

Appendix D: Outreach Summary

Overview

Stakeholder and community input were essential in guiding the recommendations detailed in this report. The project team developed a project management committee, commonly known as PMC, and a community advisory committee, commonly known as CAC, attended two dozen in-person engagement events, and conducted two detailed online surveys through a project website to better understand the needs and priorities of the community. Key input is included throughout this report to highlight how the community and stakeholders informed various phases of the project.

Engaging the many communities along the corridor, as well as regional users, was vital to building a comprehensive understanding of project needs. The project team provided Spanish translation at most events, as well as bilingual outreach materials. The recommendations phase included two Spanish-speaking focus groups. The web survey feedback provided valuable insights on how future improvements could better meet the mobility needs of seniors.

The project team reviewed past engagement efforts while creating the Sheridan Safety Study engagement plan, including: Denver West Area Plan, Blueprint Denver, Denver Moves Everyone 2050, Denver Moves Transit, Sheridan Station Area Plan, Envision Lakewood 2040, Lakewood 2025: Moving Forward Together, Lakewood 2018 Bicycle System Master Plan, A New Comprehensive Plan for Wheat Ridge, Southeast Wheat Ridge Engagement Blitz Report, East Wheat Ridge Engagement Blitz Report, Sheridan Boulevard Multimodal Corridor Plan (Edgewater), Town of Mountain View Comprehensive Plan, Lakeside Pedestrian Safety and Beautification Plan, DRCOG Taking Action on Regional Vision Zero, DRCOG Complete Streets Toolkit and Prioritization, and DRCOG Active Transportation Plan.

Project Committees

The project team used a variety of outreach methods to connect with community members and stakeholders, raise awareness about the project, and collect feedback. The sections below outline the outreach activities completed during both the existing conditions phase and the recommendations phase.

Project Management Committee

A PMC served to engage key agencies and organizations in the planning process, ensuring collaboration and alignment on mutually beneficial projects and strategies. The

PMC was composed of representatives from all participating jurisdictions and the Colorado Department of Transportation, commonly known as CDOT. This group provided valuable insights into the community's needs, helped amplify public engagement opportunities within their respective constituencies and external networks, and shared relevant plans and initiatives to improve the Sheridan study area. The PMC met monthly throughout the planning process, ensuring that their feedback and expertise were incorporated regularly and at critical milestones. The PMC included representatives from the following organizations:

- CDOT
- City and County of Denver
- Denver Regional Council of Governments (DRCOG)
- City of Edgewater
- City of Lakewood
- Town of Mountain View
- City of Wheat Ridge

Key feedback from the PMC highlighted several critical areas for consideration in the planning process:

1. **Data and Ownership Coordination:** Sheridan Boulevard features a complex web of ownership and maintenance responsibilities, and facilities management is shared by multiple agencies. Clarifying ownership and maintenance responsibilities and sharing data provided a solid foundation for decision-making. This also included providing existing documents for review to inform this study.
2. **Public Engagement and Outreach Support:** Connections to agency communication staff and channels were key for supporting outreach efforts across multiple jurisdictions.
3. **Coordination to Identify Ongoing Projects:** Ongoing projects were incorporated into the recommendations, so this work builds upon those investments in a logical way and does not create unnecessarily duplicative recommendations.
4. **Recommendation Review and Revisions:** Each member vetted the recommendations and provided input on revisions and refinement needed to reflect the capabilities and policies of that jurisdiction. This created feasible recommendations that are positioned for funding.

These insights guided the planning process and ensured that regional coordination, infrastructure improvements, and multimodal considerations are central to creating a cohesive transportation vision.

Community Advisory Committee

At the start of the project, the team formed a CAC to involve community members and organizations in the planning process. The CAC supported the development of outreach

materials and shared final materials within their networks to build awareness and encourage participation. They also provided feedback to the project team throughout the study based on the input they received. The CAC was composed of 18 individuals representing a diverse range of organizations and geographies along Sheridan Boulevard. This group provided valuable insights into the community's needs and helped amplify public engagement opportunities within their respective communities. The CAC met four times throughout the course of the project, ensuring their feedback was incorporated frequently and at critical milestones.

CAC members were incentivized with \$50 gift cards for each meeting they attended. This incentive was part of a pilot program at DRCOG and intended to encourage participation from a broad range of community members.

A People-Centered Report of N Sheridan Boulevard

Alejandra Castañeda, Katie Terrazas Hoover, members of the CAC with support from Robin Kerns with Civic Mix, produced “A People-Centered Report of N Sheridan Blvd” to share community stories of historically marginalized voices. This effort was designed to gather and share personal stories about the ways community members exist on and across North Sheridan Boulevard and focused on young people, older adults, and people living with a disability.

The question posed to community members was “How can Sheridan support your happiness and well-being?”

- Nora and Nora, age 11, shared “We use Sheridan a lot. I don’t feel very safe on Sheridan because it’s super busy. I don’t feel like cars are noticing, like, that we’re there.”
- Other students from the Centennial Elementary Bike 4 Earth Bash shared their experiences as well:
 - “It’s very scary to cross.”
 - “Sheridan... I feel very unsafe because there are a lot of cars. Sometimes the crossing signal is broken. It’s very scary to cross when that happens.”
 - “I feel not too great. I know Sheridan. I’m not allowed to ride on it without my dad or on a bike. I don’t feel safe on it.”
- Older adults living at Sheridan Glen also shared their perspectives:
 - “A lot of people that live here do not have vehicles, so they HAVE to walk. We had one tenant that got hit up here.”
 - “It’s very unsafe. The sidewalk does not keep you balanced if you are in a wheelchair. There’s no way of cross safely in a wheelchair and/or walking.”
 - “I don’t go across Sheridan at 52nd because it’s too dangerous. Many people have been hit here. Some people have been hit more than once... it’s not a good place to go.”
 - “I’m in a mobility device- I’m in a wheelchair. Sheridan is not very friendly with anything that is a mobility device scooter because there’s no

sidewalks, there's not a lot of ways to even hit the crosswalk lights because they are recessed so far."

