Sheridan Boulevard Corridor Safety Study: Existing Conditions Summary

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Approach Turn Crash:

This crash type includes a left-turning driver that failed to yield right-of-way and collides with a vehicle traveling in the opposite direction straight through the intersection.

Automatic Vehicle Location:

Automatic Vehicle Location is a system that uses GPS or other location technologies to track the real-time location of transit vehicles, such as buses or trains.

Bulb-out:

Also known as curb extensions, neckdowns or chokers, bulb-outs narrow streets to shorten crossing distances, improve sight lines, manage on-street parking, slow traffic speeds, and reduce effective turning radii.

Critical Corridor:

The Critical Corridors were developed from the Regional High-Injury Network. Each of the 10 counties within the DRCOG boundary were analyzed separately to ensure the corridors were dispersed regionally. For each county, the Critical Corridors identify the top 50 percent of fatal and serious-injury crash density corridors along the Regional High-Injury Network.

Denver Regional Council of Governments:

The Denver Regional Council of Governments, commonly known as DRCOG, is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation, personal mobility, growth and development, and aging and disability resources.

Dwell Times:

Dwell times refer to the time a bus spends at a scheduled stop without moving.

Regional High-Injury Network:

The Regional High-Injury Network identifies the roadways with the highest numbers of fatal and serious-injury crashes. DRCOG, CDOT, and local governments can use the Regional High-Injury Network to focus safety improvements, education and enforcement at locations where the most serious crashes happen with the greatest frequency.

Regional Transportation District:

The Regional Transportation District, commonly known as RTD, provides public transportation in eight counties including all of Boulder, Broomfield, Denver, and Jefferson counties; parts of Adams, Arapahoe, and Douglas Counties; and a small portion of Weld County. Their services include bus, rail, shuttles, ADA paratransit services, demand responsive services like FlexRide, and more.

Road Safety Audit:

A Road Safety Audit, commonly known as RSA, is a formal, independent review of a roadway or intersection conducted by a multidisciplinary team to identify potential safety issues for all users, especially vulnerable ones like pedestrians, bicyclists, motorcyclists, and transit riders.

85th Percentile Speed:

The 85th percentile speed is the speed at or below which 85% of vehicles are traveling on a road under normal conditions. In other words, if 100 drivers are measured, 85 of them are driving at or below this speed, and 15 are going faster. It is often used by engineers and planners to understand how fast most people are actually driving, regardless of the posted speed limit, and to help set or evaluate speed limits, design streets, or identify safety concerns.

Executive Summary

The Sheridan Boulevard Corridor Safety Study is 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 is to evaluate opportunities and propose recommendations to make Sheridan Boulevard safer for all users, whether they are driving, taking transit, walking, or biking.

This Existing Conditions Summary recaps the Study's first phase, including a comprehensive evaluation of the safety challenges and needs of all roadway users. The evaluation included a(n):

- Detailed analysis of historic traffic crashes.
- Evaluation of multimodal mobility.
- Review of previous plans and studies.
- Assessment of zoning and land use.
- Investigation into future growth and development.
- Review of demographics.
- Synthesis of key findings to inform the next stage of recommendations development.

Safety Analysis Findings

Sheridan Boulevard has been identified as a roadway on the DRCOG Regional High-Injury Network, with the section south of W 26th Avenue designated as a Critical Corridor due to the frequency of fatal and serious-injury crashes. To provide applicable recommendations to address observed traffic crash patterns and types along the corridor, five years of crash data (from January 1, 2018, to December 31, 2022) was analyzed for the safety assessment.

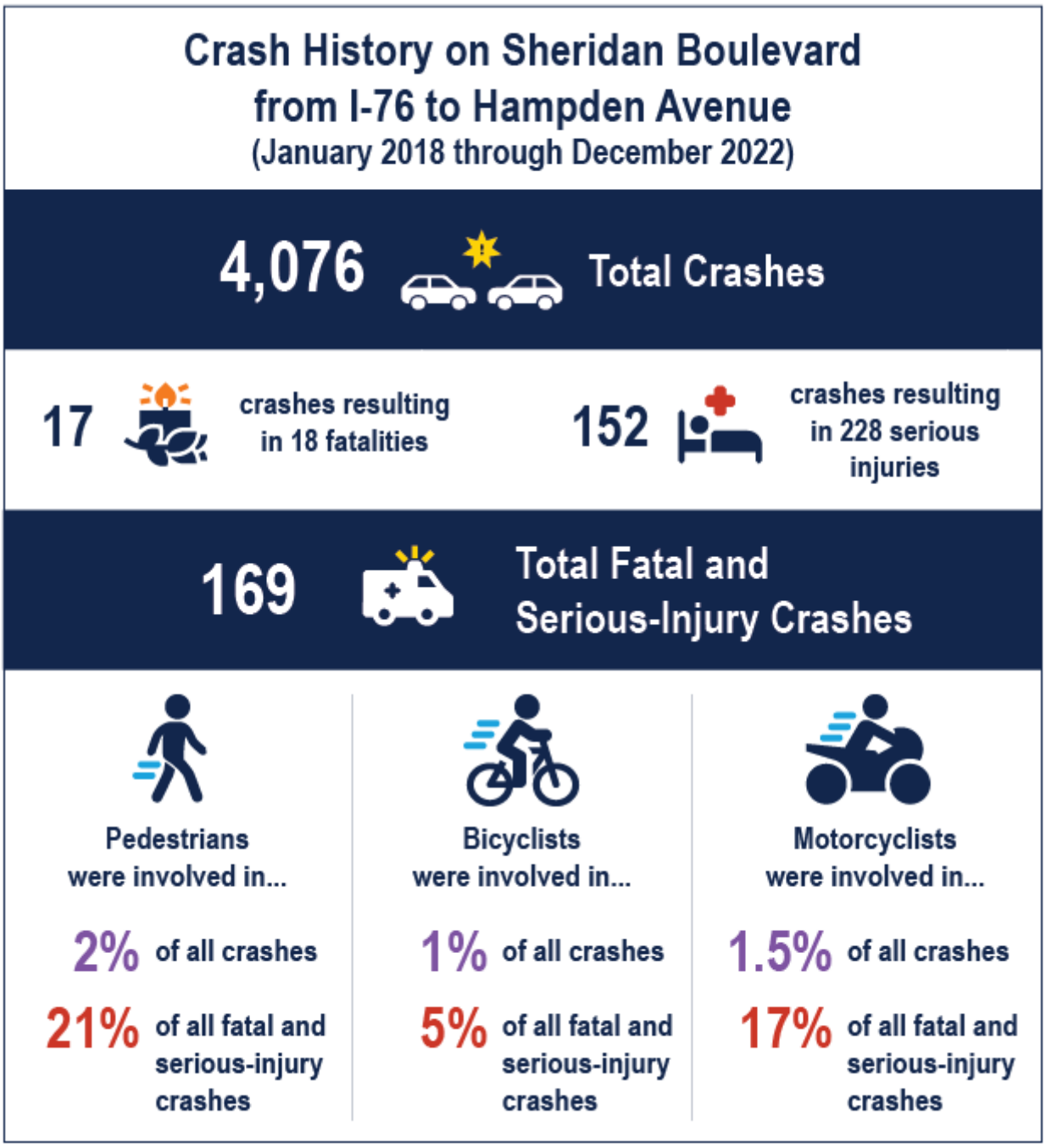


Figure 1. Crash Statistics Infographic.

Figure 1 summarizes key takeaways from the corridor-wide safety analysis. Notably, the share of fatal and serious-injury crashes involving a vulnerable road user is disproportionately high. A few other key takeaways include:

- The majority of crashes resulting in serious injury or fatality were **approach turn (left turn)** crashes.
- The majority of crashes along the corridor were **rear-end** crashes, but only about 2% of these crashes resulted in serious injury or fatality.
- **There were 92 crashes** (2% of all crashes) **that involved a pedestrian.**
    - Of these, 8 were fatal (47% of all fatal crashes) and 28 resulted in serious injury (18% of all serious-injury crashes).
- **There were 42 crashes** (1% of all crashes) **that involved a bicyclist.**
    - Of these, 1 was fatal (6% of all fatal crashes) and 8 resulted in serious injury (5% of all serious-injury crashes).
- **There were 62 crashes** (1.5% of all crashes) **that involved a motorcyclist.**
    - Of these, 4 were fatal (24% of all fatal crashes) and 25 resulted in serious injury (16% of all serious-injury crashes).

A detailed safety analysis was completed for each location along the corridor where at least one fatal or serious-injury crash occurred to better understand location-specific crash trends and contributing factors. This analysis is located in **Appendix A**.

Multimodal Findings

The multimodal network along and adjacent to Sheridan Boulevard was analyzed to understand how potential gaps or limitations in the network may be impacting safety. The following summarizes the key takeaways from the analysis:

- **Pedestrian Infrastructure Deficiencies:** The sidewalk network is incomplete, with gaps and deteriorating pavement conditions in some locations. Signalized crossings are spaced up to 4,000 feet apart, resulting in situations where pedestrians may choose to make unsafe midblock crossings. Many sidewalks are attached to the roadway and extremely narrow, failing to provide basic pedestrian comfort let alone to comply with Americans with Disabilities Act standards. A lack of adequate lighting may cause navigation concerns for people walking and biking and compound visibility concerns between user groups.

- **Bicycle Infrastructure Gaps:** The corridor lacks dedicated bike facilities, forcing bicyclists onto sidewalks or alternate routes. Many east-west side-street bike facilities end before crossing Sheridan Boulevard, and existing crossings lack safe infrastructure for bicyclists.
- **Transit Limitations:** RTD Route 51 is the primary bus route serving the corridor and is constrained by infrequent service (30 minutes peak frequency and 1 hour off-peak frequency) and long dwell times, resulting in low reliability. Route 51 runs from Westminster to Englewood, with many bus stops located at unsignalized intersections, increasing the likelihood of transit users making unsafe crossings.
- **Vehicular Traffic and Congestion:** Daily traffic volumes range from 21,600 to 43,000 vehicles, with the highest volumes observed between 6th Avenue and W Alameda Avenue. The high density of driveways along the corridor contributes to a significant number of vehicle-vehicle and vehicle-pedestrian conflicts and crashes.

Other Findings

Zoning, growth, future development, and demographics were analyzed to help understand the context of the corridor and identify how existing and future conditions may impact recommendations. The following summarizes the key takeaways from the analysis:

- **Prior Planning Efforts:** Relevant previous plans were reviewed to inform the existing conditions analysis, many of which shared common recommendations and visions for Sheridan Boulevard. These plans identify key intersections and nodes where public and private investment could be leveraged to enhance safety through new development or targeted infrastructure improvements.
- **Zoning and Land Use:** Much of the corridor is characterized by low-density residential and commercial uses. North of 6th Avenue, land uses and zoning densities become more varied and mixed, presenting opportunities for transformative projects that can improve housing, mobility, economic resilience, and public health through coordinated planning and partnerships.

- **Future Growth and Development Trends:** Household and employment growth are expected throughout this corridor between 2020 and 2050, particularly between 6th Avenue and W Colfax Avenue, shifting travel patterns and reinforcing the corridor's role as a location for future development. This growth is expected to shape transportation demand, infrastructure planning, and land use decisions.
- **Demographics:** DRCOG Index scores vary among census tracts in the study area. The census tracts on the north and south ends of the corridor have populations that have been less marginalized than others. The census tracts in the center of the corridor, specifically on the east side of Sheridan Boulevard in Denver, show the highest levels of marginalization on the map. The highest scores are located just south of W Alameda Avenue.

Synthesis of Findings

A comprehensive table that summarizes key findings exists at the end of the full Existing Conditions Summary. The findings from this summary will inform subsequent phases of this Study's planning and recommendation development, ensuring a safer and more accessible multimodal transportation corridor.

Introduction

Study Purpose

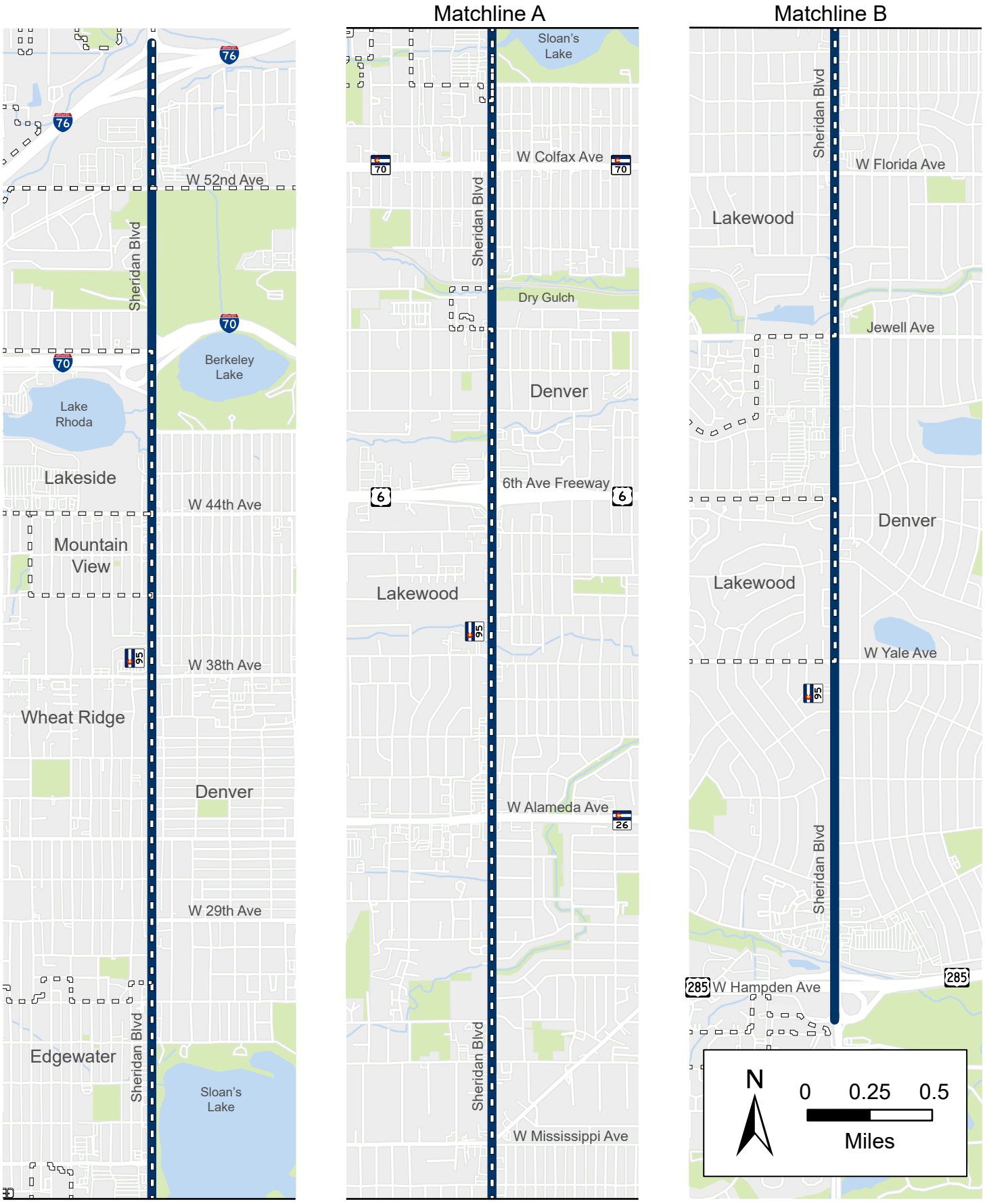
The purpose of the Sheridan Boulevard Corridor Safety Study is to evaluate opportunities and propose recommendations to make Sheridan Boulevard safer for all users, whether they are driving, taking transit, walking, rolling, or biking. The corridor serves as a critical link for transportation, connecting various communities and accommodating a diverse range of road users, including commuters and commercial vehicles. **Figure 2** displays the approximately 10-mile study area along Sheridan Boulevard between Interstate-76 in the north and U.S. Highway 285 (Hampden Avenue) in the south. One unique aspect of Sheridan Boulevard is that it serves as a border between multiple local agencies. The Study is 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 Regional Transportation District, commonly known as RTD.

The Study is part of DRCOG's Corridor Planning Program, which is focused on advancing planning for projects outlined in the *2050 Metro Vision Regional Transportation Plan*. Sheridan Boulevard was identified in the *2050 Metro Vision Regional Transportation Plan* as a priority corridor for safety improvements. Additionally, the entire corridor is located on DRCOG's Regional High-Injury Network, commonly known as HIN, with the segment south of W 26th Avenue identified as a Critical Corridor, meaning it is one of the areas with the highest density of fatal and serious-injury crashes within the HIN.

Existing Conditions Process

The first phase of the Study process involved an analysis of existing conditions, summarized in this report. The existing conditions analysis consisted of a detailed safety analysis, a review of existing plans focused on transportation and safety, a multimodal mobility assessment, a land use and planning assessment, a review of the demographics in the study area, and finally a synthesis of all the findings into a summary key takeaways.

