

Sheridan Corridor Safety Study

Executive Summary

January 2026



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The Sheridan Corridor Safety Study was funded and led by the Denver Regional Council of Governments, commonly known as DRCOG, in close coordination with the City and County of Denver, City of Lakewood, City of Edgewater, City of Wheat Ridge, Town of Mountain View, Town of Lakeside, Colorado Department of Transportation, commonly known as CDOT, and the Regional Transportation District, commonly known as RTD, to improve safety and mobility along the 10-mile corridor between Interstate-76 and U.S. Highway 285 (Hampden Avenue). The purpose of the study was to evaluate opportunities and propose recommendations to make Sheridan Boulevard safer for all users, whether they are driving, taking transit, walking, or rolling.

Project Timeline

The project timeline is visualized in **Figure 1**.



Figure 1. Project timeline.

This Final Report summarizes the planning process, findings, and recommendations developed through a collaborative, data-driven, and community-informed approach.

Existing Conditions

Sheridan Boulevard is part of DRCOG's Regional High-Injury Network, with the project area segment from 26th Avenue to Hampden Avenue identified as a Critical Corridor due to the high density of fatal and serious injury crashes. A five-year crash analysis revealed that vulnerable users (including pedestrians, bicyclists, and motorcyclists) are disproportionately represented in severe crashes. The corridor also faces significant multimodal challenges, including:

- Incomplete and substandard pedestrian infrastructure.
- Lack of dedicated bicycle facilities.
- Limited transit reliability and access.

- High vehicular volumes and driveway density which contribute to conflicts.

Refer to the **Existing Conditions** section of the Final Plan for a more detailed summary of key findings. The existing conditions phase informed subsequent planning and recommendation development.

Outreach

Stakeholder input was gathered throughout the study's duration. This feedback complemented the existing conditions analysis by highlighting locations of concern and then helped guide the study's final corridor-wide and location-specific recommendations. Refer to **Figure 2** for an overview of feedback received, outlined further in the **Engagement** section of the Final Plan.

COMMUNITY TOUCHPOINTS OVERVIEW

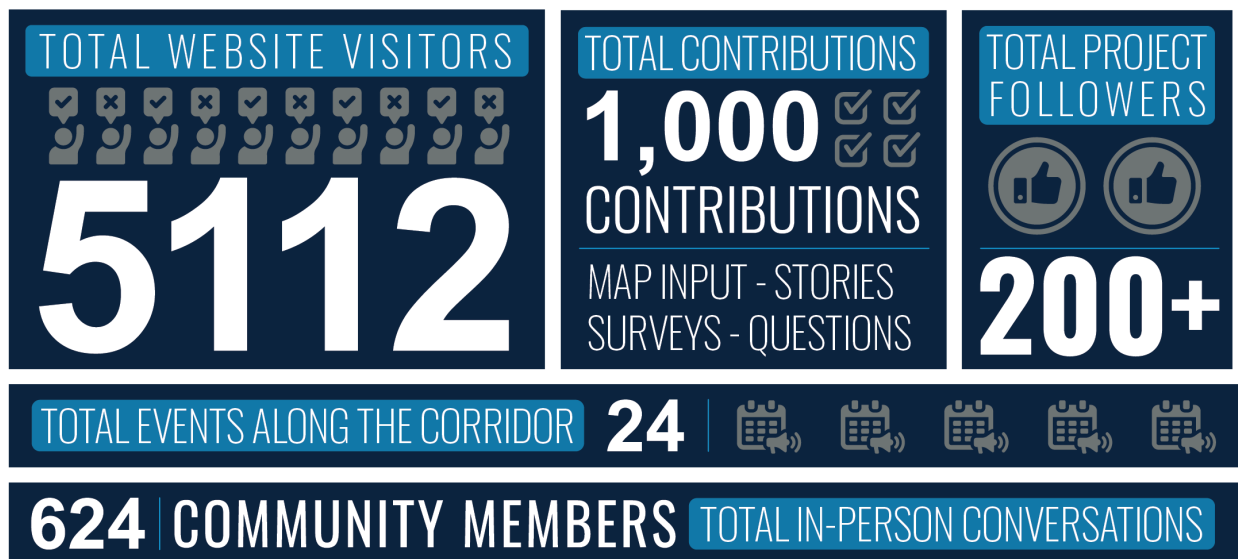


Figure 2. Community touchpoints overview infographic.