Key findings and takeaways from the report include:

- The community desires Sheridan to be a connector, not a divider.
- Between 38th Avenue and I-76 there are large gaps with no sidewalks or safe pedestrian crossings.
- Community members of all ages and abilities must interact with Sheridan, whether they want to or not. Transformative improvements focused on safe and dignified access are needed.
- Nondrivers are excluded from access to businesses and other destinations along Sheridan.
- People in the Inspiration Point neighborhood feel a sense of disconnection from their schools, friends, and business districts nearby.
- People feel emotional and mental distress from needing to interact with Sheridan Boulevard, both inside and outside a motor vehicle.

Community-Based Organizations

To strengthen outreach and build trust within the community, the project team partnered with Edgewater Collective, Latinas Community Connections Services, and the Denver Streets Partnership. These groups played a vital role in spreading the word about the project through their trusted networks, helping to ensure that residents were informed and empowered to participate. In addition to promoting engagement opportunities, the organizations hosted focus groups, joined pop-up events, and helped with text messaging, creating a more accessible and relevant space for dialogue and feedback.

Digital Engagement

The project used several methods of digital outreach and engagement.

Project Website

Social Pinpoint, a digital engagement platform, supported engaging with the community and gathering input during the course of this study. The public informed the project team about safety concerns and travel challenges using Social Pinpoint's mapping capability, which allowed participants to locate and describe the concerns and opportunities along the corridor. The community also evaluated project recommendations using this engagement platform. Additionally, more than 200 participants signed up for project updates on the website.

Sheridan Safety Stories

As part of the online engagement, community members shared personal “Sheridan Safety Stories” through the project website. Twenty-nine stories were submitted, highlighting recurring themes such as unsafe road conditions, pedestrian and bicycle safety concerns, reckless driving, limited enforcement, and transit accessibility challenges. These stories help deepen understanding of experiences along the corridor.

A sample of the stories includes:

“I live in Berkeley, and I am constantly walking my dogs or biking in the area. Every intersection I use to cross Sheridan on foot/bike is terrifying to even stand on the corner of. Cars are within inches of you, people drive way too fast, and it constantly feels like at any moment a vehicle will roll up on the sidewalk...I avoid Sheridan at all costs, whether in my car or not.”

“It is no surprise that Sheridan Boulevard has a horrible safety record. It is so common for drivers to be 5 to 10 mph over the posted speed limit, but the worst part is that as soon as the yellow light shows the drivers speed up in an effort to beat the red light. Usually, they fail to beat the red light. What could possibly go wrong when drivers enter an intersection at high speed?”

“I live on Zenobia, a block from Sheridan. We try to walk or bike whenever possible. Sheridan makes this almost impossible. I have tried so many routes to get to King Soopers. Crossing at 38th and Sheridan is a nightmare...Crossing at 41st and walking down Sheridan is even worse, since the sidewalk is so narrow that if you sneeze, you might hit a car.”

The following provides thematic summaries of these additional comments.

Community Frustration

Residents along Sheridan Boulevard express deep frustration with the daily challenges of navigating their neighborhood. Many feel forgotten by the government and enforcement, and some are even considering moving due to the persistent safety issues. The emotional toll of repeated crashes and near-misses has left many feeling unsafe and unheard in their own community. Here are a few quotes from the stories we heard:

- “Several car accidents have occurred at the intersection and ended up in my front yard (7 while I was at home).”
- “My husband and I were just discussing leaving the area this morning due to a lack of safe, pedestrian paths.”

Poor Road Conditions

Sheridan Boulevard suffers from narrow lanes, uneven surfaces, and inconsistent sidewalk infrastructure. Drivers report swerving to avoid bumps. These conditions not only make travel uncomfortable but also increase the risk of crashes and injuries for all road users. Here are a few quotes from the stories we heard:

- “The lanes are too narrow to feel safe driving on Sheridan.”
- “The lanes are very narrow, especially for current truck models. The west lane is particularly bad, with huge bumps, causing swerving.”

Unsafe for Pedestrians and Bicyclists

Commenters described walking or rolling along Sheridan as frightening and often impossible. Narrow sidewalks, lack of crosswalks, and close proximity to speeding vehicles make non-motorized travel extremely risky. Parents are especially concerned about their children’s safety, with many avoiding walking or rolling altogether due to the hazardous conditions. Here are a few quotes from the stories we heard:

- “Every intersection I use to cross Sheridan on foot/bike is terrifying to even stand on the corner of.”
- “Sidewalks are so narrow that if you sneeze, you might hit a car.”

Reckless Driving Behaviors

Speeding, red-light running, and aggressive driving are rampant along the corridor. Residents frequently witness drivers accelerating through yellow lights, ignoring no-turn-on-red signs, and engaging in street racing. Here are a few quotes from the stories we heard:

- “It is so common for drivers to be 5 to 10 mph over the posted speed limit... what could possibly go wrong?”
- “Drivers speed up in an effort to beat the red light. Usually, they fail.”

Lack of Enforcement

There is a widespread perception that traffic laws are not being enforced on Sheridan Boulevard. Residents report a near-total absence of police presence, even at high-risk intersections. The feeling of a lack of accountability allows dangerous driving behaviors to persist. Here is a quote from the stories we heard:

- “There is never a police presence at the critical intersections to ticket people for speeding, running red lights, or reckless driving.”

Transit and Accessibility Challenges

Public transit users, especially seniors and families, face significant barriers to safe access. Bus stops are often located across wide, fast-moving roads with no safe crossing options. In some areas, passengers are forced to run across multiple lanes of

traffic just to catch a bus, highlighting the urgent need for safer, more accessible transit infrastructure. Here is a quote from the stories we heard:

- “At about 7th and Sheridan is a bus stop on the west side of the street. The passengers...come from the east side of the street. How do they get to the bus stop? They run across the street...very dangerous.”

Interagency Social Media Partnerships

DRCOG partnered with the Town of Mountain View, City of Edgewater, City and County of Denver, City of Lakewood, Adams County, Jefferson County, and the Regional Transportation District to amplify outreach efforts through their established communication channels. City newsletters, council member newsletters, and social media platforms, including Facebook, Twitter/X, Nextdoor, and Instagram, helped raise awareness about the safety study and encourage public participation via the online commenting map. These partner agencies actively shared posts from the DRCOG and provided direct links to the project website, which featured an interactive online map and details about upcoming engagement events.