Figure 2. Study Area Map.



Existing Plan Review – Vision, Transportation, and Safety Focus

The Study team reviewed regional and local agency plans that are relevant to the study area as part of the existing conditions analysis. Two goals guided the existing plan review process:

1. Understand DRCOG's and local agencies' vision for traffic and multimodal safety for Sheridan Boulevard.
2. Identify prior recommendations relevant to the study area.

Note that recommendations focused on land use and development are summarized in Existing Plan Guidance under the Land Use and Planning Assessment section.

DRCOG's *2050 Metro Vision Regional Transportation Plan* (2024)

The *2050 Metro Vision Regional Transportation Plan* guides the Denver region's investments in the multimodal transportation system while addressing growth and environmental challenges. The plan prioritizes investments in safety, active transportation, regional transit, multimodal mobility, air quality, and freight, with the goal to create a connected, inclusive, and sustainable region.

Relevancy to Sheridan Boulevard

- Identifies Sheridan Boulevard between W 52nd Avenue and Hampden Avenue as an arterial safety and regional Vision Zero complete streets retrofit project.

DRCOG's *Taking Action on Regional Vision Zero* (2024)

Taking Action on Regional Vision Zero is DRCOG's Vision Zero action plan. The plan prioritizes safety by promoting complete streets design, context-sensitive speed management, and focused strategies for marginalized communities. The plan also includes a toolkit for local governments to use when planning for Vision Zero safety improvements.

Relevancy to Sheridan Boulevard

- The entire corridor is on the Regional High-Injury Network, the 9% of roadways in the region that have the highest numbers of fatal and serious-injury crashes.
- Identifies Sheridan Boulevard between W 26th Avenue and Hampden Avenue as a Critical Corridor meaning it is one of the areas with the highest density for fatal and serious-injury crashes within the Regional High-Injury Network.
- Advises the region to prioritize safety projects along the Regional High-Injury Network, specifically the Critical Corridors.

DRCOG's *Alameda Avenue Corridor Planning Study* (2024)

The *Alameda Avenue Corridor Planning Study* outlines a vision for transforming W Alameda Avenue into a safer, more accessible, and vibrant multimodal corridor, prioritizing bus rapid transit and significant safety improvements.

Relevancy to Sheridan Boulevard

- Prioritizes safety and multimodal improvements at the W Alameda Avenue and Sheridan Boulevard intersection by addressing pedestrian, bicyclist, and transit mobility, reducing safety concerns, and integrating short-, mid- and long-term recommendations. These recommendations include installation of high-visibility crosswalk markings, evaluation of a shared bus bypass lane/right-turn lane for

buses heading westbound on W Alameda Avenue to reach a queue jump at the W Alameda Avenue and Sheridan Boulevard signal, and implementation of a mobility hub.

- Recommends Sheridan Boulevard as a station on the Preliminary Alameda BRT Station Map and as a key mobility hub candidate location.

City of Edgewater's *Sheridan Boulevard Multimodal Corridor Plan and Design* (2022 and 2025)

The *Sheridan Boulevard Multimodal Corridor Plan* outlines strategies to redesign Sheridan Boulevard from W 26th Avenue to W 17th Avenue into a safe, vibrant, and accessible gateway to Edgewater through multimodal enhancements and urban design improvements. The recommended alternative from this plan is in final design in 2025 and may go to construction as soon as 2026.

Relevancy to Sheridan Boulevard

- Improve safety and comfort for all users by enhancing intersection safety, incorporating additional safe crossings, and providing a center median.
- Enhance the pedestrian realm on the west side of Sheridan Boulevard through improved sidewalks, urban design, branding, and landscape elements.
- Connect bicycle facilities across Sheridan Boulevard between Edgewater and Denver.
- Enhance transit stops and improve connectivity to these stops.
- Maintain business access along Sheridan Boulevard.

City and County of Denver's *Denver Moves Everyone 2050* (2023)

Denver Moves Everyone 2050 is Denver's strategic transportation plan designed to help create a high-quality, equitable, and sustainable transportation system by addressing challenges such as traffic safety and transportation inequities.

Relevancy to Sheridan Boulevard

- Identifies Sheridan Boulevard as a bus priority corridor.
- Classifies many of the Denver neighborhoods adjacent to Sheridan Boulevard as priority areas for transportation enhancements.

City and County of Denver's *Denver Moves: Transit* (2019)

Denver Moves: Transit outlines a vision to enhance transit reliability, connectivity, and fair access.

Relevancy to Sheridan Boulevard

- Establishes Sheridan Boulevard as a Speed and Reliability Corridor for enhanced bus features including improved frequency with transit arriving every 15 minutes or less, bypass lanes and transit signal priority, enhanced stops and stations, consolidated stops, and upgraded connections to other transportation modes.

City and County of Denver's *West Area Plan* (2023)

The *West Area Plan* lays out a vision to guide growth and city decision-making over the next two decades, while helping residents and local businesses stay in their neighborhoods.

Relevancy to Sheridan Boulevard

- Prioritize pedestrian and transit infrastructure improvements on Sheridan Boulevard by filling sidewalk gaps, enhancing ADA accessibility at bus stops, and adding pedestrian-scale lighting.
- Implement recommendations outlined in *Denver Moves: Transit.*
- Plan for Sheridan Boulevard as a mixed-use, balanced corridor by promoting changes that prioritize pedestrians and transit, exploring grade-separated trail crossings, and supporting future growth with enhanced connectivity and transit reliability.

City and County of Denver's *Vision Zero Road Safety Audit: Sheridan Boulevard* (2021)

The *Vision Zero Road Safety Audit* identifies safety challenges along Sheridan Boulevard from W Alameda Avenue to Hampden Avenue and recommends enhancements to improve safety for all road users. The full report can be found in **Appendix B: Denver's Sheridan Boulevard Road Safety Audit Report.**

Relevancy to Sheridan Boulevard

- Provides a crash review, multimodal analysis, field observations, and short-term, mid-term, and long-term recommendations for each intersection of Sheridan Boulevard from W Alameda Avenue to Hampden Avenue.

City and County of Denver's *West 38th Avenue Corridor Study* (2024)

The *West 38th Avenue Corridor Study* aims to improve mobility and safety along W 38th Avenue, plan for Bus Rapid Transit, and identify opportunities to "green" the corridor. As part of the project, members of the project team conducted a Road Safety Audit.

Relevancy to Sheridan Boulevard

The Road Safety Audit completed as part of the project included the following recommendation for the W 38th Avenue and Sheridan Boulevard intersection:

- Evaluate the feasibility of prohibiting northbound and westbound right turns on red with signage.

City and County of Denver's West Colfax Pedestrian Crossing and Transit Improvements (2024)

The West Colfax Pedestrian Crossing and Transit Improvements project is currently installing various improvements on W Colfax Avenue from Irving Street to Sheridan Boulevard to make the corridor safer for people traveling on foot and to improve transit speed and reliability.

Relevancy to Sheridan Boulevard

The design for the Sheridan Boulevard and W Colfax Avenue intersection includes:

- A pedestrian bulb-out at the southeast corner of the intersection to shorten crossing distances and increase pedestrian visibility and safety.
- A transit bulb-out one block east at the southwest corner of Zenobia Street and W Colfax Avenue with a boarding area to enhance bus stop accessibility, reduce transit dwell time, and minimize conflicts between buses and through traffic.

Town of Lakeside's *Pedestrian Safety and Beautification Plan* (2024)

The *Lakeside Pedestrian Safety and Beautification Plan* outlines a vision to enhance pedestrian safety, accessibility, and connectivity around Lakeside's perimeter streets to improve quality of life and foster multimodal connections for residents and visitors.

Relevancy to Sheridan Boulevard

- Creates a vision to improve multimodal connections to adjacent local agencies and neighborhoods, businesses, schools, and to Berkeley Park and Inspiration Point Park.
- Proposes construction of an ADA-compliant 10-foot minimum sidewalk along Sheridan Boulevard between Frontage Road and W 45th Avenue to serve as a pedestrian and bicycle shared use path.
- Recommends exploring a shared street for an alternative bike route for the alley paralleling Sheridan Boulevard and connecting to W 44th Avenue.

Town of Mountain View Comprehensive Plan (2024)

The *Town of Mountain View Comprehensive Plan* is a long-term roadmap that will guide the town's future. It identified Sheridan Boulevard as a key commercial corridor.

Relevancy to Sheridan Boulevard

This plan details several goals related to Sheridan Boulevard, including the following:

- Enhance streetscape and pedestrian connectivity through design interventions that prioritize safety and sense of place.
- Promote commercial growth and economic vitality by removing parking minimums, eliminating setback requirements, and encouraging façade and signage updates for businesses.
- Collaborate with regional stakeholders to implement transportation improvements, gateway enhancements, and branding efforts that strengthen urban design and reinforce Sheridan Boulevard's role as a key commercial and mobility corridor.

RTD's *System Optimization Plan* (2022)

RTD's *System Optimization Plan (SOP)* is a detailed evaluation of travel patterns, demographics, and transit routes within the RTD District. It recommends modifications to routes to best meet the region's near-term mobility needs within the existing workforce and financial constraints.

Relevancy to Sheridan Boulevard

RTD classifies Route 51 as a core route, meaning it serves the region's largest employment centers, highest density housing, and major trip generators. It currently operates from US 36 and Sheridan Station to Englewood Station. The SOP proposes the following changes to Route 51:

- Modify the north terminus to the G Line's Arvada Gold Strike Station and the south terminus to Sheridan Boulevard and W Dartmouth Avenue.
- Adjust peak frequency to 15 minutes, in place of the existing 30 minute peak frequency.

Safety Analysis

Safety Analysis Methodology

The existing conditions crash analysis evaluated five years of historic crash data for the Sheridan Boulevard corridor, identifying corridor-wide trends and completing detailed location-specific analyses for intersections and midblock segments with the highest number of fatal and serious-injury crashes. The goals of the existing conditions safety analysis are to understand:

- Where crashes are occurring and identify ‘hotspots’ on the corridor.
- Where fatal and serious-injury crashes are occurring.
- Where pedestrian-involved and bicyclist-involved crashes are occurring, regardless of injury level.
- The most common type of crashes, especially ones that result in serious injuries or fatalities.
- Potential contributing crash factors such as time of day, driver action, and roadway lighting conditions.

Five years of crash data from DRCOG were utilized from January 1, 2018, to December 31, 2022. Data was downloaded from DRCOG’s Open Data Catalog and a combination of ArcGIS and Excel were used for the analysis. Crash types and intersection names were processed and “cleaned” and coded to intersections or mid-block locations to ensure consistent naming conventions. Private property crashes were removed from the dataset.

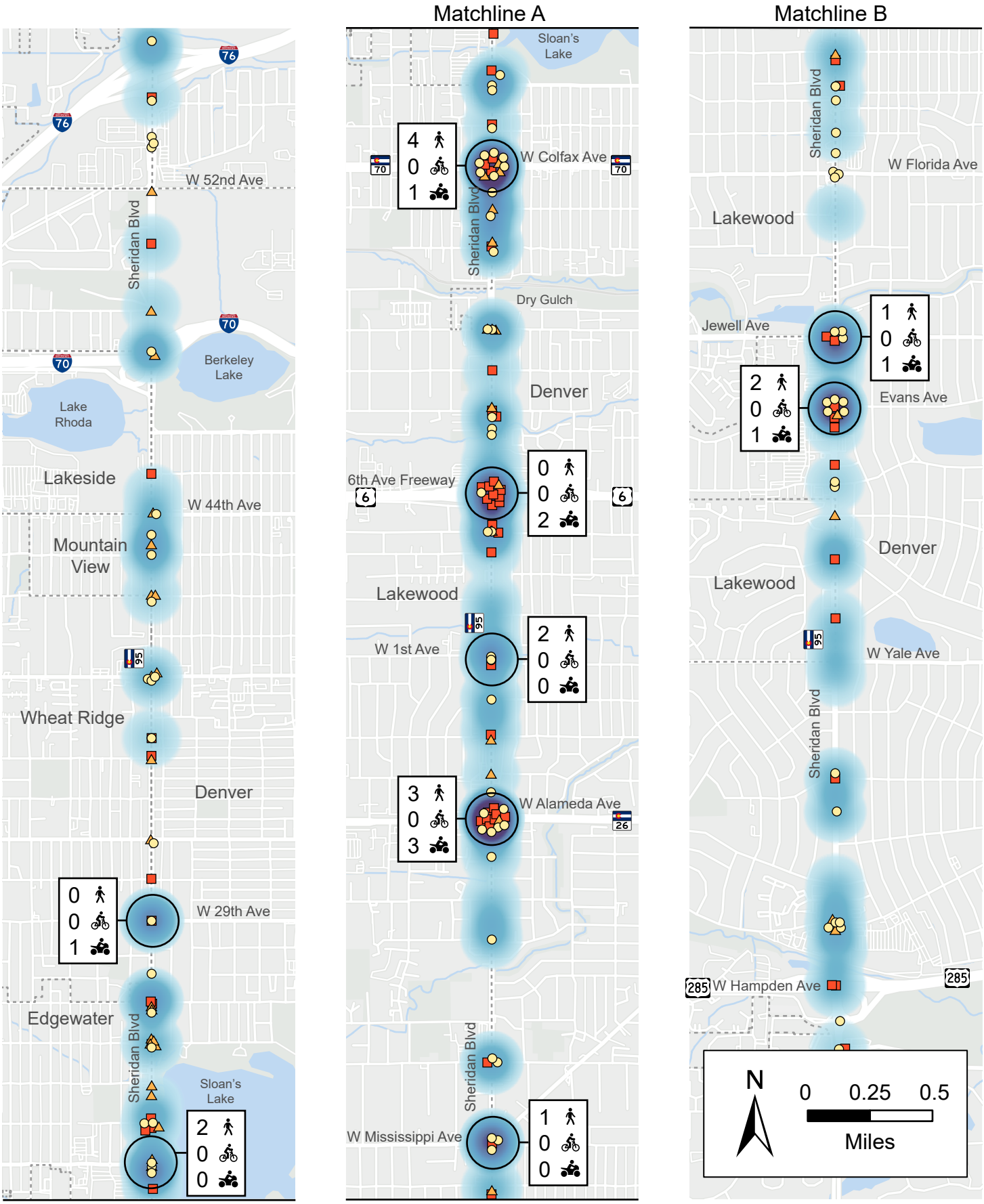
Corridor Snapshot

Analysis of the study area showed that a majority of both fatal crashes and overall crashes occurred at intersections. Midblock crashes were present, but less prevalent than crashes at intersections. An overview of the crash statistics include:

- There were **4,076 crashes** on Sheridan Boulevard from I-76 to Hampden Avenue over the five-year study period.
- There were **152 crashes** that resulted in **serious injury.**
- There were **17 fatal crashes** that resulted in **18 fatalities.**
- Of these, 13 fatal crashes involved vulnerable road users.
- The majority of crashes resulting in serious injury or fatality were **approach turn (left turn)** crashes.
- The majority of crashes along the corridor were **rear-end** crashes, but only about 2% of these crashes resulted in serious injury or fatality.
- **There were 92 crashes** (2% of all crashes) **that involved a pedestrian.**
    - Of these, 8 were fatal (47% of all fatal crashes) and 28 resulted in serious injury (18% of all serious-injury crashes).
- **There were 42 crashes** (1% of all crashes) **that involved a bicyclist.**
    - Of these, 1 was fatal (6% of all fatal crashes) and 8 resulted in serious injury (5% of all serious-injury crashes).
- **There were 62 crashes** (1.5% of all crashes) **that involved a motorcyclist.**
    - Of these, 4 were fatal (24% of all fatal crashes) and 25 resulted in serious injury (16% of all serious-injury crashes).

Figure 3 displays the locations and density of fatal and serious-injury crashes and locations of pedestrian, bicyclist, and motorcyclist crashes that occurred in the study area, as well as the number of fatal and serious-injury crashes among pedestrians, bicyclists, and motorcyclists at the top nine intersections with the most fatal and serious-injury crashes.

Figure 3. Crash Analysis (2018-2022).



Matchline A

Matchline B

Density of Fatal and Serious-Injury Crashes

Less Crashes

More Crashes

All Crashes with Vulnerable Road Users

Pedestrians

Bicyclists

Motorcycles

Number of Fatal and Serious-Injury Crashes

Pedestrians

Bicyclists

Motorcyclists

Corridor-Wide Crash Location and Crash Type Trends

Figure 4 displays the locations where crashes occur for all crashes and fatal and serious-injury crashes. The majority of crashes occur at intersections or are intersection related, accounting for 58% of all crashes and 62% of fatal and serious-injury crashes. Non-intersection-related locations accounted for 32% of all crashes and 30% of fatal and serious-injury crashes. Driveway access related and highway interchange or ramp related locations make up the remaining crashes.

