bike & Pedestrian
Poorly maintained thorough fare. Safety for walking	Bike & Pedestrian
Primary concern would be increasing pedestrian friendliness and reducing car focused transit.	Bike & Pedestrian
Pedestrian and cyclists safety.	Bike & Pedestrian

What is your primary concern for the future of Alameda Avenue?	Category
continue to be car oriented and it destroys all the pedestrian activity and businesses along with it	Bike & Pedestrian
Pedestrian safety - 4 schools and numerous bus stops in this corridor	Bike & Pedestrian
That a pedestrian or cyclist will be hit.	Bike & Pedestrian
The section of Alameda around the I-25 corridor is very heavily vehicle focused and I would like this section to be more pedestrian/bike oriented.	Bike & Pedestrian
the lack of adequate and wide sidewalks	Bike & Pedestrian
I just think it would be nice if it wasn't so hostile to/unpleasant for pedestrians	Bike & Pedestrian
Only business will be gas stations and drive thrus. Noise and air pollution.	Culture & Character
It's been seeing a rapid increase in panhandling by the unhoused. I no longer feel safe walking on West Alameda, especially at night. I have had multiple instances where panhandlers have approached my car, knocked on my window, etc., at intersections	Culture & Character
Current environment does not promote new businesses to come in. Neighborhood at first glance looks run down and unsafe, is not an accurate depiction of the vibrant and positive community.	Culture & Character
Deteriorating businesses, over congestion, homeless encampments.	Culture & Character
Existing infrastructure issues, issues with beautification, lighting issues, and issues with ongoing care and maintenance of the area between Havana and Sable	Culture & Character
that it will continue to decline and become another street no one wants to live on	Culture & Character
There is so much empty land along Alameda that is not utilized. It would be nice to see more amenities like a recreation center, restaurants and parks with actual grass.	Culture & Character
Lack of upgrades to underpass located near Santa Fe making it difficult to bike/walk through.	Culture & Character
The negative financial impact to the small business along this stretch. Put boots to the ground and interview the people that live in these communities that may not hop online to fill out a survey. Some don't speak English. I25-Sheridan	Culture & Character
no local businesses	Culture & Character
Increasing access and opportunities for folks to use alternative forms of transportation	General
Too car-oriented	General
that powers that be are not sincere about enforcing speed limits	General
nothing will change, it'll continue to be a busy thoroughfare for cars.	General
Cars are prioritized over all transportation.	General
In the Cherry Creek area, overdevelopment of population without ample consideration of healthy, safe, pleasant walkability.	General
That will we continue to prioritize cars over other more affordable, sustainable, and safe modes of transportation.	General

What is your primary concern for the future of Alameda Avenue?	Category
lack of safety resolution from city officials	General
High speeds of motor vehicles and hazardous noise levels exceeding recommended safe noise levels by the World Health Organization.	General
That is continues to only support cars and ignores the neighborhoods it runs through.	General
better options other than driving	General
Continued priority for single occupant automobiles	General
More cars.	General
too many cars	General
too much traffic for what the neighborhood can handle	General
too much traffic for a residential neighborhood	General
busy	General
Traffic and luck or retail	General
Pedestrian/Housing Safety	General
Concern is the planning effort will reduce traffic capacity, with unintended consequence of making travel and safety along the corridor much worse. Alameda should be a double decker urban highway, not a 2-lane street with cute streetscaping and bike lanes	General
Systemically racist anti-car rhetoric	General
That it serve the needs of the residents.	General
Traffic, safety. More business with pedestrian access between Federal and I25 would be wonderful as well!	General
Road maintenance and upkeep	General
Those working on the project will cave to NIMBYs and private vehicle owner pressure or the project won't have enough money. Either/both will significantly water down any real plans for change, so improvements will be minimal and hardly worth the effort.	General
agencies won't be willing to take away vehicle lanes	General
Too many cars.	General
Too many cars, too dangerous	General
I'm concerned that it will continue to prioritize cars and that conditions for anyone who doesn't drive will continue to be awful and dangerous.	General
It's a terrible street.	General
Roadway widening or no investments in multimodal transportation	General
Car speeds and lack of light rail	General