Text Message Outreach

To broaden outreach and connect with residents directly, the project team, along with Denver Streets Partnership, launched a text message campaign targeting households within key zip codes (80212, 80214, 80204, 80226, 80219, 80232, 80227, 80236, 80002, 80235, 80033, 80221) along the corridor. An initial message was sent to 12,720 people. This approach allowed the team to quickly share project information and invite participation. A follow-up message was sent to 1,315 individuals who expressed interest in taking action, resulting in 266 people visiting the DRCOG webpage to learn more and get involved. Below is a copy of the texts sent:

Initial Message	Hey {{First Name}}, I'm Adrienne with the Denver Streets Partnership. We're gathering input on safety along Sheridan Boulevard between I-76 and Hwy 285. Would you be willing to share what matters most to you in a quick survey to help improve the corridor? Reply YES to get the link. Text STOP to opt out.
Follow-Up Message	Thanks for your interest! We're hoping for feedback on draft recommendations to improve safety on Sheridan. On the survey page, tell us what you think generally or about specific improvements. Your feedback will help shape the final plan. [Project Page Link Here]

Other Digital Outreach

The project was reported on in both 9 News and North Star. CAC and PMC members disseminated the link to the online project survey through their established channels to further spread the word.

In-Person Engagement

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

A project flyer advertised the project and directed people to the project website to stay informed about project updates. The flyer was distributed at multiple in-person engagement events to encourage online participation of friends and family. CAC members also posted the flyer at community locations such as recreation centers, grocery stores, transit stops, and churches. Lastly, the community was invited to share their contact information to sign up for project updates. By the end of phase 2, nearly 200 people had subscribed to project updates.

Existing Events

To reach a broad and diverse group of residents, the project team prioritized meeting the community where they already gathered. By attending existing neighborhood events, cultural celebrations, and local meetings, the team was able to engage with people in familiar, comfortable settings. This approach helped build trust, increase participation, and ensure that voices from across the corridor, including those who may not typically attend formal planning meetings, were heard and reflected in the project's recommendations.

Pop-up Events

To connect with residents in their daily routines, the project team hosted pop-up engagement sessions at popular community destinations such as libraries, community centers, and transit stops. These informal setups allowed passersby to learn about the project, ask questions, and share feedback in a convenient and approachable way.

The team worked with various community destinations to determine peak times to set up. At each event, team members facilitated conversations at tables to engage with attendees and solicit their feedback on safety. Spanish interpreters joined at pop-up events in areas with high Spanish-speaking populations.

Focus Groups

As part of the recommendations phase of engagement, the team conducted a series of focus groups to gather in-depth feedback from residents. Focus groups are a qualitative research method that brings together small groups of participants to discuss specific topics in a guided setting. They are particularly valuable when working with larger communities because they allow for deeper conversations, uncover nuanced perspectives, and help ensure that proposed solutions reflect lived experiences.

Unlike broader outreach efforts conducted earlier in the project, these focus groups were held exclusively during the recommendations phase to evaluate specific proposals and trade-offs. The sessions provided a space for participants to share how the recommendations might impact their neighborhoods and travel habits, and to suggest refinements based on their needs. This targeted engagement helped the project team better understand community priorities and concerns.

Existing Conditions Phase

In-Person Outreach

The project team hosted five pop-up events along the corridor during March 2025. In total, the project team spoke with 112 people at the pop-up events. The team also attended nine existing events along the corridor in March and April 2025 and connected with a total of 279 attendees.

Community feedback from the 14 engagement events along the Sheridan Boulevard study area highlighted widespread discomfort among all users. Participants noted that people walking and rolling tend to avoid the area due to safety concerns. Bicyclists were particularly concerned about the difficulty and danger of crossing the street by bike. Both pedestrians and bicyclists noted that segments of the corridor lack adequate sidewalks, which discourages non-car travel. Intersections were frequently cited as major points of concern, compounded by issues such as congestion, deteriorating road conditions, narrow lanes, and the presence of potholes. **Table 1** provides details on the locations, dates, and number of participants at these events.

Table 1. Existing conditions phase engagement event details.

Event	Location	Date	Number of Participants
State of the City for Walking and Biking	New Image Brewing Company, Wheat Ridge	3/5/2025	35
Tennyson Street First Friday	César Chávez Park	3/7/2025	15
Walk Audit with WeCan	Sheridan Boulevard – 10th Avenue to 17th Avenue	3/8/2025	14

Event	Location	Date	Number of Participants
Denver Mayor's Pedestrian Advisory Committee Meeting	Virtual	3/11/2025	15
Harvey Park Recreation Center Pop-up	Harvey Park Recreation Center	3/20/2025	13
Smiley Branch Library Pop-up	Smiley Branch Library	3/20/2025	12
Bear Valley Branch Library Pop-up	Bear Valley Branch Library	3/21/2025	18
Bike Audit with Denver Bike Lobby	Sheridan Boulevard	3/22/2025	15
Dartmouth Bus Stop Pop-up	Dartmouth Bus Stop (Route 51)	3/25/2025	19
Sheridan Station Bus Stop Pop-up	Sheridan Station Bus Stop (Route 51)	3/26/2025	50
Thraemoor HOA Annual Meeting	Atonement Lutheran Church	3/26/2025	50
Berkley Lake Park Bike Festival	Berkley Lake Park	4/12/2025	55
Celebración del Día del Niño	Jefferson County High School	4/26/2025	80
Centennial Bike for Earth Day	Centennial Elementary School	5/2/2025	30
Older Adult Focus Group	Sheridan Glenn Housing, Denver	6/17/2025	15

Website Survey

The survey requested input on current mobility safety concerns on Sheridan Boulevard. The project team promoted the survey through the project website, social media posts, engagement events, and pop-ups, and the PMC and CAC. The survey was live for 96 days, and 274 people participated by placing pins or sharing their Sheridan stories. Participants contributed almost 550 data points and more than 25 stories. The team used this feedback to shape the project recommendations for the Sheridan Corridor Safety Study.

Community Concerns

As part of the Social Pinpoint survey, participants placed map markers on a digital map along the corridor where they had a mobility safety concern. Participants could choose from seven different categories:

- Add/Improve Crossing
- Add/Improve Transit
- Poor Walking/Biking

- Vehicle Congestion
- Improvement Idea
- Safety Concern
- Culture and Character

Figure 1 identifies the top locations pinned by survey respondents in each of the seven categories. The top ten overall pin and upvote locations are also identified in this map. The following information summarizes key takeaways from each category.