Figure 5 displays the breakdown of crash types for all crashes and fatal and serious-injury crashes along the corridor. Rear-end crashes were the most common crash type, making up 44% of all crashes and 19% of fatal and serious-injury crashes. Approach turn crashes were the leading crash type among fatal and serious-injury crashes, accounting for 13% of all crashes, but 26% of fatal and serious-injury crashes.

Fatal and serious-injury crashes involving a vulnerable road user were disproportionately represented. Pedestrian crashes made up 21% of fatal and serious-injury crashes but only 2% of all crashes. Bicyclist crashes comprise 5% of fatal and serious-injury crashes while accounting for just 1% of all crashes. Motorcyclist crashes account for 1.5% of all crashes, but 17% of fatal and serious-injury crashes.

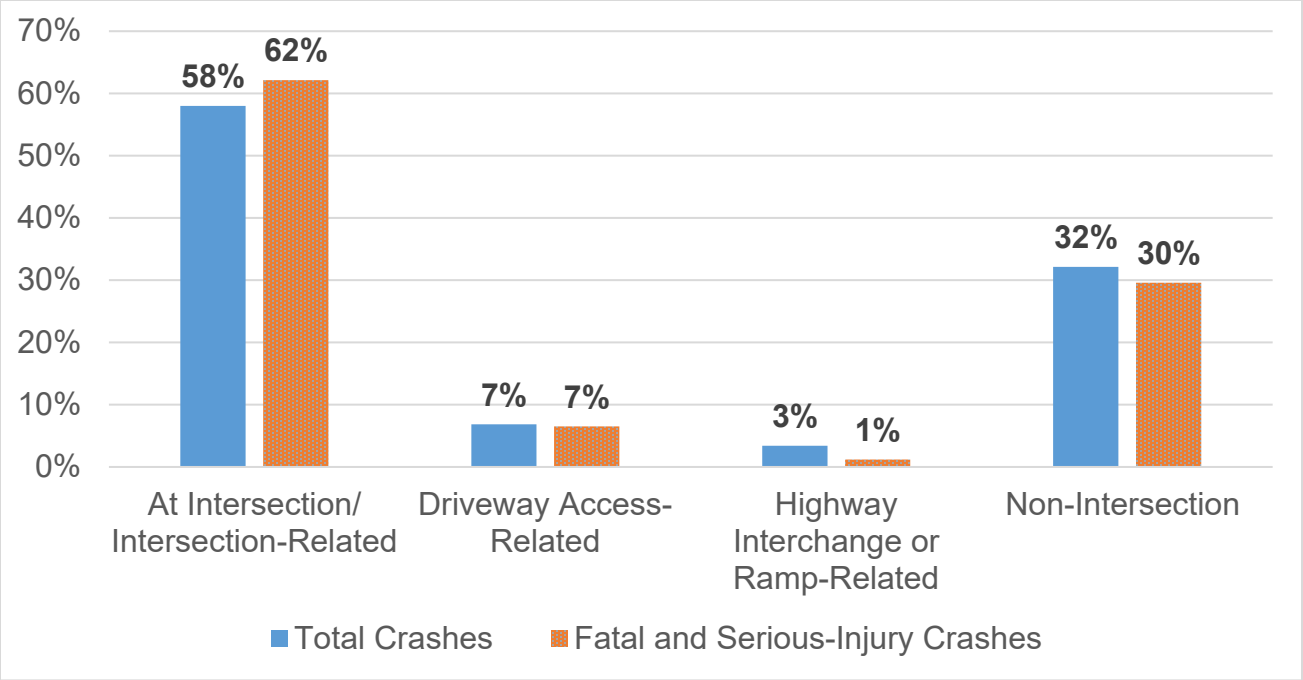


Figure 4. Crash Locations (All Crashes and Fatal and Serious-Injury Crashes).

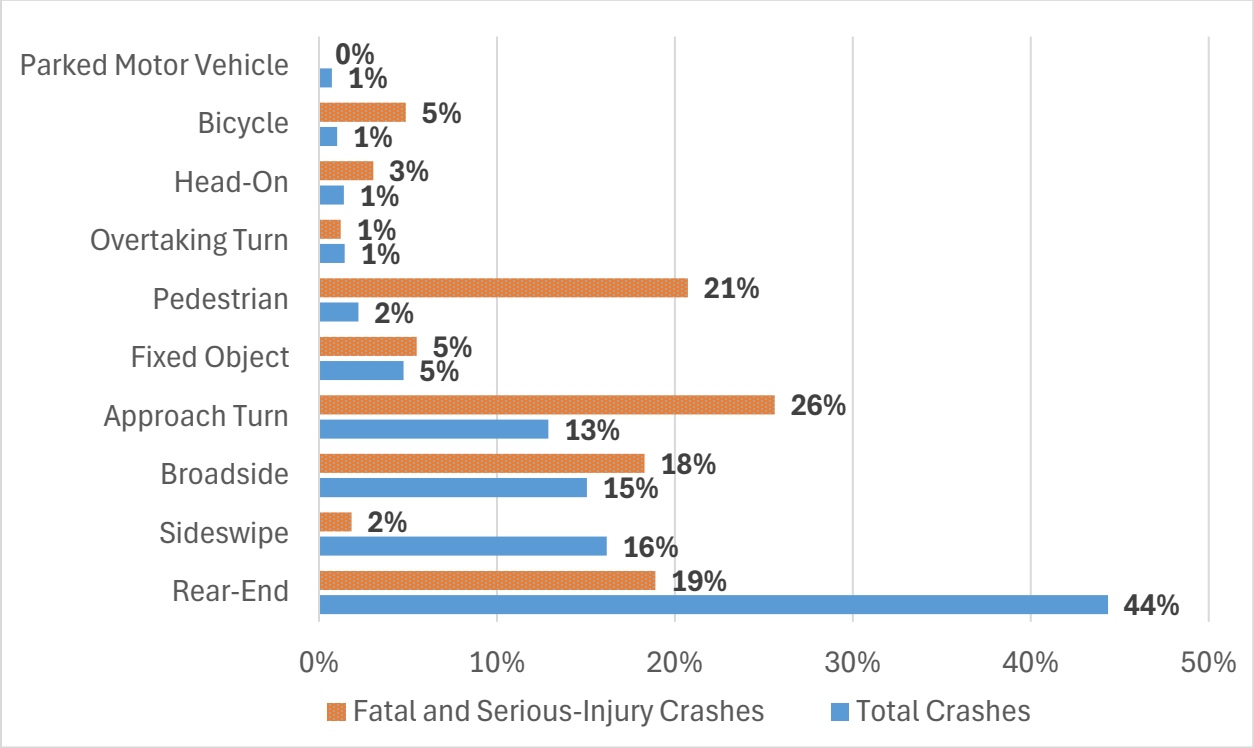


Figure 5. Crash Types (All Crashes and Fatal and Serious-Injury Crashes).

Corridor-Wide Time of Day and Weather Trends

Figure 6 illustrates that 25% of all crashes occurred between 3 p.m. and 6 p.m., while the highest number of fatal and serious-injury crashes took place between 9 p.m. and 12 a.m. In general, most crashes happen during the day, but a large percentage of fatal and serious-injury crashes happen overnight between 9 p.m. and 3 a.m. Additionally, about 7% of fatal and serious-injury crashes occurred in rain, snow, or sleet.

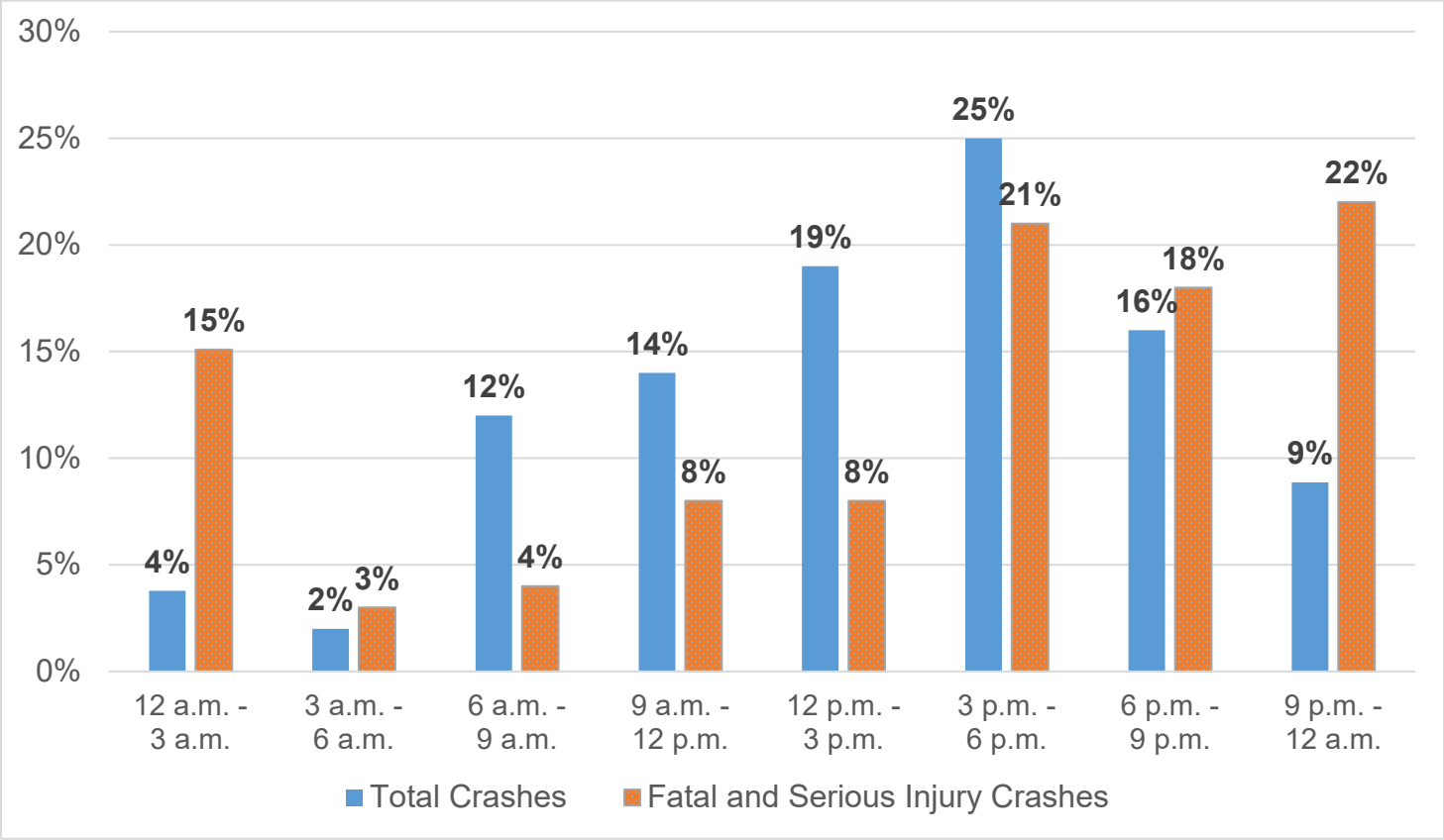
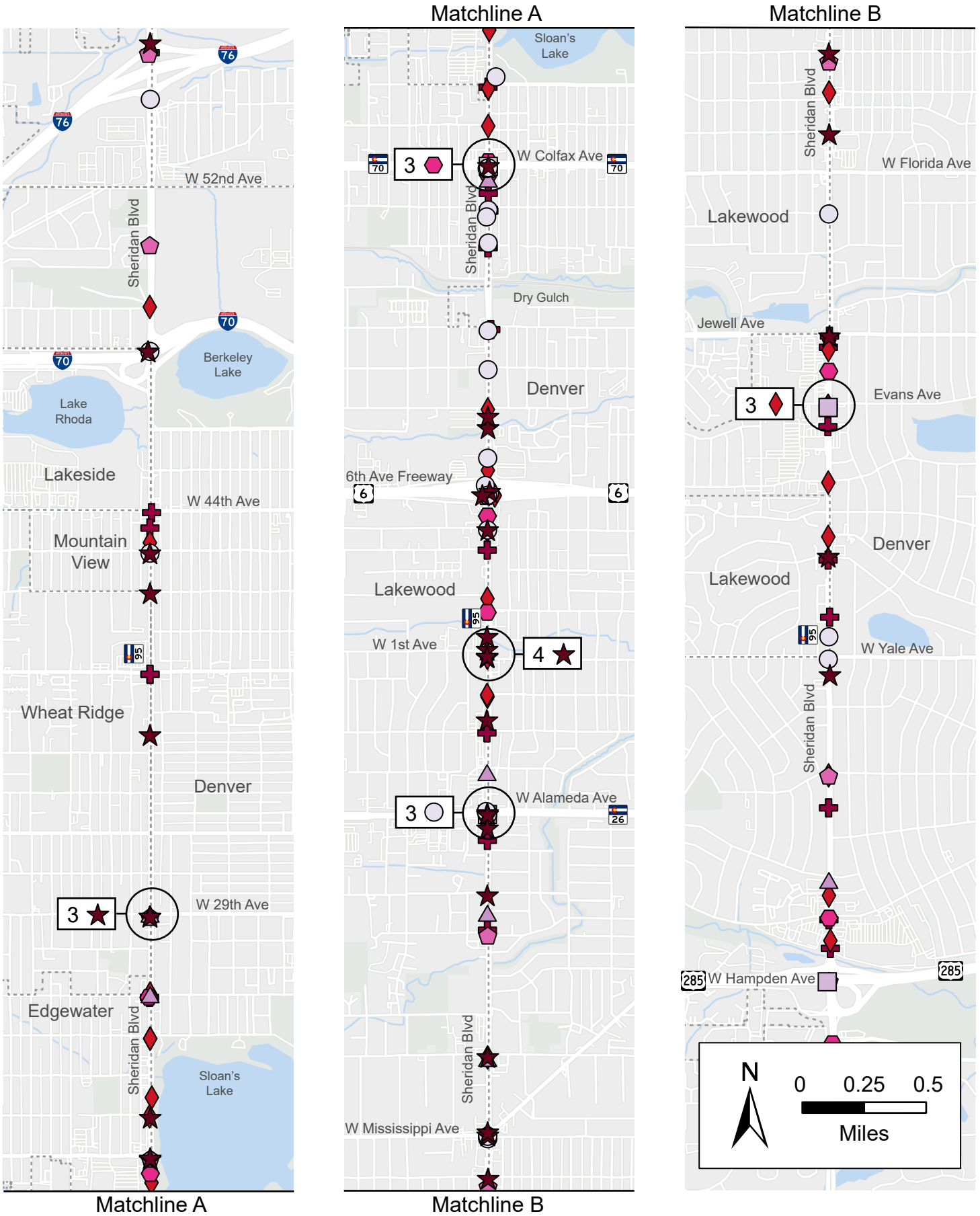


Figure 6. Crashes by Time of Day.

Figure 7 displays the locations of fatal and serious-injury crashes by the time of day they occurred.

Figure 7. Fatal and Serious-Injury Crashes by Time-of-Day (2018-2022).



Parks and Open Space

Municipal and Unincorporated County Boundaries

3 or more crashes per time period

Fatal and Serious-Injury Crashes by Time Interval:

- 12 a.m. to 3 a.m.
- 3 a.m. to 6 a.m.
- 6 a.m. to 9 a.m.
- 9 a.m. to 12 p.m.
- 12 p.m. to 3 p.m.
- 3 p.m. to 6 p.m.
- 6 p.m. to 9 p.m.
- 9 p.m. to 12 a.m.

Corridor-Wide Contributing Factor and Driver Actions Trends

Some of the most common actions and factors listed are careless driving, no contributing action, and failed to yield right-of-way, as well as no apparent contributing factor, and distracted. Careless driving was the primary driver action for total crashes and for fatal and serious-injury crashes. Failing to yield to the right-of-way was the next highest driver action for total crashes and for fatal and serious-injury crashes. The leading contributing factors for fatal and serious-injury crashes were aggressive driving and distracted driving.

While driver actions and contributing factors are important to understand crashes, the data used is known to be incomplete. The Study team will review fatal and serious-injury crash reports at key intersections in more detail to better understand behaviors that may have contributed to the crashes and ultimately inform recommendations development.

Pedestrian and Bicyclist Crash Trends

Although pedestrian and bicyclist crashes resulted in only about 3% of all crashes along the corridor, they accounted for approximately 25% of all fatal and serious-injury crashes, signifying that when these crashes do occur, they often result in serious injury or fatality. **Figure 3** displays the locations along the corridor where there are pedestrian and bicyclist crashes. The top ten pedestrian and bicyclist crash locations are all located at intersections, listed in **Table 1**.

Table 1. Top Ten Pedestrian and Bicyclist Crash Locations.