Recommendation Development

Study area recommendations were informed by public engagement to understand people's needs and experiences, Road Safety Audits, commonly known as RSAs, workshops with agency partners, and an analysis of feasibility and funding alignment. Recommendations reflect both corridor-wide strategies and targeted improvements. Refer to **Figure 3** for an overview of the process and the **Recommendation Development** section of the Final Plan for further details.

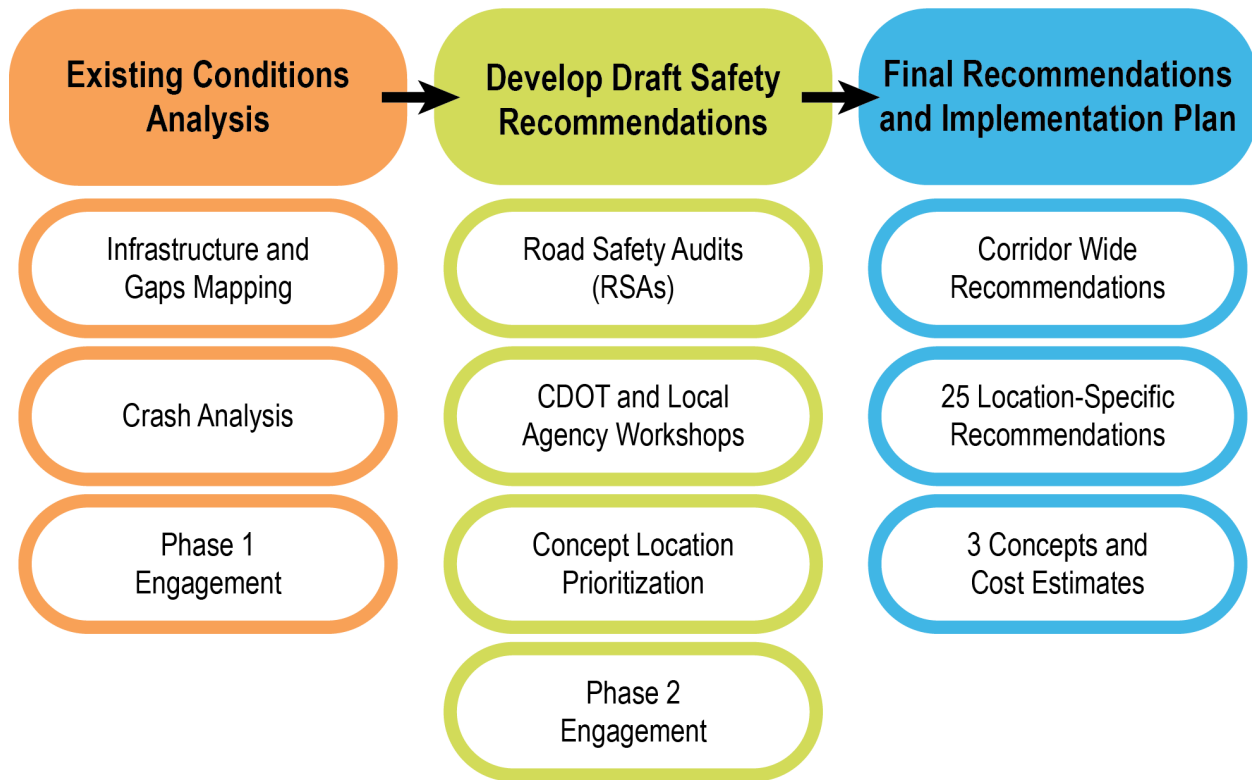


Figure 3. Process that led to final recommendations.

To further safety outcomes for this complex corridor, the project team developed a corridor-wide median concept and cost estimate to demonstrate project readiness, feasibility, and improve competitiveness for grant funding. Location-specific concepts with cost estimates were also developed for high-priority intersections (14th Avenue and Jewell Avenue).

Implementation Plan and Next Steps

This Plan's **Implementation Plan** section outlines responsible parties, immediate next steps, and long-term actions to further the study's corridor-wide and location-specific improvements. Key focus areas include:

- Sidewalk network improvements.
- Pursuit of grant funding to implement medians along seven miles of the 10-mile corridor, paired with a CDOT pavement overlay and striping upgrades.
- Improved traffic signal operations to reduce left turn conflicts, improve overall traffic flow along the corridor, and promote compliance with the posted speed limit.
- Implementation of proposed improvements to advance concept designs at two key intersections (14th Avenue and Jewell Avenue).
- Safety improvements in coordination with ongoing and upcoming projects.

DRCOG and partner agencies are committed to advancing these recommendations to create a safer, more accessible Sheridan Boulevard for current and future users.

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