Residents strongly support safer crossings, better transit stops, and improved walking/rolling conditions along Sheridan. Key concerns include unsafe intersections (e.g., 38th Avenue, 29th Avenue, and 17th Avenue), lack of sidewalks, poor visibility, and fast traffic. Transit feedback focused on stop placement, surface quality, and amenities. Community members also want to preserve the corridor's character, especially around Colfax Avenue, and address issues like litter and abandoned storefronts.

Top improvement ideas include speed management, medians, wider shoulders, and adding bike infrastructure. Traffic congestion is a major issue, especially during afternoon peak hours, with 32nd Avenue and 17th Avenue noted as hotspots. Overall, feedback highlights a need for safer, more accessible, and community-oriented corridor enhancements.

Add/Improve Crossing

Survey respondents expressed strong support for adding or improving safe crossings along Sheridan Boulevard. Their reasons included the need to encourage vehicles to yield to pedestrians, enhance visibility through better signage and striping, and shorten crossing distances to reduce exposure to traffic. Additional suggestions focused on improving signal timing, incorporating bike detection, and addressing the lack of safe and frequent crossing opportunities, particularly in areas with high pedestrian and bicycle activity. Intersections that have been identified as particularly unsafe for all users, especially bicyclists and pedestrians, include:

- I-70 On/Off Ramps
- 20th Avenue
- Weir Gulch Trail Crossing
- 17th Avenue to 25th Avenue (west of Sloan's Lake)

Add/Improve Transit

Community feedback highlights several areas where transit infrastructure along the corridor needs improvement. The most frequently identified segment for adding or improving transit stops was 17th Avenue. The most common concerns relating to transit along the corridor involve relocating or rerouting stops, addressing tight turns for buses, and mitigating issues like flooding. Additionally, respondents emphasized the need to improve the surface quality at bus stops, such as replacing worn pavement with

concrete, as well as enhancing lighting and adding amenities like benches and shelters to improve comfort and safety for transit users. Intersections identified as particularly in need of transit improvement include:

- 17th Avenue
- 49th Avenue/Inspiration Point Drive
- 52nd Avenue
- 38th Avenue
- Colfax Avenue

Culture and Character

Community members expressed a desire to preserve and enhance the character of the Sheridan corridor. While smoother traffic flow was noted as a practical improvement, there were also deeper concerns about the area's social and visual environment. Respondents highlighted the negative impact of abandoned storefronts and litter. These issues contribute to a sense of neglect and diminish the overall vibrancy and welcoming feel of the corridor. Colfax Avenue was the top location identified for character enhancement. Intersections that have been identified as spaces to preserve and enhance character include:

- Colfax Avenue
- 17th Avenue
- I-76 On/Off Ramps
- 8th Avenue

Improvement Ideas

Community members proposed a range of ideas to improve safety and functionality along the Sheridan corridor. The most common suggestions included a combination of implementing speed management strategies, adding medians, and improving access control. Others emphasized the need to widen shoulders to provide more space for vehicles and improve safety. Additional ideas included adding dedicated bike lanes or shared-use paths to support active transportation, and incorporating vehicle turn lanes to reduce congestion and improve traffic flow at several intersections, with 29th Avenue being the most frequently mentioned for this improvement. Intersections that have the most improvement ideas provided by survey respondents include:

- 49th Avenue/Inspiration Point Drive
- 38th Avenue
- 29th Avenue
- 17th Avenue

Poor Walking/Biking

Many residents highlighted unsafe and uncomfortable conditions for walking and biking along the Sheridan corridor. A common concern was the complete absence of sidewalks in several areas, forcing pedestrians and bicyclists into traffic. Where sidewalks or

shoulders do exist, they are often too narrow to be safely or comfortably used, especially for families or individuals with mobility needs. Additional issues included blocked or obstructed paths, lack of access to key destinations, and a general sense of danger due to proximity to fast-moving vehicles. Intersections identified as particularly unsafe for walkers and bicyclists include:

- 49th Avenue/Inspiration Point Drive
- 29th Avenue
- 25th Avenue/Byron Place

Safety Concern

Residents identified several key safety concerns along the Sheridan corridor. Dangerous intersections were frequently mentioned, with many noting a high number of crashes and near-misses due to poor visibility, signal timing, and driver behavior, and specifically calling out 38th Avenue and 29th Avenue. Traffic speed was another major issue, with excessive speeding contributing to unsafe conditions for all road users. Additionally, deteriorating roadway and pavement conditions – such as potholes, uneven surfaces, and narrow lanes – were cited as hazards that increase the risk of crashes and reduce overall comfort and safety. Intersections that have the highest general safety concern associated with them include:

- 38th Avenue
- 29th Avenue
- 52nd Avenue
- On/Off Ramps to Highway 6

Traffic Congestion

Traffic congestion is a persistent issue along the Sheridan corridor, with residents reporting delays throughout the day. The majority of respondents indicated that congestion occurs all day long, with particularly heavy traffic during the afternoon peak hours (3 p.m. to 6 p.m.). Congestion is not limited to a single direction – many noted delays in multiple directions. The top two intersections that respondents pinned for traffic congestion were 32nd Avenue and 17th Avenue. Intersections with the worst congestion, as described by survey participants, include:

- 32nd Avenue
- 17th Avenue
- 29th Avenue



Figure 1. Survey hotspot map.

Recommendations Phase

In-Person Engagement

The project team participated in ten in-person public events, including two pop-up events, two existing events, and five focus groups in September and early October 2025 to provide information and solicit input from community members. The project team talked to over 400 community members about how the proposed recommendation would affect them. The events and the feedback received from the community are highlighted in the following sections.

Table 2. Recommendations phase engagement event details.