Intersection with Sheridan Boulevard	Number of Pedestrian Involved Crashes	Number of Bicyclist Involved Crashes
W Colfax Avenue	9	3
W Alameda Avenue	6	1
Evans Avenue	5	1
W Dartmouth Avenue	4	2
W 10th Avenue	2	3
W 38th Avenue	3	2
W 20th Avenue	3	2
W 25th Avenue	1	4
W 8th Avenue	3	1
W 1st Avenue	4	0

Note that there can be challenges analyzing pedestrian and bicyclist crash trends, as these reports often lack critical data, such as who is at fault and the direction vehicles were traveling before the crash.

Location-Specific Analysis and Summaries

In addition to the corridor-wide analysis and trend identification, a detailed location-specific analysis was completed at intersection and mid-block locations to determine trends at specific locations along the corridor. Locations with the top number of crashes and fatal and serious-injury crashes were identified. Locations with the most fatal and serious-injury crashes include:

1. W Colfax Avenue - 12 fatal and serious-injury crashes.
2. W Alameda Avenue - 12 fatal and serious-injury crashes.
3. Evans Avenue - 9 fatal and serious-injury crashes.
4. Jewell Avenue - 7 fatal and serious-injury crashes.
5. 6th Avenue ramps - 6 fatal and serious-injury crashes.
6. W 1st Avenue - 5 fatal and serious-injury crashes.

7. W 20th Avenue - 5 fatal and serious-injury crashes.
8. W 29th Avenue - 5 fatal and serious-injury crashes.
9. W Mississippi Avenue - 5 fatal and serious-injury crashes.

Additionally, there were several fatal crashes along the corridor at the following locations:

1. W Alameda Avenue - 3 fatal crashes.
2. W 22nd Avenue - 2 fatal crashes.
3. W 48th Avenue - 2 fatal crashes.
4. W 8th Avenue - 2 fatal crashes.
5. 1700 Block Sheridan Boulevard - 1 fatal crash.
6. W 1st Avenue - 1 fatal crash.
7. W 20th Avenue - 1 fatal crash.
8. W 38th Avenue - 1 fatal crash.
9. 6th Avenue Eastbound Ramp - 1 fatal crash.
10. Morrison Road - 1 fatal crash.
11. W Yale Avenue - 1 fatal crash.
12. Ralston Road - 1 fatal crash.

A Denver-led Road Safety Audit was completed for the segment of Sheridan Boulevard from W Alameda Avenue to Hampden Avenue prior to the start of this Study. Therefore, locations in that segment were not analyzed as part of this Study since they were already reviewed in detail in the Road Safety Audit.

Additionally, a detailed location-specific safety analysis was not able to be completed at every intersection due to the large number of intersections and mid-block locations along the corridor, as well as scope and budget constraints. As a result, the location-specific analysis was completed and prioritized at locations that experienced at least one fatal and serious-injury crash within the five-year study period. The detailed location-specific crash analysis can be found for each intersection with at least one fatal and serious-injury crash in **Appendix A**. The Denver Road Safety Audit report that documents safety findings and recommendations from W Alameda Avenue to Hampden Avenue can be found in **Appendix B.**

Mobility Connectivity

People Walking and Rolling

The sidewalk network along Sheridan Boulevard is incomplete and often in poor condition, with large gaps and uneven surfaces that create mobility challenges and safety risks. Additionally, some of the signalized crossings are spaced up to approximately 4,000 feet apart, forcing pedestrians to walk long distances to cross at a traffic signal or cross at a midblock or unsignalized location.

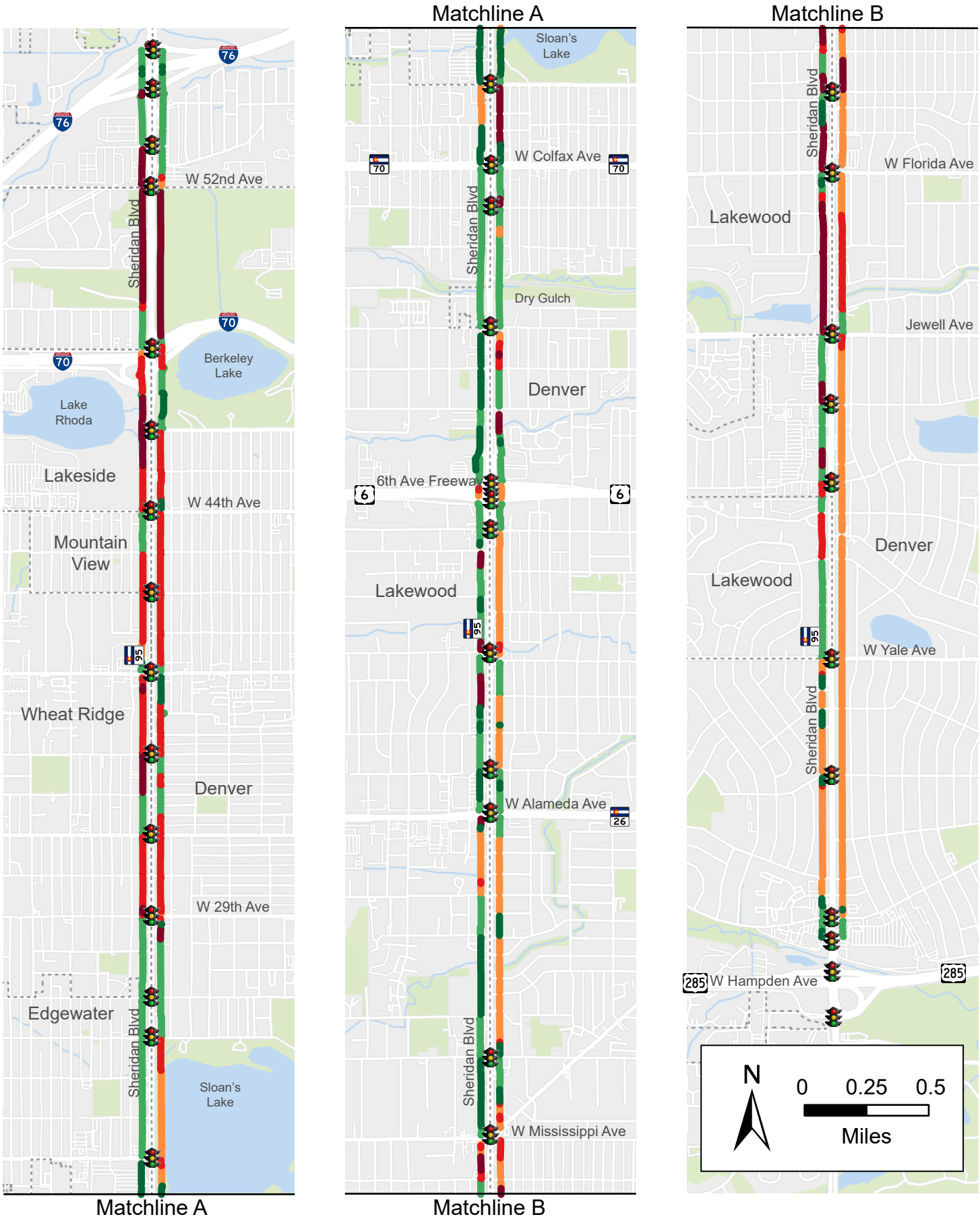
Sidewalks

Sidewalks are present along most of the 10-mile study area; however, many require significant repair and upgrades to be comfortable for pedestrians and meet ADA standards. This Study did not include a sidewalk inventory to determine ADA compliance; however, corridor-wide observations were identified through field observations and feedback provided by local agencies, stakeholders, and community members. An inventory of pedestrian facilities is shown in **Figure 8**.

Many sidewalks are deficient in width, at less than 5 feet wide. Additionally, many narrow sidewalks are directly adjacent to the roadway, with their width further reduced due to pull-in parking or snow storage, heightening user discomfort.

In areas where sidewalks are in poor condition, uneven surfaces and sloped driveways, as shown in **Figure 9**, pose mobility challenges, particularly for individuals using wheelchairs, strollers, or other assistive devices. These conditions highlight the need to create a more seamless pedestrian experience.

Figure 8. Pedestrian Facilities Inventory.



Parks and Open Space

Municipal and Unincorporated County Boundaries

Less than 5 feet; Attached

Less than 5 feet; Detached

Greater than or equal to 5 feet; Attached

Greater than or equal to 5 feet; Detached

Missing Sidewalk

Traffic Signals

Figure 9. Segment of sidewalk in disrepair between Jewell Avenue and Evans Avenue.

Although there are sidewalks along the majority of the corridor, there are multiple large gaps that exist in the sidewalk network, including the following locations along Sheridan Boulevard:

- East side between W 52nd Avenue and I-70.
- West side between W 53rd Avenue and W 49th Avenue.
- West side between W 48th Avenue and W 45th Avenue.
- East side between W 17th Avenue and midblock between W 16th Avenue and W Colfax Avenue.
- West side between W Iowa Avenue and Jewell Avenue.

In locations where sidewalks are missing, pedestrians have created their own paths, underscoring the demand for pedestrian infrastructure. These informal paths are often too narrow to accommodate more than one person and lack any form of barrier from adjacent traffic lanes, posing significant safety risks as shown in **Figure 10**.

Figure 10. Informal path where there is no sidewalk on the west side of Sheridan Boulevard between W Mexico Avenue and Jewell Avenue.

Crossings

The distance between signalized crossings ranges from approximately 250 feet to 4,000 feet. Crossings spaced as far as 4,000 feet apart create barriers to safe and convenient mobility. This large spacing forces pedestrians to either walk considerable distances out of their way to reach the nearest signalized crosswalk or cross at midblock or unsignalized locations. As a result, locations with large spacing between signalized crossings increase pedestrian travel time and exposes pedestrians to greater risks crossing a high-volume, high-speed corridor if they choose to cross at an unsignalized or midblock location.

People Biking

Summary

Sheridan Boulevard does not have bicycle facilities along the corridor. People biking along Sheridan Boulevard may choose to utilize the sidewalks on either side of the roadway or choose a different route altogether, instead of riding alongside road traffic. Bicycle facilities exist on perpendicular side streets; however, they frequently end as they approach Sheridan Boulevard and do not connect on the opposite side of the street.

Existing and Planned Bicycle Facilities

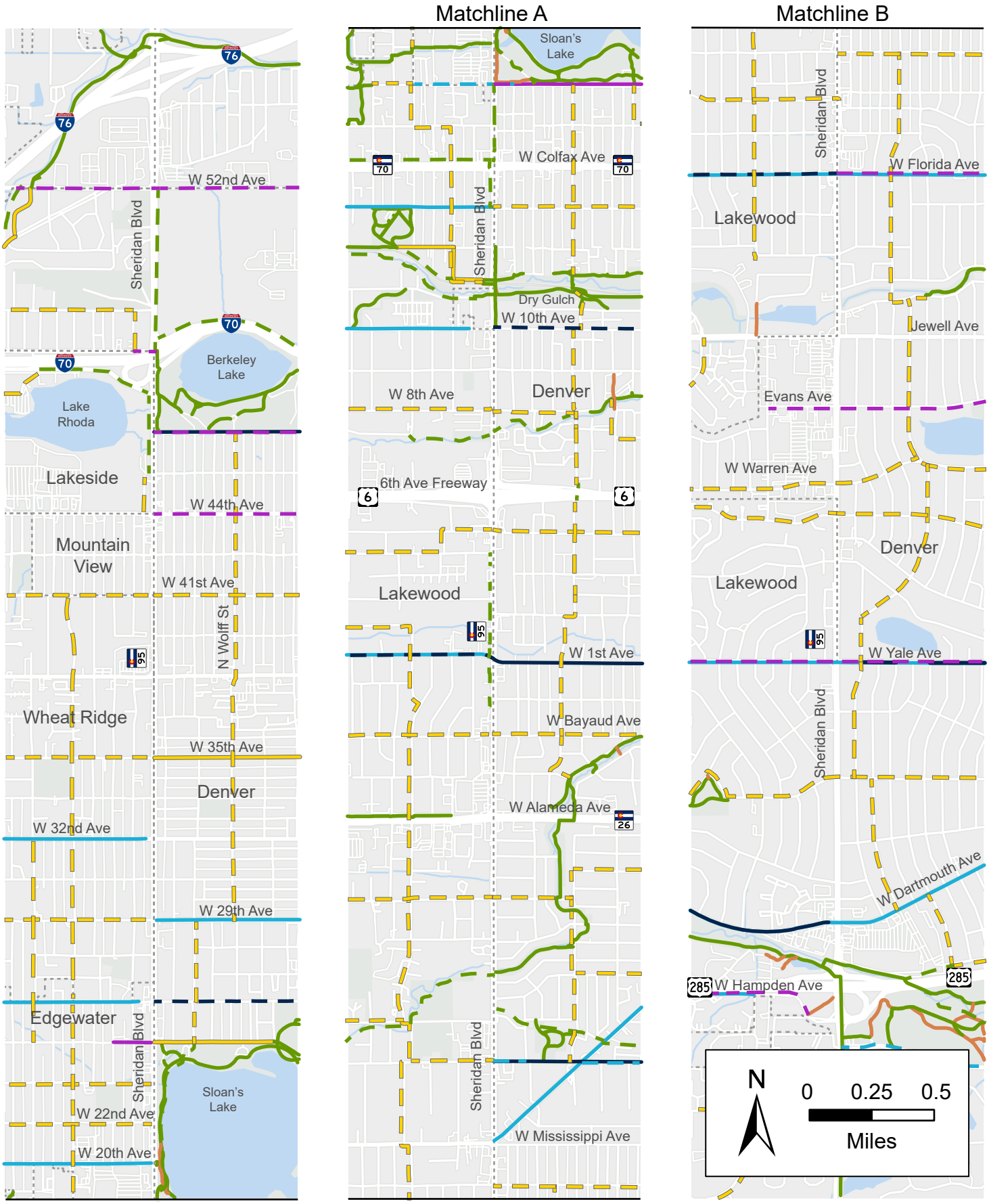
There are no existing bicycle facilities on Sheridan Boulevard, although there are many facilities adjacent to the corridor. Multiple types of bicycle facilities currently exist near the corridor, including the following:

- **Protected Bicycle Lane:** on-street or street-adjacent bicycle lanes that are physically separated from travel lanes with vertical elements.
- **Buffered Bicycle Lane:** signs and pavement markings on the road that designate on-street space exclusive to bicycles with some buffer space between bicyclists and motorists.
- **Bicycle Lane:** signs and pavement markings on the road that designate on-street space exclusive to bicycles with no buffer space between bicyclists and motorists.
- **Neighborhood Bikeways (or Bicycle Boulevards):** streets with low vehicle volumes and low vehicle speeds that are optimized for bicycle travel. Signs, pavement markings, and traffic calming features are used to manage motor vehicle speeds and volumes to provide a comfortable shared environment between bicyclists and motorists.
- **Shared Use Path (or Multi-Use Path):** off-street, paved facilities for pedestrians and bicyclists that are physically separated from motor vehicle traffic. Shared use paths are constructed in parks; along streams, utility corridors, and railroad corridors; and adjacent to streets as side paths.

- **Local Path:** path connecting local destinations and neighborhoods to other shared use path facilities.
- **Trail:** designated pathways that are separated from vehicular traffic and designed for recreational and commuter use by pedestrians, bicyclists, and other non-motorized users. These trails often follow natural features like rivers or creeks.

Figure 11 shows the existing and planned bicycle facility network around Sheridan Boulevard. Definitions and photos of the various bicycle facilities are found in DRCOG's *Denver Regional Active Transportation Plan*.

Figure 11. Existing and Proposed Bicycle Facilities.



Existing

- Protected Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Lane
- Neighborhood Bikeway
- Local Path, Unpaved Path
- Shared Use Path, Trail

Proposed

- Protected Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Lane
- Neighborhood Bikeway
- Shared Use Path, Trail

Among the corridor adjacent bicycle facilities, many do not have connectivity across Sheridan Boulevard, particularly in the north half of the study area. Examples of dead-end bicycle facilities include:

- W 35th Avenue.
- W 32nd Avenue.
- W 29th Avenue.
- W 26th Avenue.
- W 14th Avenue.
- W 10th Avenue.
- W Kentucky Avenue.
- Morrison Road.

This lack of connectivity creates gaps that disrupt seamless transitions for bicyclists and hinder regional connections to other local agencies. There are a few examples of bicycle facilities that end at Sheridan Boulevard but connect to close-by shared use paths, local paths, or trails, including the facilities along W 46th Avenue, W 20th Avenue, W 17th Avenue, and W 12th Avenue.

While many of the bicycle facilities terminate as they approach Sheridan Boulevard, there are several corridors with continuous connections across Sheridan Boulevard. The bicycle facilities along W 25th Avenue, W 1st Avenue, W Florida Avenue, W Yale Avenue, and W Dartmouth Avenue provide regional connectivity from Denver to Edgewater or Lakewood. When bicyclists cross Sheridan Boulevard using these facilities, most of the intersections lack sufficient protective measures to ensure their safety, as shown in **Figure 12**. One example that could be replicated in other locations is the bicycle lane on W Yale Avenue, which has vertical elements in place as it approaches Sheridan Boulevard, as shown in **Figure 13**.