What is your primary concern for the future of Alameda Avenue?	Category
A trolley line or Light rail to Belmar, Redrocks	Transit
We need greater density and mass transit, in general	Transit
Enough transit	Transit
City of Aurora won't think regionally and favor cars, sabotaging R Line travel and Colfax Lynx BRT	Transit
Adding a BRT route will solve some problems. However, since it will likely use up current traffic lanes, auto commuters will be even more desperate to get to work, school, etc. Some will take neighborhood streets like Bayaud and Ellsworth. Solution?	Transit
Safety and more traffic	Travel & Safety
Less traffic.	Travel & Safety
Traffic too fast.	Travel & Safety
The roadway itself is full of cracks, potholes, and generally unsafe to drive in the right lane.	Travel & Safety
It is very difficult to travel east-west unless you are driving a car or truck.	Travel & Safety
The street is not safe for anyone to travel who is not in an automobile or truck	Travel & Safety
The amount of accidents.	Travel & Safety
Safety	Travel & Safety
Too much traffic for most of the road, especially west of Colorado Blvd.	Travel & Safety
Traffic and safety	Travel & Safety
Traffic safety, often people drive too fast on the straightaway going to garrison	Travel & Safety
safety and pot holes	Travel & Safety
I am concerned about accidents on Alameda as a result of increased traffic and speed	Travel & Safety
traffic will increase significantly with all the new development happening in the Design District, so we badly need improved transit along this corridor to give people an alternative to driving	Travel & Safety
Speeding drivers and traffic. It doesn't feel safe walking or driving down Alameda, which I think contributes to the lack of community on that street.	Travel & Safety
The way it feels for people to commute through this corridor. Once you've crossed over I-25 going west, it changes. You know you've crossed over into a "bad" part of town that is inferior to other parts of Denver with roads that have been well maintained.	Travel & Safety
Continued neglect of this road causing impression that this neighborhood isn't cared about	Travel & Safety
That it is SAFE!!!	Travel & Safety
That it has turned into a raceway, especially after dark	Travel & Safety

What is your primary concern for the future of Alameda Avenue?	Category
Safety, adequate road for driving and biking.	Travel & Safety
Safety.	Travel & Safety
Speeding and red light running	Travel & Safety
Insane drivers killing my children	Travel & Safety
safety, speeding vehicles.	Travel & Safety
more traffic and lack of safety solutions	Travel & Safety
speeding cars, car accidents	Travel & Safety
That increasing vehicle traffic makes non-motorized options feel less safe. To never have safe non-motorized transportation options for my children (9 & 11)	Travel & Safety
High speed of motor vehicles and the unhealthy noise produced by fast traffic speeds.	Travel & Safety
High speed of motorists, running red lights, and excessive noise caused by high speed vehicles.	Travel & Safety
High motor vehicle speeds, failure to yield to pedestrians in crosswalk, running red lights. Too many lanes on Wadsworth promote high speeds with drivers exceeding posted speed limit which is too high to begin with.	Travel & Safety
High speed and loud motor noise.	Travel & Safety
High speed of motor vehicles and the excess noise of fast traffic which is a known health hazard.	Travel & Safety
Drivers always speed up approaching intersections in order to try, often unsuccessfully, to beat the red lights.	Travel & Safety
The amount of increasing traffic prohibiting us from even entering the street during rush hour am and pm	Travel & Safety
Speeding	Travel & Safety
Traffic	Travel & Safety
More cars.	Travel & Safety
Traffic flow	Travel & Safety
I fear that it will continue to become more dangerous due to cars speeding and running red lights	Travel & Safety
Greater congestion with increasing population	Travel & Safety
Safety - gridlock	Travel & Safety
Safety. We live close to Alameda and I'm	Travel & Safety
traffic safety	Travel & Safety

What is your primary concern for the future of Alameda Avenue?	Category
It's a very busy street, especially during rush hour, which leads to a higher number of accidents	Travel & Safety
Lack of further mobility options and continued speeding on the Colorado to Quebec corridor.	Travel & Safety
slower speeds	Travel & Safety
Slower speed, walkability	Travel & Safety
It is built to feel like a Highway, so people use it like a highway	Travel & Safety
It is unpleasant outside of a car	Travel & Safety
busy, racing	Travel & Safety
my kid's school is on alameda and marion and it feels SO unsafe to get there since we live north of alameda	Travel & Safety
high speed motorists that threaten pedestrians	Travel & Safety
fear of reckless motorists who bully pedestrians with threatening speeds and intimidation nuisance engines	Travel & Safety
speeding, reckless vehicles	Travel & Safety
So many accidents.	Travel & Safety
People not paying attention to others around them.	Travel & Safety
People driving fast and ignoring pedestrians and cyclists.	Travel & Safety
That it will continue to be a deadly stroad	Travel & Safety
SAFETY FOR NON CAR USERS	Travel & Safety
Reduce the traffic lane.	Travel & Safety
Since Alameda is one of the few east-west routes it needs to have lights timed to allow the volume of traffic move efficiently.	Travel & Safety
Traffic speed.	Travel & Safety
Spending a lot of money on infrastructure that reinforces the status quo	Travel & Safety
Dangerous traffic speeds	Travel & Safety
Continued speeding, traffic jams.	Travel & Safety
safety. Slow down traffic	Travel & Safety
Traffic volume and speed	Travel & Safety
it's deadly for anyone not in a car, and sometimes deadly for those in cars	Travel & Safety
safety and slowing drivers.	Travel & Safety

What is your primary concern for the future of Alameda Avenue?	Category
congestion	Travel & Safety
That it stays or becomes more car oriented.	Travel & Safety
traffic congestion	Travel & Safety
People drive so fast and aggressively on Alameda. I cannot imagine feeling safe in anything but a car on this road, and honestly I often feel unsafe in a car. Thank you so much for your work to make this road safer for all users!	Travel & Safety
More car accidents and more traffic. So many accidents have happened at S. Corona and Alameda and it's dangerous to walk around and cross Alameda.	Travel & Safety