Event	Location	Date	Number of Participants
Smiley Branch Library Pop-up	Smiley Branch Library, Denver	3/20/2025	20
Sheridan Station Bus Stop Pop-up	Sheridan Station Bus Stop (Route 51)	3/26/2025	50
Colorado Dragon Boat Festival	Sloan's Lake Park, Denver	9/6/2025-9/7/2025	190
Cider Days	Heritage Lakewood Belmar Park, Lakewood	10/3/2025-10/4/2025	120
Transit Focus Group 1 (Denver Streets Partnership)	Virtual	9/25/2025	6
Transit Focus Group 2 (Denver Streets Partnership)	Belmar Library-Jefferson County Public Library, Lakewood	10/2/2025	6
Family Focus Group (Edgewater Collective)	Pavilion at Ray Ross Park, Lakewood	9/13/2025	4
Spanish Speaking Focus Group 1 (Latinas Community Connections Services)	2497 Fenton Street, Edgewater	9/24/2025	7
Spanish Speaking Focus Group 2 (Latinas Community Connections Services)	2497 Fenton Street, Edgewater	9/30/2025	12

Existing Events

During the Colorado Dragon Boat Festival and Cider Days, the team shared the study's goals and offered the corridor-wide improvements for participant feedback. Additional

feedback included the desire for more bike lanes and bus shelters, and a general sentiment that additional considerations for pedestrian and bicycle mobility should be a priority.

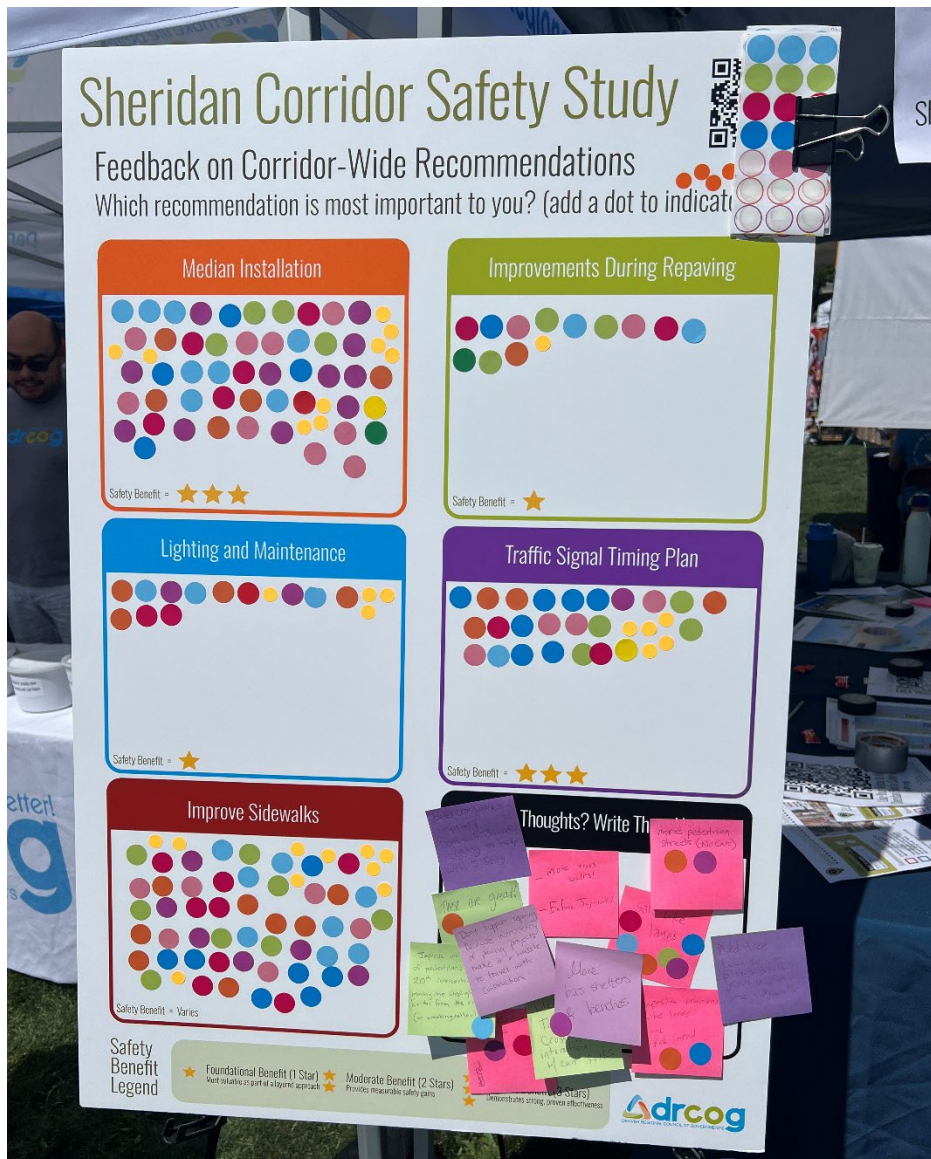


Figure 2. Existing event board responses.

Pop-Ups

During the pop-ups, the team passed out project flyers and shared information at a library and transit stop. The interactions highlighted a desire for safe access to and from transit stops, improvements to sidewalk quality, and slowing vehicle speeds.

Focus Groups

The project team spoke with five focus groups of participants about the proposed recommendations for Sheridan Boulevard. There were 33 total participants. Each group was provided a gift card and a meal for their participation.

Questions were used to prompt participants to share their opinions on the proposals, including:

- Thinking about the corridor as a whole, what are your initial thoughts about these corridor-wide recommendations? Do you think that they will be useful for making the corridor safer?
- How would these changes affect your neighborhood and how you travel?
- Are there things we should consider for the recommendations that we may have forgotten?
- The proposed medians would be designed to slow traffic, reduce crashes due to turning vehicles misjudging a gap, and make it safer to cross the street; however, turning left will be restricted in many areas, with U-turns prohibited for safety. What do you think about this tradeoff? What should the agencies consider as they move forward with this idea?
- Are there places where you think a median would help? Or places where it might cause problems?
- In the long term, we are recommending that local agencies consider traffic safety cameras on Sheridan, which would issue tickets for drivers who run red lights or travel above the speed limit. Do you support this idea? Do you have concerns?
- When building sidewalks in the future, what features are most important to you for making walking more comfortable, safe, and usable?
- If only one or two of these improvements could happen soon, which would you choose first and why?

Each group lasted one hour and covered as many questions as they could in the allotted time. The following sections summarize each group's conversation.