Figure 12. The W Dartmouth Avenue bicycle lane is situated between two lanes of vehicle traffic at the intersection of W Dartmouth Avenue and Sheridan Boulevard.

Figure 13. Bicycle lane on W Yale Avenue approaching the intersection with Sheridan Boulevard.

There are several new bicycle facility connections proposed that would connect across Sheridan Boulevard along the following roadways:

- W 52nd Avenue.
- W 46th Avenue.
- W 41st Avenue.

- W 35th Avenue.
- W 29th Avenue.
- W 17th Avenue.
- W 14th Avenue.
- W 8th Avenue.
- W 5th Avenue.
- W Bayaud Avenue.
- W Virginia Avenue.
- W Kentucky Avenue.
- Evans Avenue.
- W Warren Avenue.
- W Harvard Avenue to W Iliff Avenue.
- W Bates Avenue.

There are proposed bicycle facilities along W 26th Avenue and W 10th Avenue, but they will not connect through the intersection to the facility on the other side of Sheridan Boulevard. There will still be dead-end bicycle facilities present at multiple locations, such as on W 32nd Avenue and on Morrison Road, and newly constructed along W Colfax Avenue, W Arizona Avenue, and W Louisiana Avenue. If these proposed facilities are constructed, they will perpetuate the issues related to gaps in bicycle facility connectivity.

People Taking Transit

Summary

RTD Route 51 is the primary bus route along Sheridan Boulevard, running from Westminster to Englewood, with connections to the W-Line and G-Line, as shown in **Figure 14**. Route 4 operates between Alameda Station, providing connections to the D, E, and H lines, and loops around at Evans Avenue and Sheridan Boulevard. Routes 11 and 35 also have stops in both directions on Sheridan Boulevard, offering transfers to the 4 and 51 and solely the 51, respectively. The study area transit network is shown in **Figure 15**.

Existing Transit Network

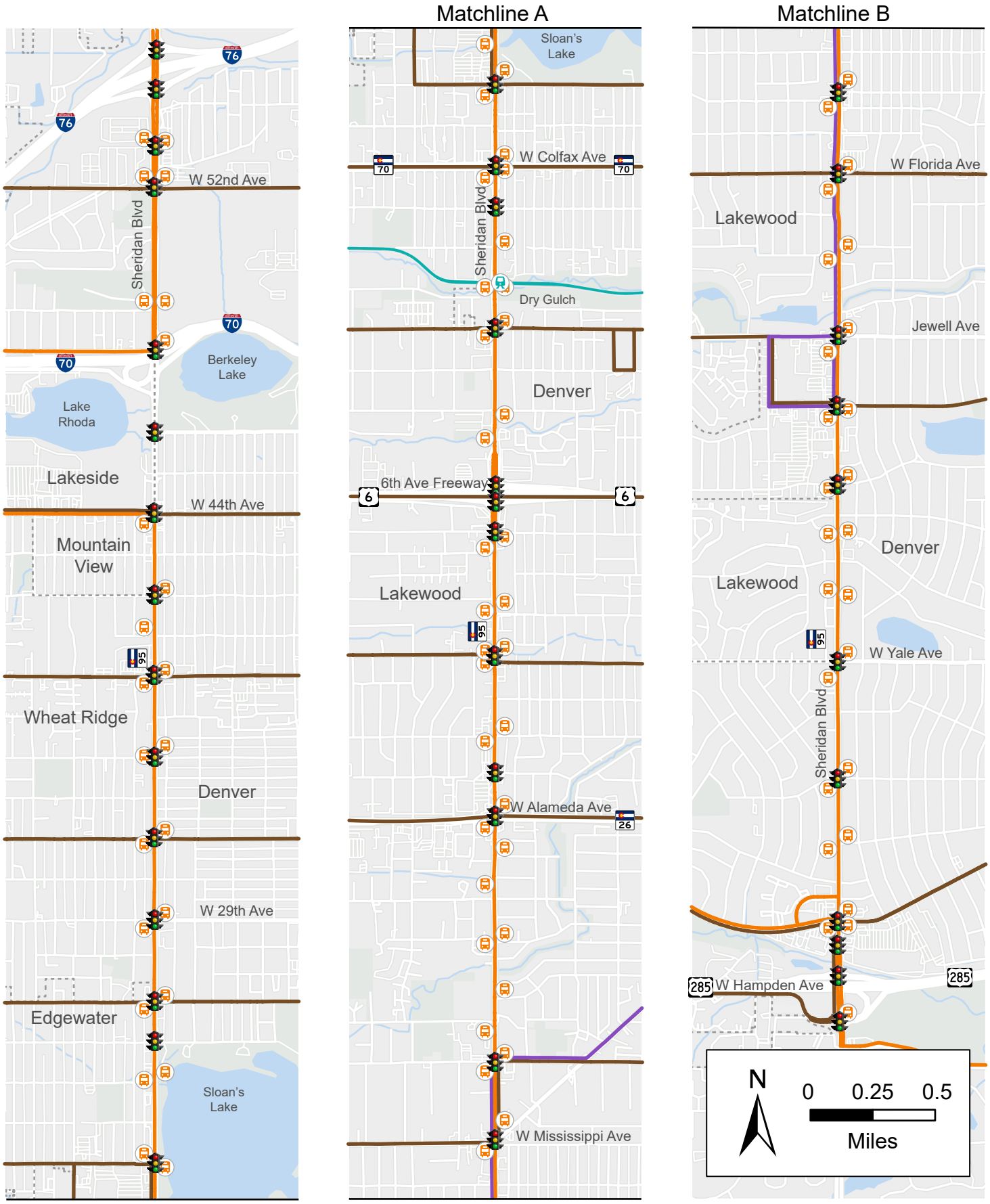
Route 51 provides bus service along Sheridan Boulevard, while Route 4, Route 11, and Route 35 have several stops along the corridor. **Table 2** summarizes service levels for these routes.

Table 2. Bus Service in the Sheridan Boulevard Study Area.

Route	Name	Days of Operation	Peak Frequency	Off-Peak Frequency
51	Sheridan Boulevard	Monday - Sunday	30 minutes	1 hour
4	Morrison Road	Monday - Saturday	1 hour	1 hour
11	W Mississippi Avenue	Monday - Sunday	30 minutes	1 hour
35	Hampden Avenue	Monday - Sunday	30 minutes	1 hour

Figure 14. Route 51 operating along Sheridan Boulevard.

Figure 15. Existing Transit Network.



Parks and Open Space

Municipal and Unincorporated County Boundaries

Bus Route 51

Bus Route 4

All Other Bus Routes

Bus Stops on Sheridan Boulevard

Light Rail W Line

Sheridan Station

Traffic Signals

While many of the bus stops along Sheridan Boulevard are near a signalized intersection, there are multiple stops located at unsignalized intersections. This can cause pedestrians who are going to or coming from their bus stop to cross at unsafe locations. For example, there are six bus stops between W Alameda Avenue and W Kentucky Avenue that are located at an unsignalized intersection. Anyone getting on or off the bus must travel a significant distance out of their way to get to a signalized crossing.

Transit Operations Analysis

A transit operations analysis was performed for Route 51 to determine the travel time between bus stops, speed between bus stops, dwell time at bus stops, and ridership by bus stop. Automatic Vehicle Location data was obtained from RTD for the Spring 2024 period. **Appendix C** displays the detailed analysis for the travel time, speed, dwell, and ridership by bus stop for both the northbound and southbound directions.

The analysis found:

- Travel times for Route 51 within the study area during the AM peak are 33 minutes in the northbound and southbound direction and during the PM peak 36 minutes in the northbound direction and 37 minutes in the southbound direction.
    - Travel times for general purpose vehicles are roughly similar to Route 51 travel times given buses are traveling in general-purpose lanes.
- Speeds are generally slower in the PM peak than in the AM peak in the north part of the corridor from W 41st Avenue to Ralston Road.
- Highest ridership stops include:
    - W Dartmouth Avenue.
    - Sheridan Station.
    - W Colfax Avenue.
    - W Alameda Avenue.
    - W 5th Avenue.

People Driving

Summary

Sheridan Boulevard is owned and managed by CDOT as Colorado State Highway 95. All the traffic signals are operated by City and County of Denver's Department of Transportation and Infrastructure, commonly known as DOTI, except four in the north part of the study area in unincorporated Adams County that fall under CDOT Region 1's operation at W 52nd Avenue, W 53rd Avenue, and the westbound and eastbound I-76 off ramps. Speed limits along the corridor vary from 35 to 45 mph, and roadway widths vary from approximately 50 feet to more than 71 feet. Left-turn operations at signalized intersections were inventoried and documented at all locations where a location-specific crash summary was completed in **Appendix A**.

Traffic Volumes and Speeds

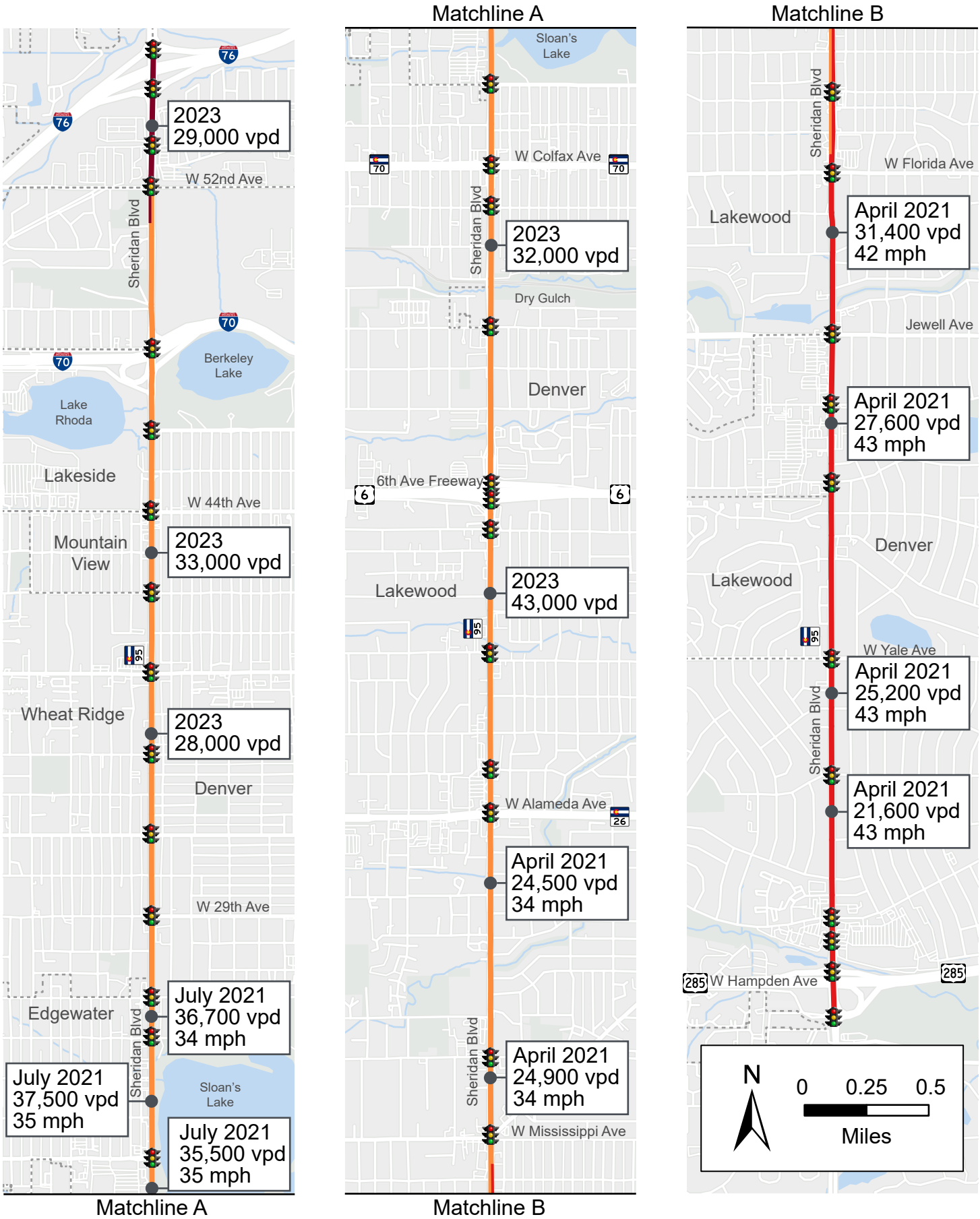
Traffic volumes and speed data were gathered from CDOT's Online Transportation Information System (OTIS) and Denver's MS2 data portal. Traffic volumes along the corridor vary significantly, ranging from 21,600 and 43,000 vehicles per day, with the highest volume observed between 6th Avenue and W Alameda Avenue. Historical turning movement count, commonly known as TMC, locations were also identified at 14 locations along the corridor and are displayed in **Appendix D**.

The speed limit varies along Sheridan Boulevard as follows:

- 45 mph from I-76 to approximately W 52nd Avenue.
- 35 mph approximately between W 52nd Avenue and W Arizona Avenue.
- 40 mph approximately between W Arizona Avenue and Hampden Avenue.

South of W Florida Avenue, 85th percentile speeds generally align with posted speed limit, with 85th percentile speeds observed as 2 to 3 mph above the speed limit in some locations. The 85th percentile speed is the speed at or below which 85% of vehicles are traveling on a road under normal conditions. **Figure 16** displays the speed limit, volume and speed, and traffic signal data. **Figure 17** displays roadway widths and traffic signal locations.

Figure 16. Existing Traffic Volume and Speed Data.



Parks and Open Space

Municipal and Unincorporated County Boundaries

Speed Limits:

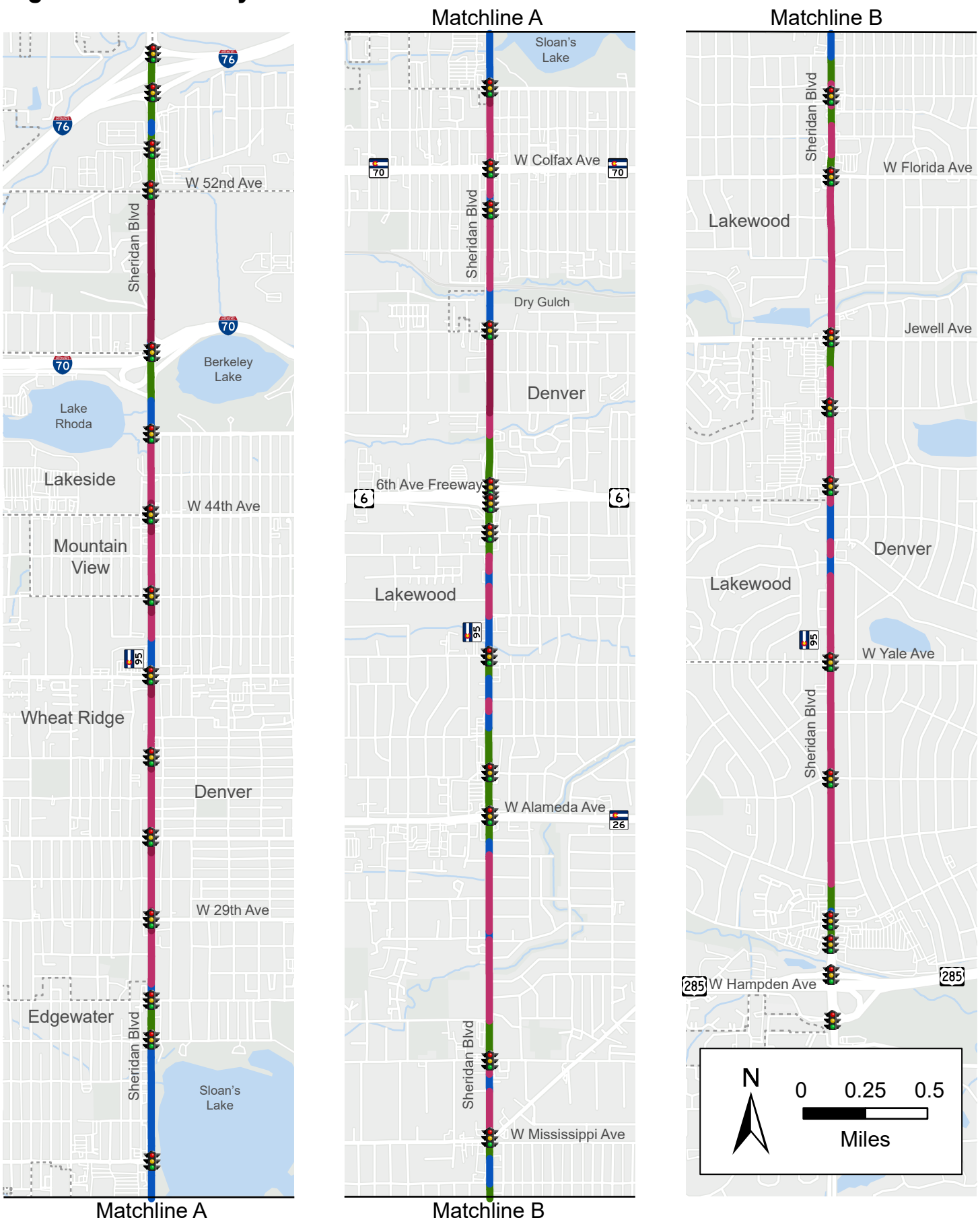
- 35 mph
- 40 mph
- 45 mph

Traffic Signals

Historic Traffic Count Location

Note: 85th percentile speeds are reported where available.