Family Focus Group (September 13 – Organized by Edgewater Collective)

This small group emphasized the challenges families face crossing Sheridan Boulevard, especially near Sloan's Lake and the 52nd Avenue shopping center. Participants discussed the potential of roundabouts, pedestrian bridges, and improved bike crossings to enhance safety. Beautification and maintenance were elevated as low-cost, high-impact improvements. Signal timing updates were unanimously prioritized as a quick win to improve safety without major infrastructure changes.

Spanish-speaking Focus Group #1 (September 24 – Organized by Latinas Community Connections Services)

Participants supported the corridor-wide recommendations, especially medians and sidewalk additions, but raised concerns about visibility and potential crashes. Lighting,

signage, and drainage were recurring themes, with suggestions like trimming trees, adding reflectors, and improving bus stop visibility. Top priorities included restriping, sidewalk repairs, and better transit signage to support safe travel for families and youth.

Transit Focus Group #1 (September 25 – Organized by Denver Streets Partnership)

This group strongly supported medians and wider sidewalks, noting that current conditions discourage walking and bicycling. Poor lighting and unsafe bus stops were major concerns, especially north of Colfax Avenue. Participants highlighted the need for consistent lane widths and green infrastructure. Sidewalk improvements and medians were identified as the most impactful changes for improving safety and accessibility.

Spanish-speaking Focus Group #2 (September 30 – Organized by Latinas Community Connections Services)

Participants highlighted severe issues with sidewalks and potholes, particularly between 6th Avenue and I-70. Concerns centered on construction delays, semi-truck impacts, and drainage problems. While some supported medians in specific areas, others feared they could worsen traffic. Lighting, sidewalk repairs, and drainage improvements were seen as urgent needs, with many expressing frustrations over the perceived neglect of Sheridan Boulevard.

Transit Focus Group #2 (October 2 – Organized by Denver Streets Partnership)

This group supported medians and traffic safety cameras, emphasizing the need for ADA-compliant, buffered sidewalks and protected pedestrian signals. Participants called for better lighting, smoother pavement, and improved signal timing to reduce crashes. They also raised concerns about data privacy with cameras and suggested reinvesting fines into safety improvements. Sidewalk upgrades and signal timing were top priorities.

Focus Group Question-by-Question Breakdown

A question-by-question breakdown is included in the following section. This breakdown highlights key comments, and which groups raised them, helping to identify patterns and priorities across the five sessions.

1. Thinking about the corridor as a whole, what are your initial thoughts about these corridor-wide recommendations? Do you think that they will be useful for making the corridor safer?

Family Group asked about tradeoffs with constrained right-of-way, such as medians versus sidewalk widening. They were curious about pedestrian bridges/tunnels and roundabouts and noted poor maintenance and confusing curb cuts near shopping centers.

Spanish-speaking Group #1 supported medians and sidewalk additions but worried about visibility and crash risks. They emphasized lighting, signage, and the need for smoother pavement.

Transit Group #1 favored medians, especially with landscaping, and noted that sidewalk width and lighting were major concerns. They felt bus stop consolidation was not critical but supported transit signal priority.

Spanish-speaking Group #2 described severe sidewalk and pothole issues, especially near 6th Avenue and 52nd Avenue to I-70. They were skeptical about construction impacts and semi-truck traffic.

Transit Group #2 supported medians and traffic calming, emphasizing accessibility, lighting, and protected pedestrian signals.

2. How would these changes affect your neighborhood and how you travel?

Family Group felt Sheridan Boulevard is a barrier to schools, shopping, and socializing by bicycle. They highlighted the need for beautification and safer crossings, especially near 38th Avenue.

Spanish-speaking Group #1 felt median improvements would help but worried about losing the center turn lane.

Transit Group #1 shared that poor sidewalk conditions forced detours and discouraged walking. Safer crossings would encourage more walking and biking.

Spanish-speaking Group #2 feared construction delays and increased traffic congestion. They supported installing medians in select areas.

Transit Group #2 hoped changes would reduce crashes and improve access to transit. They noted that unsafe conditions currently force people to drive.

3. Are there things we should consider for the recommendations that we may have forgotten?

Family Group suggested exploring parallel bike routes, engaging RTD garage users, and considering future affordable housing/Transit Oriented Development (TOD) needs. They also raised concerns about aggressive drivers and bus stop conditions.

Spanish-speaking Group #1 recommended repairing existing sidewalks, improving drainage (e.g., pervious pavers), and trimming trees for visibility.

Transit Group #1 emphasized nighttime enforcement for discouraging street racing, redesigning right-turn lanes, and coordinating bicycle infrastructure.

Spanish-speaking Group #2 asked about speed bumps and expressed frustration with slow construction and snow-related delays.

Transit Group #2 suggested adding trash cans, solar panels, blue safety buttons at bus stops, and improving pedestrian push button accessibility.

4. The proposed medians would be designed to slow traffic, reduce crashes due to turning vehicles misjudging a gap, and make it safer to cross the street;

however, turning left will be restricted in many areas, with U-turns prohibited for safety. What do you think about this tradeoff? What should the agencies consider as they move forward with this idea? Are there places where you think a median would help? Or places where it might cause problems?

Family Group asked about roundabouts and beautification at 20th Avenue/Sheridan Boulevard. They discussed bike crossing locations and the need for clear guidance.

Spanish-speaking Group #1 supported medians but worried about visibility and potential crashes.

Transit Group #1 supported medians, especially with trees and lighting, but were concerned about left-turn restrictions.

Spanish-speaking Group #2 had mixed views – some supported medians in wide areas, others feared traffic impacts and construction delays. Semi-truck damage and snow-related work stoppages were concerns.

Transit Group #2 saw no downsides and supported medians broadly, especially in Edgewater and from Jewell Avenue to Morrison Road.

5. In the long term, we are recommending that local agencies consider traffic safety cameras on Sheridan, which would issue tickets for drivers who run red lights or travel above the speed limit. Do you support this idea? Do you have concerns?

Family Group supported cameras but preferred education campaigns and raised concerns about ticketing vehicle owners instead of drivers.

Spanish-speaking Group #1 generally supported cameras but felt small speed violations should not be ticketed. They were more concerned about red-light running.

Transit Group #1 strongly supported cameras, especially at major intersections like 38th Avenue and Colfax Avenue, particularly to address nighttime racing.