Figure 17. Roadway Widths.



Parks and Open Space

Municipal and Unincorporated County Boundaries

Less than or equal to 50 feet

51 to 60 feet

61 to 70 feet

Greater than or equal to 71 feet

Traffic Signals

Anticipated Growth in Travel Volumes

The DRCOG FOCUS Model was utilized to understand estimated daily traffic growth on Sheridan Boulevard within the study area.

Table 3 displays the estimated percentage growth in daily traffic from 2023 to 2050. Traffic is estimated to grow along the corridor by approximately 9-13%.

Table 3. Anticipated Percentage Growth in Daily Traffic from 2023 to 2050.

Sheridan Boulevard Extents		Estimated % Growth in Daily Traffic
I-70	I-76	12.3%
W 38th Avenue	I-70	11.3%
W Colfax Avenue	W 38th Avenue	11.4%
6th Avenue	W Colfax Avenue	12.7%
W Alameda Avenue	6th Avenue	11.5%
W Mississippi Avenue	W Alameda Avenue	9.7%
Jewell Avenue	W Mississippi Avenue	10.6%
W Yale Avenue	Jewell Avenue	12.5%
Hampden Avenue	W Yale Avenue	13.5%

Access Management

The purpose of access management on roadways is to control and regulate the points where vehicles can enter and exit a road, aiming to improve traffic flow, reduce congestion, and enhance safety by minimizing conflict points between vehicles and vulnerable road users. This is achieved by strategically spacing driveways, median openings, and intersections along a roadway. The following access evaluation outlines state designation and access standards for Sheridan Boulevard along with the current driveway, median, and on-street parking conditions.

CDOT Designation and Access Standards

Sheridan Boulevard between I-76 and Hampden Avenue is a CDOT-maintained road. It is defined by CDOT as a Non-Rural Arterial (NR-B) roadway. According to the CDOT

State Highway Access Code[1], this category of roadway is used on non-rural highways that have the capacity for moderate travel speeds and relatively moderate to high traffic volumes over medium and short travel distances. This roadway type provides for intercity, intracity, and intercommunity travel needs and is generally not of regional, state, or national significance. NR-B roads are typically assigned within developed portions of cities and towns where the assignment of a higher functional category is unrealistic because of existing development.

The CDOT State Highway Access Code defines access standards for the NR-B roadway to include the following:

- One access point for each parcel if the access does not create safety or operational problems. The access point will provide, at a minimum, for right turns. The access may have left turns in (3/4 movement) if the addition of left turns will improve operation at an adjacent full-movement intersection and meet design standards, unless significant operational or safety problems would occur.
- Full-movement intersections should be located no less than one-half mile apart from one another or where a signal progression analysis indicates good progression of 30 percent efficiency or better or does not degrade the existing signal progression.

Access Spacing – Traffic Signal Spacing

The study area does not meet signal spacing requirements. The corridor has 36 signalized intersections in the span of 10 miles, as shown in **Figure 18**. Adequate spacing of a half mile or greater only occurs between signals on four occasions. The condensed signal spacing provides protected crossings of Sheridan Boulevard for vulnerable road users and protected left turn movements for motor vehicles. The proximity and irregularity of the signals are shown to reduce motor vehicle speeds by 2 to 3 mph with each additional signal per mile but also increase motor vehicle crash

[1] Transportation Commission and Office of Transportation Safety, The State Highway Access Code, 2 CCR 601-1: Amended by the Colorado Highway Commission, August 15, 1985 40–42 (1986). Denver, Colorado; State of Colorado, State Dept. of Highways.

rates.[2] The irregular signal spacing also creates challenges with providing traffic progression through the corridor. This results in increased traffic signal delay and overall travel time for motor vehicles and transit vehicles. Delays in traffic progression may also spur aggressive driving behavior.

Single-Family Residential Access

CDOT Roadway standards for Sheridan Boulevard indicate that driveway spacing should not create safety or operational problems, but the crash analysis indicates that 7% of crashes occur at driveways. As shown in **Figure 18**, single-family residential access directly on Sheridan Boulevard is prevalent throughout the corridor, with approximately 29 driveways per mile on average. While alleyways exist to provide rear access opportunities to residences, they are limited in the study area. Areas with the highest concentration of residential access points are:

- W Florida Avenue to W Dartmouth Avenue - approximately 68 driveways per mile, predominantly on the east side of Sheridan Boulevard.
- W 43rd Avenue to W 29th Avenue - an average of 44 driveways per mile, predominantly on the west side of Sheridan Boulevard.
- W Alameda Avenue to W Mississippi Avenue - an average of 38 driveways per mile.

Commercial and Multifamily Residential Access

Commercial and Multifamily Residential access directly on Sheridan Boulevard is also prevalent throughout the corridor, with 23 driveways per mile on average. While commercial access is located on both the east and west sides of Sheridan Boulevard, there is a higher frequency of access points on the west side of the roadway. Areas with the highest concentration of commercial and multifamily residential access points on Sheridan Boulevard include:

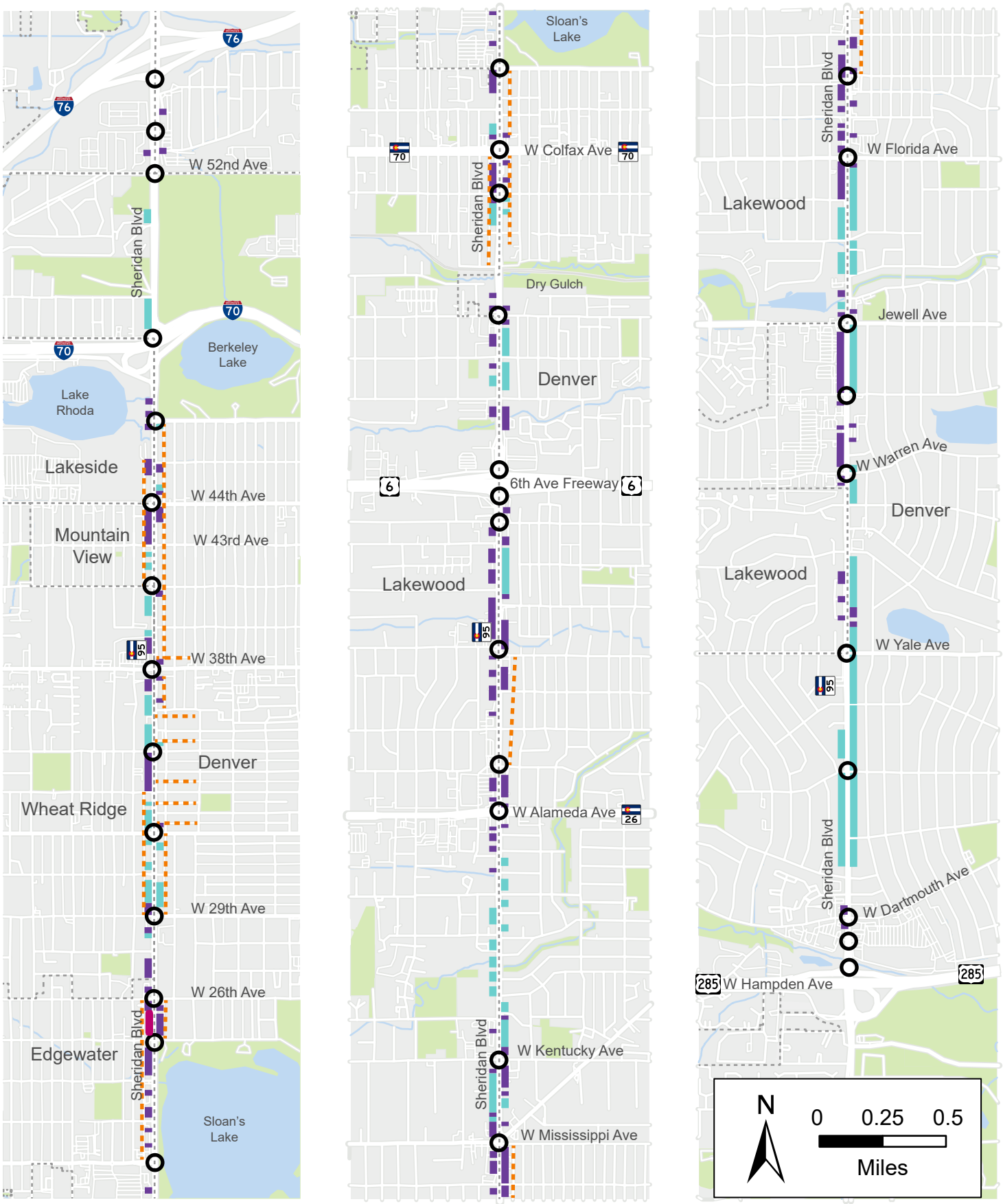
[2] Butorac, M. A., Williams, K., Gluck, J. S., Williams, K., Wang, Z., Ozkul, S., & Gluck, J. (2018). Guide for the Analysis of Multimodal Corridor Access Management. Transportation Research Board.

- W Kentucky Avenue to W Florida Avenue - approximately 76 driveways per mile.
- Jewell Avenue to W Warren Avenue - an average of 60 driveways per mile.
- 6th Avenue to W Alameda Avenue - an average of 42 driveways per mile.

Parallel Parking

There is a 1/16-mile segment along Sheridan Boulevard that permits on-street parking. This segment is located south of W 26th Avenue and north of Byron Place in the southbound right-of-way and is identified in **Figure 18**. Parking in this area serves Edgewater's main street district and the businesses that line Sheridan Boulevard in that area.

Figure 18. Driveways and On-Street Parking.



- Signalized Intersections
- Residential Driveways
- Commercial / Multifamily Driveways
- On-Street Parking
- Alleyways with Residential Driveways
- Municipal Boundaries
- Parks and Green Space

Median Types

As shown in **Figure 19**, several types of medians exist along the Sheridan Boulevard corridor, including raised, painted, two-way, left-turn lanes, and undivided (which includes a center stripe).

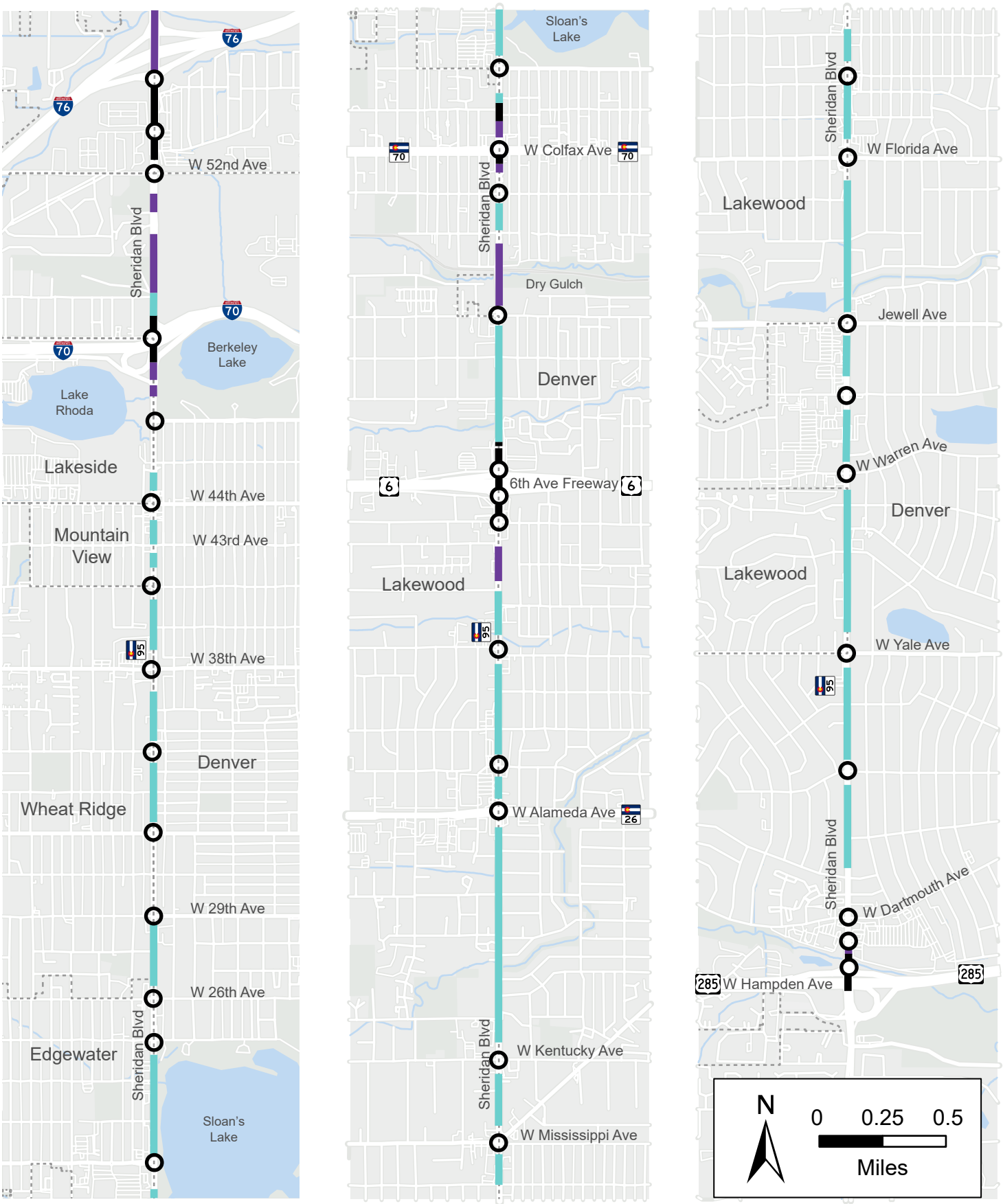
Raised Median: a physical barrier in the center of the roadway that manages and improves the safety of motor vehicle traffic. In the study area, raised medians are very limited and located near interstates and highway access points or intersecting roads with high speeds. Raised medians can be found near the following locations: I-76, I-70, W Colfax Avenue, 6th Avenue, and Hampden Avenue.

Painted Median: striping that marks an area between opposing lanes of travel and provides some separation but is less effective than raised medians in preventing crossover accidents and does little to deter left turns. There are several painted medians in the study area. These are mainly located in areas with higher traffic volumes and/or speeds.

Two-Way, Left-Turn Lanes: dedicated lanes in the center of a road that allow vehicles traveling in either direction to be removed from traffic when making a left turn. They are common throughout the corridor, covering 5.3 out of the 10 miles.

Center Stripes: painted lines separating opposing lanes of travel on undivided sections of roadway and existing along Sheridan Boulevard where other median types are absent.

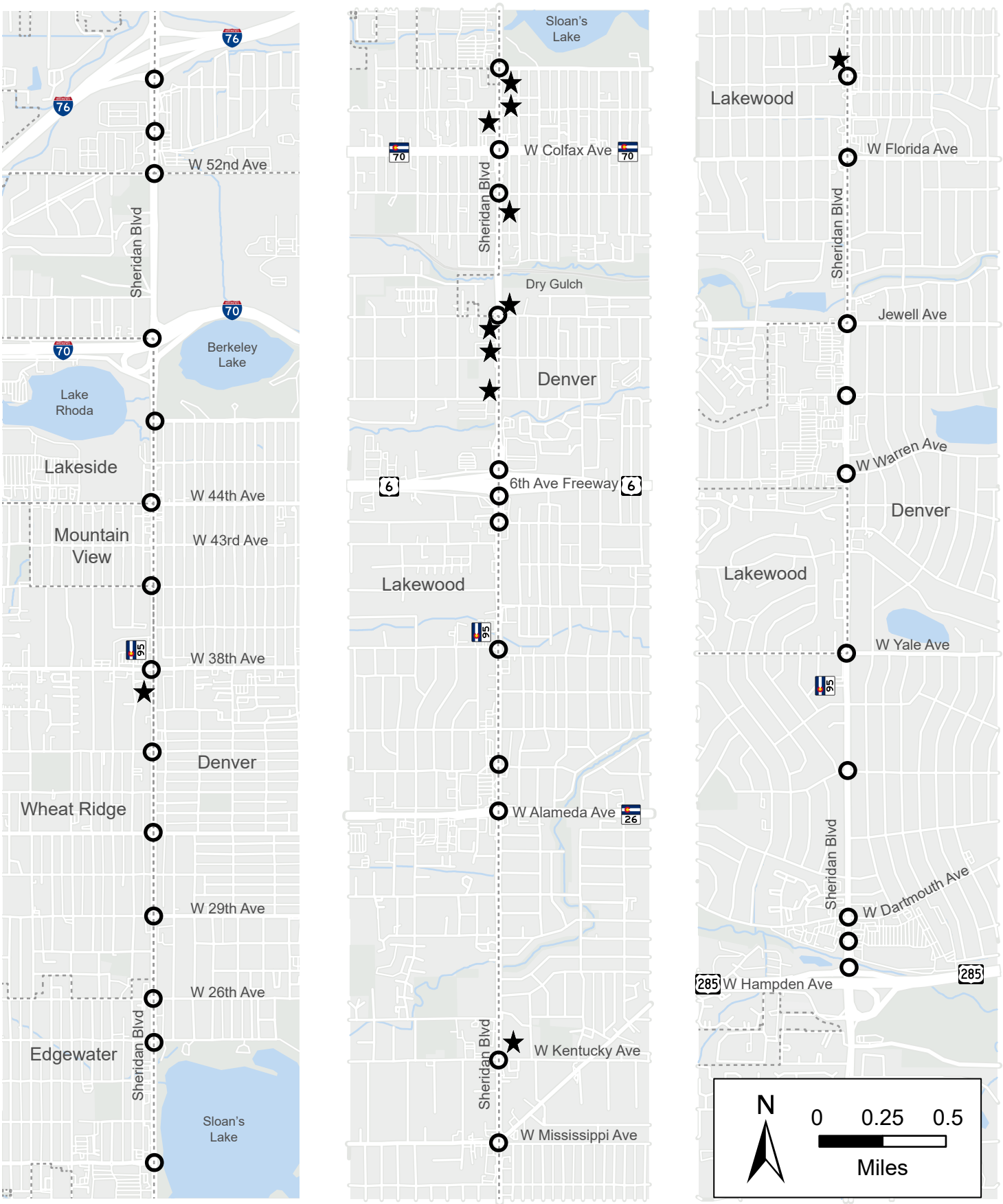
Figure 19. Median Types.



Redevelopment Opportunities

As discussed earlier in the Access Management section, the corridor overwhelmingly does not meet access spacing standards for the assigned CDOT classification. In many of these cases, one or more access points were provided to each parcel upon development and closing one would require taking property. In most cases, agencies avoid taking properties and wait until a property redevelops to address the need for fewer driveway access points. With that in mind, this access evaluation also included a high-level aerial scan of potential sites for future redevelopment, as shown in **Figure 20**. If a potential redevelopment site is relevant to Study recommendations, the actual status of these parcels will be verified with local agency staff. These are mainly empty lots. A couple of them have buildings in disrepair or a perimeter fence with a for-sale sign. Further information on this topic is located in the Land Use and Planning Assessment section of this report.

Figure 20. Potential Redevelopment Opportunities.



Signalized Intersections

Potential Redevelopment Opportunities

Parks and Green Space

Municipal Boundaries

Land Use and Planning Assessment

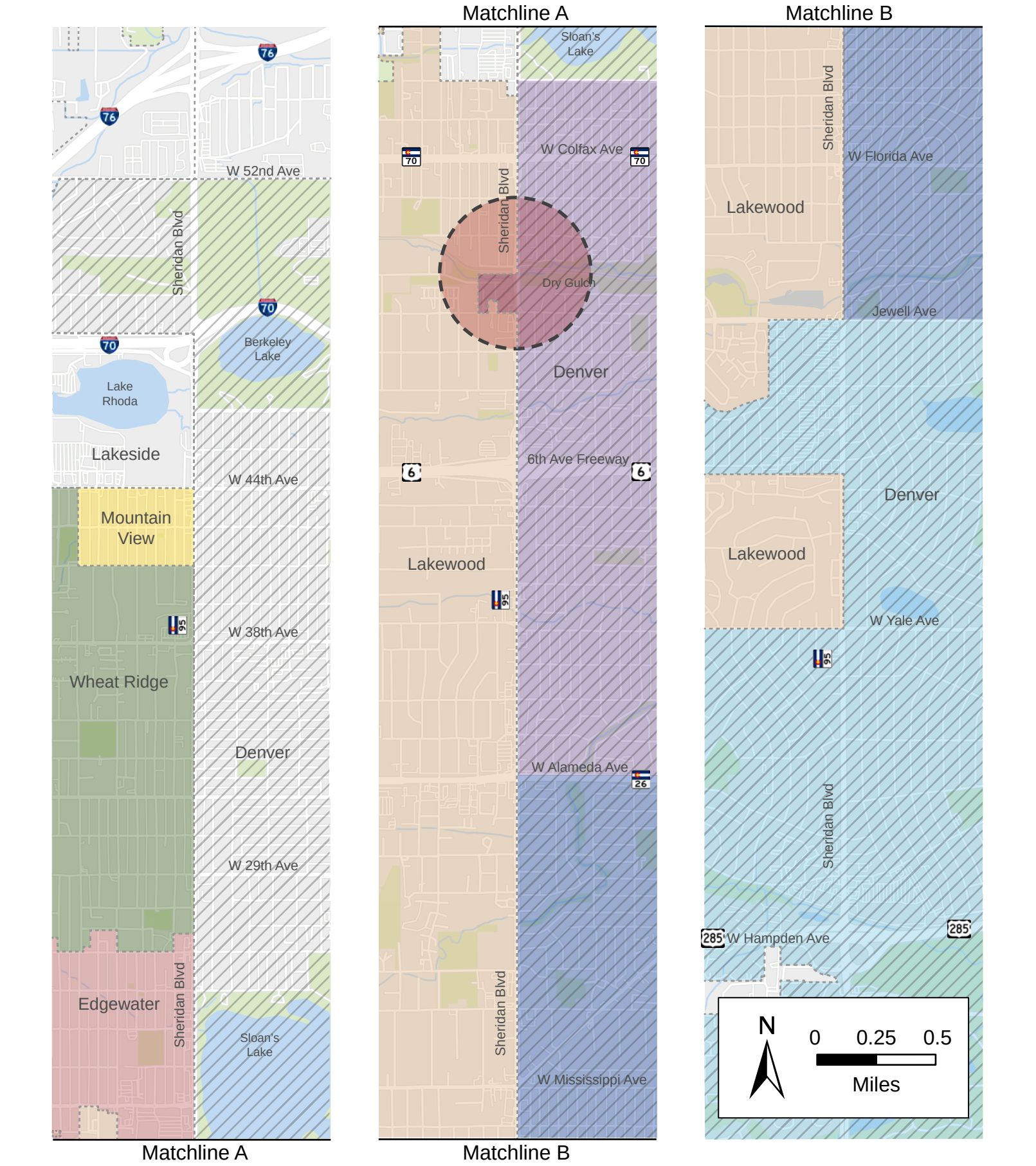
The Study team conducted a review of the existing land uses and future conditions within a quarter-mile radius of the corridor in the study area. The goals of this assessment are to:

- Compile and organize information from the six local agencies that share borders along the Sheridan Boulevard corridor from prior planning efforts.
- Identify opportunities and constraints that may arise from planning multi-local agency corridor-wide projects.
- Understand the impact that current planning efforts and future land development may have on the corridor in the coming years.
- Understand the implications that surrounding land use patterns and zoning designations have on Sheridan Boulevard.
- Document the current physical conditions, uses, destinations, and major activity areas along the corridor.
- Consider forecasted household and jobs growth trends for the area and understand how that might impact the future of the Corridor.
- Chart where recently completed and selected near-term development projects are planned or in development to understand the potential change to the built form along the corridor.

Existing Plan Review – Land Use, Zoning, and Development Focus

Existing plans are an important starting point when examining the character of an area, as an area's history and evolution of change can inform a new vision and strategy for future development, land use, and infrastructure. This section reviews the most recent and/or influential community/neighborhood plans relating to land use and development for each local agency within the study area. Other joint local agency or regional planning efforts whose recommendations may impact the built area around the study area were included as well. A visualization of the locations of each of these plans is shown in **Figure 21**.

Figure 21. Land Use and Zoning as Documented in Existing Plans.



- Denver Blueprint Denver
- Denver Far Southwest Area Plan
- Denver Southwest Area Plan
- Denver West Area Plan
- Lakewood 2025 Moving Forward Together Plan
- Sheridan Station 20 Minute Neighborhood Implementation
- Edgewater 2040 Comprehensive Plan
- Envision Wheat Ridge Comprehensive Plan
- Mountain View Comprehensive Plan

City and County of Denver's *Blueprint Denver* (2019)

Blueprint Denver provides a framework for guiding land use, transportation, and community investment decisions to achieve a vision for an inclusive and connected city by 2040.

Relevancy to Sheridan Boulevard

Among the various goals within *Blueprint Denver*, the following are relevant to Sheridan Boulevard:

- Promote equitable, transit-friendly development along Sheridan Boulevard by encouraging affordable housing and jobs near transit and creating walkable, multimodal communities that support vulnerable neighborhoods.
- Support community resilience by addressing displacement risks, improving streetscapes and placemaking, and aligning infrastructure improvements with community needs.
- Encourage a diverse supply of housing and economic opportunities along the Sheridan Boulevard corridor using planning tools and processes that incentivize building heights, housing densities, and land use mixes around key hubs in the corridor.
- Enhance mobility and safety by prioritizing walking, biking, and transit, implementing complete streets, and improving transit efficiency as a designated speed and reliability corridor.

City and County of Denver's Neighborhood Planning Initiative (NPI) Plans – *West Area Plan* (2023), *Southwest Plan* (In Progress), *Far Southwest Plan* (In Progress)

The *Southwest Area Plan* and *Far Southwest Area Plan* are currently in development. The *West Area Plan* was completed as a part of Denver's Neighborhood Planning Initiative program in 2023 and covers six different neighborhoods. Three of the neighborhoods – West Colfax, Villa Park, and Barnum West share their west edges with Sheridan Boulevard. The plan describes Sheridan Boulevard's potential as a vibrant

corridor, with an emphasis on Sheridan Station as a center for a higher intensity mix of uses.

Relevancy to Sheridan Boulevard

This plan provides recommendations for land uses, recreation, and built form, including:

- Increasing maximum building heights along the corridor from around five stories along the corridor to as high as 16 stories around the Sheridan station and 12 around the W Colfax Avenue and 6th Avenue nodes.
- Working with the City of Lakewood to ensure both sides of Sheridan Boulevard receive equal treatment as it relates to investment and redevelopment.
- Creating a mix of office, commercial, and residential uses along Sheridan Boulevard, with higher-intensity uses around the Sheridan Station, including entertainment, dining, shopping, and mixed-use buildings that front the street.
- Improving access to parks and green spaces, including parks between W 1st and W 7th Avenues such as O'Kane Park and Washington Heights Park, as well as improving access to Dry Gulch from Sheridan Station and completing gaps in the trail along Lakewood Gulch at Sheridan Boulevard.

City of Lakewood's *Lakewood 2025: Moving Forward Together* (2015)

Lakewood 2025: Moving Forward Together is the City of Lakewood's update to its citywide comprehensive plan, last updated in 2015. The comprehensive plan emphasizes revitalizing the corridor to support higher-density residential and commercial development. An update to the plan is currently in development and is expected to be completed in 2025.

Relevancy to Sheridan Boulevard

Recommendations in *Lakewood 2025* that relate to Sheridan Boulevard include:

- Directing higher-density residential and mixed-use development to spaces along the W Colfax Avenue and West Rail Line corridors.

- Encouraging small-scale, mixed-use development in Neighborhood Activity Areas at W Alameda Avenue and W Mississippi Avenue on Sheridan Boulevard.
- Utilizing Community Development Block Grants funding to complete projects in redevelopment, economic development, or infrastructure improvements in target areas, including along Sheridan Boulevard from W 17th Avenue to W Mississippi Avenue.

Sheridan Station 20-Minute Neighborhood Implementation Strategy (2015)

The *Sheridan Station 20-Minute Neighborhood Implementation Strategy* was a joint effort led by the West Line Corridor Collaborative, the City and County of Denver, the City of Lakewood, and other related organizations and neighborhoods. The effort focused on a half-mile radial geography originating at Sheridan Station, including Sheridan Boulevard between W 16th Avenue and Lakewood Gulch. Sheridan Station serves as a key location for transit-oriented development, and the *Implementation Strategy* provides guidance to create a community hub that is complete and accessible within a 20 minute walk of the Sheridan light rail station, including recommendations for improvements, policies, and programs.

Relevancy to Sheridan Boulevard

Some strategies for development along Sheridan Boulevard emphasized:

- Stimulating infill development and the activation of underutilized spaces through regularly maintained development opportunities maps and activation of underutilized spaces near the station.
- Encouraging mixed-income, higher-density housing to accommodate diverse residents through actions such as conducting design charettes and expediting the development of vacant land.
- Supporting job creation and economic development as fundamental aspects to establish Sheridan Boulevard as a destination by facilitating business development and engaging businesses along the corridor.

Edgewater 2040 Comprehensive Plan (2024)

The City of Edgewater's community-wide planning effort to update the 2013 Comprehensive Plan was branded as “Edgewater 2040, Planning Our Future Together." The process engaged a diverse cross-section of the community in conversations about the City’s future, providing an opportunity to reflect on Edgewater’s strengths and explore future possibilities. *Edgewater 2040 Comprehensive Plan* plays a critical role in weaving together previous planning efforts and addressing emerging trends to shape a positive future.

Relevancy to Sheridan Boulevard

Recommendations in the *Edgewater 2040 Comprehensive Plan* that relate to Sheridan Boulevard include:

- Identifying Sheridan Boulevard as a primary commercial corridor, including five gateways connecting to the City of Edgewater.
- Improving intersections along Sheridan Boulevard, including providing safer access to Sloan's Lake Park, three future bike routes, and connections to Edgewater's main street corridor.
- Encouraging three-story, mixed-use zoning along the west side of Sheridan Boulevard, creating a walkable mixed-use district.
- Regularly convening local business and property owners along Sheridan Boulevard and W 25th Avenue to discuss the creation of a Business Improvement District in the area.
- Promoting community character and design through updated design guidelines and enhanced lighting and streetscape maintenance.
- Increasing the frequency and promotion of local community events in and around major commercial nodes along Sheridan Boulevard.
- Implementing the city-wide Wayfinding Plan to establish a cohesive and branded signage, wayfinding, and public art program unique to Edgewater’s commercial corridors.

City of Wheat Ridge's *Envision Wheat Ridge Comprehensive Plan* (2009)

The highest priorities from the *Envision Wheat Ridge Comprehensive Plan* were neighborhood preservation and strategic infill development to enhance livability while prioritizing community character. The City is currently in the process of updating the plan, which is expected to be completed in the summer of 2025.

Relevancy to Sheridan Boulevard

Some recommendations from the 2009 plan include:

- Creating a neighborhood buffer along Sheridan Boulevard to soften the transition between low-intensity residential areas and the higher intensity Sheridan Boulevard corridor, consisting of higher intensity residential, office, and commercial uses.
- Promoting Sheridan Boulevard as a key primary gateway point into Wheat Ridge at W 38th Avenue, a future Main Street Corridor. The gateway would include small-scale, mixed-use infill and redevelopment activities that serve as a community commercial center. The plan identifies the intersection of Sheridan Boulevard and W 29th Avenue as a potential primary gateway into the city as well.
- Supporting the commercial corner of W 38th Avenue and Sheridan Boulevard as a neighborhood and community destination, and ensuring future improvements enhance the appearance and the transportation functions of the existing node.

Town of Mountain View Comprehensive Plan (2024)

The *Town of Mountain View Comprehensive Plan* emphasizes commercial revitalization along the Sheridan corridor to boost economic activity and encourage mixed-use development.

Relevancy to Sheridan Boulevard

Key strategies relevant to Sheridan Boulevard include:

- Encouraging mixed-use zoning along W 44th Avenue and Sheridan Boulevard and promoting a sustainable economic vision for the redevelopment of key infill sites, including a vacant lot abutting Ames Street near Sheridan Boulevard, identified as a prime parcel for redevelopment.
- Leveraging regional connectivity to support business development through flexible zoning and development standards and encouraging a mix of uses and activities to attract pedestrian traffic along Sheridan Boulevard.

Zoning

Zoning varies across local agencies but primarily consists of commercial, mixed-use, and lower-density residential designations. The following summary and the generalized zoning map created with data provided by DRCOG shown in **Figure 22** is organized around the generalized zoning classifications that aggregate all local agencies, which simplifies the more comprehensive zoning designations unique to each local agency into simple zoning types. Findings are derived from both the aggregated zoning data set as well as official zoning maps hosted by each local agency within the study area.