Spanish-speaking Group #2 approved of cameras, noting that visible enforcement (e.g., police presence) slows drivers down.

Transit Group #2 supported cameras but emphasized reinvesting fines into safety and protecting data from misuse (e.g., ICE access).

6. When building sidewalks in the future, what features are most important to you for making walking more comfortable, safe, and usable?

Only Transit Group #2 had time to answer this question. They focused on lighting, wider, buffered sidewalks that provide separation from traffic, ADA-compliance, and providing a complete sidewalk network.

7. If only one or two of these improvements could happen soon, which would you choose first and why?

Family Group unanimously chose signal timing updates and beautification.

Spanish-speaking Group #1 prioritized restriping, reflectors, sidewalk repairs, and transit signage.

Transit Group #1 focused on sidewalk improvements and medians.

Spanish-speaking Group #2 emphasized lighting, sidewalk repairs, drainage, and pothole fixes.

Transit Group #2 chose signal timing updates and sidewalk improvements, with strong support for ADA compliance and protected pedestrian signals.

Online Survey

The survey included several opportunities for input on the proposed recommendations. Participants could share information on intersection specific recommendations at 25 intersections along the corridor, corridor-wide recommendations and provide general feedback. The site also provided information on ongoing projects along the corridor and how community members can contact the correct agency to report maintenance concerns. The survey was open for 57 days and received 374 responses.

Corridor-Wide Recommendations

Corridor-wide recommendations for input included improving lighting and maintenance, long-term improvements, median installations, repaving, sidewalk improvements, and signal timing improvements. Sidewalk improvements and median installation were the top priorities for the community. Each recommendation is detailed below.

Sheridan Boulevard Lighting and Maintenance Engagement Summary

Engagement Period: September 1 – October 21, 2025

Overall Support for Lighting and Maintenance

Community members emphasized lighting and maintenance as essential for:

- Improving visibility and safety, especially at intersections and bus stops.
- Supporting pedestrian comfort and reducing crash risks.
- Addressing neglected infrastructure, overgrowth, and poor upkeep.

Survey Results:

- 2.5% of survey respondents selected lighting/maintenance as the most important recommendation.

Top priority during in-person engagement:

- Cider Days: 13 out of 126 votes (10.3%).
- Dragon Boat Festival: 18 out of 191 votes (9.4%).

- Overall: 31 out of 317 votes (9.8%).

Design Considerations and Suggestions

Lighting and maintenance improvements should:

- Include better lighting at bus stops and crossings.
- Address visibility issues at intersections (e.g., Yale Avenue, Bates Avenue, Dartmouth Avenue).
- Improve drainage, trim trees, and remove weeds.
- Add trash cans, solar panels, and benches to enhance comfort.
- Ensure consistent lane widths and eliminate confusing curb cuts.

Concerns Raised

Residents noted:

- Visibility problems leading to crashes, especially with right turns on red.
- Neglected infrastructure, including abandoned buildings and overgrown sidewalks.
- Snow-related delays and poor maintenance near pedestrian areas.
- Lack of basic amenities at transit stops.

Notable Quotes

- “Lighting is really essential along this street.”
- “There are 3 bus stops on this corner that have no benches, are completely overrun with weeds...”

Sheridan Boulevard Other Strategies Being Considered Engagement Summary

Engagement Period: September 1 – October 16, 2025

Overall Support for Other Strategies Being Considered

Community feedback emphasized the need for sustained, systemic changes to improve safety and accessibility along Sheridan Boulevard. Key long-term priorities include:

- Traffic safety cameras to address speeding and red-light running.
- Pedestrian infrastructure such as bridges, crosswalks, and advanced signals.
- Street redesigns to widen lanes, improve sidewalks, and accommodate all users.

Survey and Focus Group Highlights:

- No votes recorded for other strategies being considered at in-person events (Cider Days, Colorado Dragon Boat Festival).
- Focus groups showed strong support for traffic safety cameras, with nuanced concerns about privacy and fairness.
- Survey responses frequently mentioned red-light and speed cameras as essential for safety.

Design Considerations and Suggestions

Other strategies being considered should:

- Include speed and red-light cameras at high-risk intersections.
- Add pedestrian bridges, advanced signals, and traffic calming (e.g., raised crosswalks, rumble strips).
- Improve bicycle lane connectivity and sidewalk conditions, especially near parks and schools.

Concerns Raised

Some residents expressed concerns that:

- Traffic cameras may raise privacy issues or unfairly ticket vehicle owners.

Notable Quotes

- “Red light cameras and speed cameras are essential.”
- “Speed cameras should be at every intersection. Cars are always flying past here.”
- “We need traffic calming barriers and speed cameras. Lots of street racing in this area.”

Sheridan Boulevard Median Installation Engagement Summary

Engagement Period: September 1 – October 16, 2025

Overall Support for Medians

Strong community support for medians as a tool to:

- Improve pedestrian safety by providing refuge areas.
- Calm traffic and reduce speeding.
- Prevent dangerous or illegal left turns, especially near King Soopers and alleyways.
- Enhance the aesthetic appeal of the corridor.

Survey results:

- 31.6% of survey respondents selected median installation as the most important recommendation.

Top priority during in-person engagement:

- Cider Days: 20 out of 126 votes (15.9%).
- Dragon Boat Festival: 60 out of 191 votes (31.4%).
- Overall: 80 out of 317 votes (25.2%).

Design Considerations and Suggestions

Medians should:

- Include green infrastructure (trees, shade, landscaping).
- Avoid flat, lifeless, or car-oriented designs.
- Be designed with pedestrian refuges at intersections.
- Consider emergency vehicle access.

Concerns Raised

Some residents worry medians may:

- Limit driveway access, increasing the need for U-turns.
- Cause congestion or redirect traffic to side streets.
- Highlight a need for complementary improvements (e.g., sidewalks, bike lanes).
- Make it harder for emergency vehicles to navigate.
- Push traffic into neighborhood streets.

Notable Quotes

- “Medians would help keep pedestrians crossing Sheridan safe.”
- “Medians would go a long way in preventing accidents and calming traffic.”
- “Please do ALL of these improvements! Sheridan is growing quickly down that corridor.”
- “If you are spending the time and money to build this much median, make a two-way protected bike lane right down the middle.”
- “One of the most nerve-racking parts of driving along Sheridan Boulevard is erratic driving with left turns into and from the middle lane. I think medians would go a long way in preventing accidents and calming traffic.”

Sheridan Boulevard Repaving Engagement Summary

Engagement Period: September 1 – October 16, 2025

Overall Support for Repaving

Strong community support for repaving as a way to:

- Improve driving conditions and reduce vehicle damage.
- Address potholes, uneven surfaces, and dangerous gutters.
- Enhance pedestrian safety by reducing splash zones and improving sidewalk transitions.
- Calm aggressive driving behavior caused by poor road conditions.

Survey Results:

- 19% of survey respondents selected repaving as the most important recommendation.

Top priority during in-person engagement:

- Cider Days: 22 out of 126 votes (17.5%).
- Dragon Boat Festival: 14 out of 191 votes (7.3%).
- Overall: 36 out of 317 votes (11.4%).

Design Considerations and Suggestions

Repaving efforts should:

- Include drainage improvements, especially between 38th Avenue and 26th Avenue, where water freezes and splashes pedestrians.
- Address lane width inconsistencies and over-sloped right lanes that cause congestion.
- Fix transitions between asphalt and sidewalk concrete, which create potholes and bumps.
- Consider sidewalk upgrades where needed to complement repaving.

Concerns Raised

Some residents worry repaving may:

- Lead to construction delays and travel disruptions.
- Be inconsistently applied, making travel unpredictable.
- Encourage speeding if potholes are removed without other calming measures.

Notable Quotes

- “Sheridan is a nightmare to drive upon...potholes, uneven gutter, and road joints. This road has been seriously neglected.”
- “Massive potholes in the right lanes...dangerous to drive on for smaller vehicles.”
- “Fixing just those two things – lane consistency and paving – is going to dramatically improve driving on Sheridan.”
- “Don’t improve the road! Potholes slow people down!”

Sheridan Boulevard Sidewalk Improvements Engagement Summary

Engagement Period: September 1 – October 16, 2025

Overall Support for Sidewalk Improvements

Strong community support for sidewalk upgrades to:

- Improve pedestrian safety and comfort.
- Ensure ADA accessibility and safe navigation for wheelchairs and strollers.
- Fill gaps in the sidewalk network and remove obstacles.
- Enhance connectivity to transit stops, parks, and businesses.

Survey Results:

- 22.8% of survey respondents selected sidewalk improvements as the most important recommendation.

Top priority during in-person engagement:

- Cider Days: 47 out of 126 votes (37.3%).
- Dragon Boat Festival: 67 out of 191 votes (35.1%).
- Overall: 114 out of 317 votes (35.9%).

Design Considerations and Suggestions

Sidewalk improvements should:

- Include buffer zones (e.g., lawns) to prevent snow buildup from plows.
- Be ADA-compliant, wide enough for safe passage, and free of obstructions.
- Improve visibility at crossings and intersections.
- Connect key destinations like transit stops, Berkeley Park, and King Soopers.
- Consider pedestrian overpasses and protected crossings.

Concerns Raised

Some residents worry sidewalks:

- Are too narrow and too close to traffic, making walking feel unsafe.
- Are missing entirely in key segments, forcing pedestrians into the roadway.
- Have been promised for decades (e.g., Willis Case side) but never delivered.
- May be deprioritized in favor of vehicle infrastructure.

Notable Quotes

- “Sidewalks along Sheridan are narrow and in disrepair...unusable for those with mobility issues.”
- “We should be able to at least cross Sheridan with our kids.”
- “Sheridan is not at all pedestrian-friendly between 46th Avenue and 38th Avenue.”
- “Improve the conditions for pedestrians...people in wheelchairs should be able to safely navigate.”
- “Sidewalk connectivity is critical for improving safety on Sheridan and should be prioritized over installing medians.”

Sheridan Boulevard Signal Timing Engagement Summary

Engagement Period: September 1 – October 16, 2025

Overall Support for Signal Timing

Community members identified signal timing as a high-impact, quick-win strategy to:

- Reduce congestion and improve traffic flow.

- Enhance pedestrian safety at crossings.
- Address red-light running and aggressive driving.
- Support transit efficiency through signal coordination.

Survey Results:

- 7.6% of survey respondents selected signal timing as the most important recommendation.

Top priority during in-person engagement:

- Cider Days: 24 out of 126 votes (19.0%).
- Dragon Boat Festival: 32 out of 191 votes (16.8%).
- Overall: 56 out of 317 votes (17.7%).

Design Considerations and Suggestions

Signal timing improvements should:

- Include protected pedestrian signals and leading pedestrian intervals.
- Ban or better regulate right turns on red, especially at high-conflict intersections.
- Use flashing yellow arrows where appropriate to improve left-turn efficiency.
- Coordinate signals with freeway/highway traffic to reduce backups.
- Prioritize transit signal priority and queue jumps for buses.

Concerns Raised

Residents noted:

- Short left-turn signals are causing backups and red-light running.
- Poor coordination between signals leading to gridlock.
- Confusing patterns that reduce pedestrian safety.
- Frustration from long wait times, especially during construction.
- May be deprioritized in favor of vehicle infrastructure.

Notable Quotes

- “Signal timing seems like it would make a big impact quickly.”
- “Flashing yellow left arrows are life-changing for everyone on the roads.”
- “Signal timing with the amount of congested traffic is important...improper syncing causes congestion.”

Intersection Recommendations

There were 25 locations identified for intersection-specific improvements. The locations with the greatest community input were 20th Avenue, 29th Avenue, Alameda Avenue, and Yale Avenue.

Conclusion

The feedback gathered throughout the Sheridan Corridor Safety Study engagement process reflects a strong and unified desire from the community for a safer, more accessible, and better-connected transportation network. While some saw further opportunities to advance safety, community members and stakeholders consistently expressed support for the proposed improvements, recognizing their potential to address longstanding safety concerns and enhance mobility for all users. This input reinforced the importance of a comprehensive approach to transportation planning, one that prioritizes safety. The recommendations developed through this study respond directly to these priorities and reflect the community's commitment to creating a corridor that meets the current and future needs of all users.