Mixed-Use Development

Denver and Lakewood zoning designations both indicate mixed residential and commercial uses that are most appropriate along Sheridan Boulevard. This allows a combination of housing, commercial services, and potentially office space. These zone districts are concentrated near W Colfax Avenue, W Alameda Avenue, and Hampden Avenue, consistent with economic and transit hubs.

Residential Zoning

South of 6th Avenue, the areas directly adjacent to the corridor are primarily zoned for lower-density single-family residential uses, with some smaller pockets allowing for multifamily uses. North of 6th Avenue is a greater mix of residential zoning types in every local agency, implying support for a range of housing diversity. Zoning for higher-density housing is typically concentrated around transit-oriented development nodes such as Sheridan Station, as well as major intersections such as W Colfax Avenue.

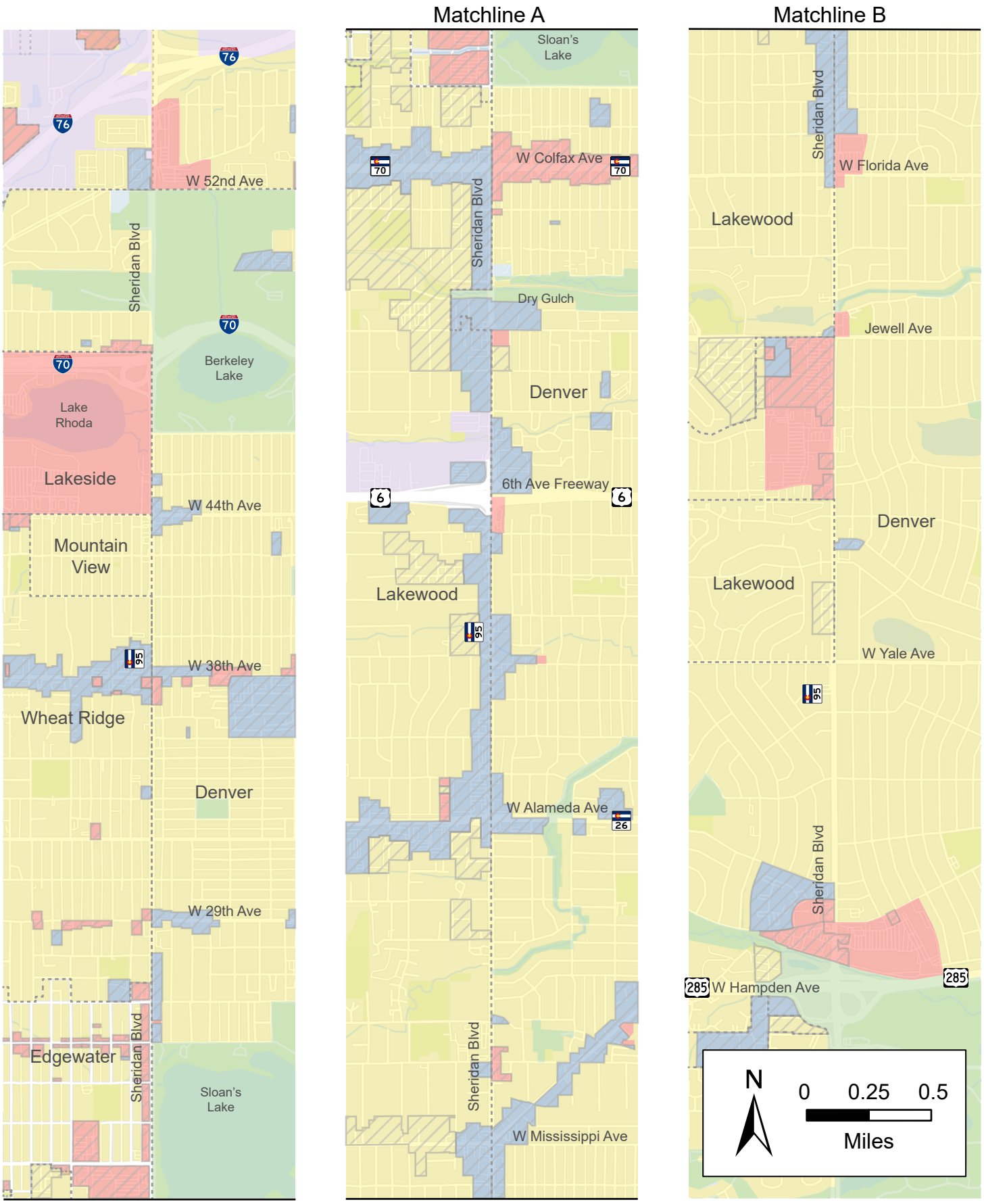
Commercial and Industrial

Commercial services are most common at major intersections along the corridor such as W Mississippi Avenue, Morrison Avenue, and W Colfax Avenue. Most commercial uses are smaller in size, but some larger commercial centers in Denver, Lakewood, and Edgewater exist. Industrial zoning uses can be found near highways such I-76 and 6th Avenue.

Parks and Open Space

There are numerous small and medium-sized neighborhood parks located within a quarter mile of the corridor. There are four larger regional Denver parks on the east side of the corridor – Bear Creek Park, Sloan's Lake Park, Berkeley Lake Park, and the Willis Case Golf Course. Several trails and open space corridors bisect Sheridan Boulevard as well, including Bear Creek and Dry Gulch.

Figure 22. Generalized Zoning.



Matchline A

Matchline B

- Residential
- Retail Services
- Mixed-use
- Mixed-use Overlay
- Civic
- Industrial
- Parks / Open Space

Community Destinations and Amenities

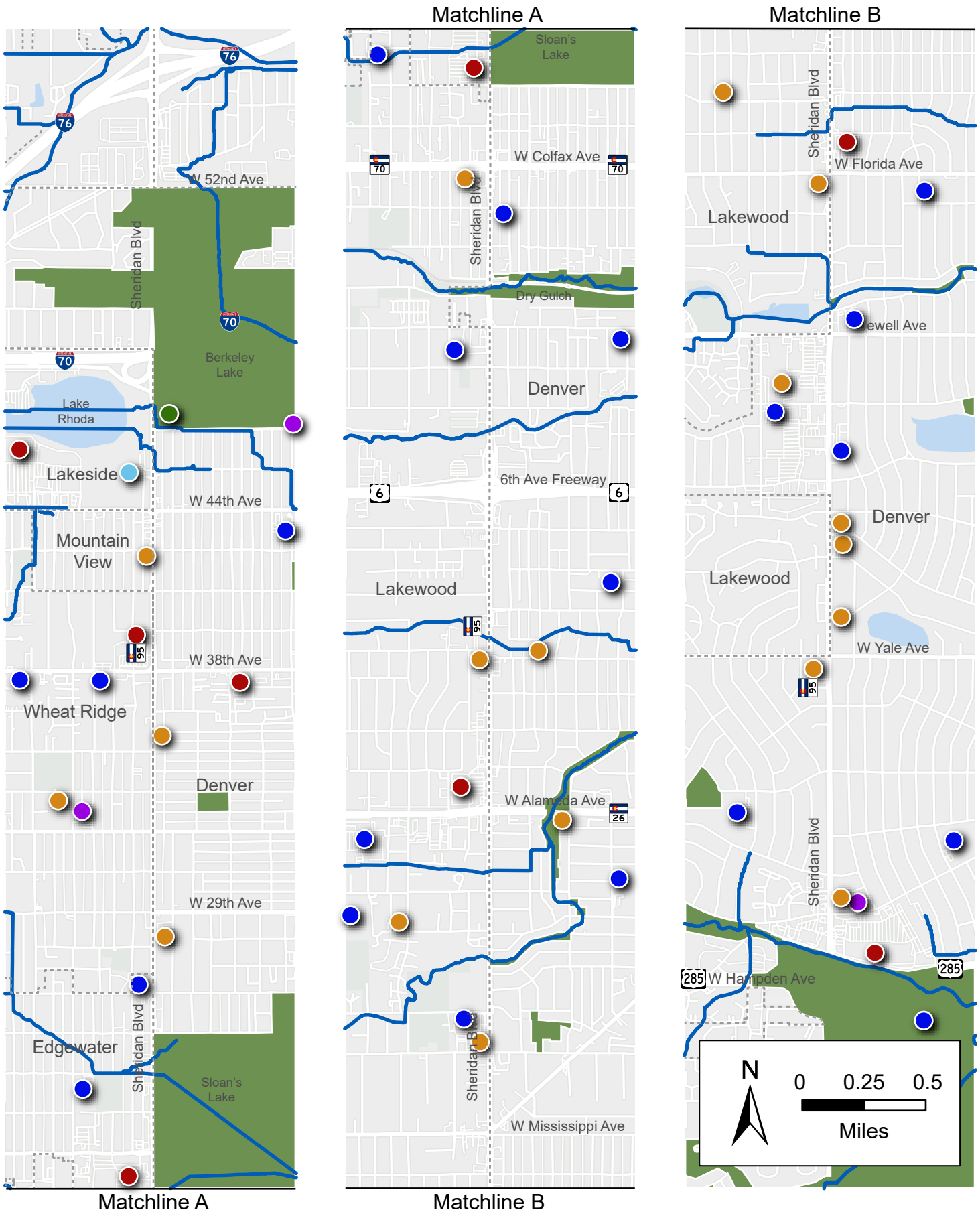
Specific land uses relating to destinations and amenities were mapped, including schools, grocery stores, libraries, places of worship, parks, and recreation facilities, as shown in **Figure 23.**

- **Schools:** Twenty-one schools are located within a quarter mile of Sheridan Boulevard. These schools range from smaller satellite school buildings or smaller charter schools to larger K-12 schools. Most schools are located off the corridor, further within neighborhoods.
- **Grocery stores:** Eight grocery stores are located around Sheridan Boulevard. Six are located adjacent to Sheridan, while the other two are located nearby along major arterial crossroads. These grocery stores range in size from larger retail chains to smaller local markets.
- **Libraries:** Three libraries are within a quarter mile of Sheridan Boulevard; one is located on the south end of the corridor, and two are near the north half.
- **Places of worship:** Several places of worship are found along or near Sheridan Boulevard. The majority are smaller buildings, but some appear to serve multifunctionally as community centers in addition to being used for worship. Most are located in the more residentially dominated parts of the area, however, some have taken over former retail buildings in commercial strip retail areas.
- **Parks and open space:** The corridor's numerous parks include large parks such as Bear Creek Park, Sloan's Lake Park, and Berkeley Lake Park, all accessible directly from Sheridan Boulevard. Smaller neighborhood-serving parks are located nearby and fill the six-mile gap between the larger parks at each end of Sheridan. Approximately ten different creeks and ditches run across Sheridan Boulevard, some of which have dedicated trail systems or greenways that provide car-free pathways for users. Trail connections along Sheridan Boulevard or with connections near Sheridan Boulevard include:
    - Bear Creek Trail at Hampden Avenue.
    - Sanderson Gulch Trail near Jewell Avenue.
    - Weir Gulch trail near W Alameda Avenue.

    - Dry Gulch Trail next to Sheridan Station.
    - Clear Creek Trail north of I-76.
- **Other destinations:** The intersection of I-70 and Sheridan Boulevard, at the north end of the study area, contains two recreational and entertainment destinations in addition to Berkeley Lake Park: the historic Lakeside Amusement Park, and the Willis Case Golf Course, a public golf course owned by the City and County of Denver.

These existing destinations and amenities both along and near Sheridan Boulevard cater to a range of users during variable times seasonally, as well as day to day. A higher number of schools in the area means a larger number of students traveling to and from via a range of travel methods. Additionally, the presence of the larger parks and open space amenities, as well as bisecting trails and greenways, brings a high number of users to the area. Other destinations such as grocery stores, places of worship, libraries, and/or recreation centers serve a range of users throughout the day.

Figure 23. Community Amenities and Destinations.



- Schools
- Grocery Store
- Place of Worship
- Library
- Entertainment
- Recreation Facility
- Parks
- Streams

Future Growth Data

Anticipated Household, Population, and Job Growth – 2020 to 2050

Data from DRCOG's small-area forecast projects the changes in number of households, population, and jobs across the region through 2050. Results of the block-level forecast were aggregated for up to six separate sections of the corridor, each approximately one-third of the length of Sheridan Boulevard (north, central, and south) and located on either the east or west side. These sections and their projections for growth can be found in **Figure 24** (population growth), **Figure 25** (household growth), and **Figure 26** (job growth).

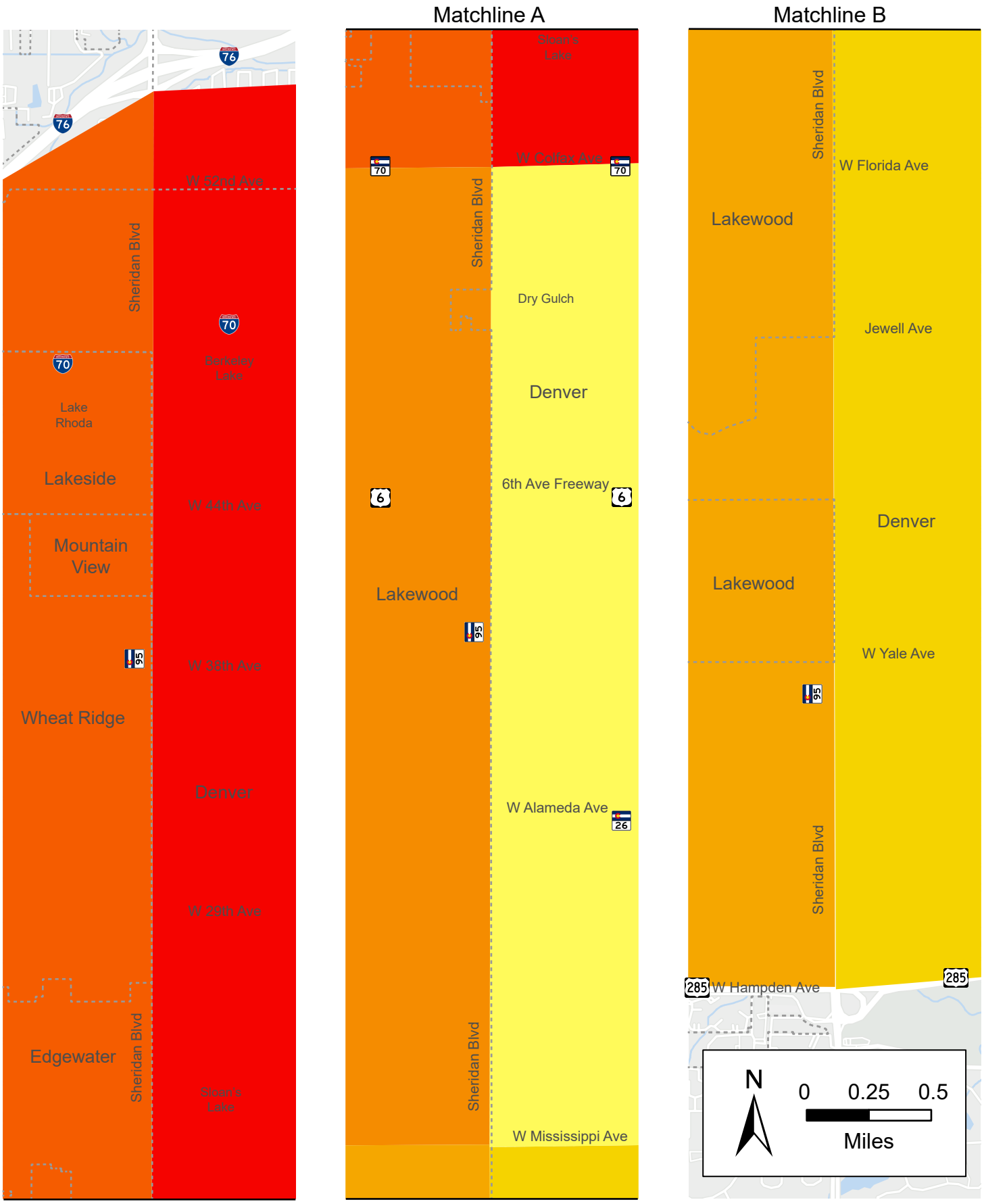
Population

The number of people living in the study area is forecasted to increase 11%, from 60,000 in 2020 to 66,400 people in 2050, with the highest rates of growth projected to be concentrated toward the north end of the study area, north of W Colfax Avenue, where the population is projected to increase by 22%, or 4,200 people (from 19,500 people in 2020 to 23,800 people in 2050). The population living in the central and south sections of the study area is projected to increase at rates ranging from 1% (east side of central section) to 14% (west side of central section). **Table 4** provides population forecast data from 2020 to 2050 for the various sections of the study area.

Table 4. Population Forecast from 2020 to 2050.

Section	2020	2050	Total Growth	Percent Change
North - West	9,242	11,032	1,790	19%
North - East	10,263	12,718	2,455	24%
Central - West	7,601	8,650	1,049	14%
Central - East	13,457	13,528	71	1%
South - West	9,874	10,703	829	8%
South - East	9,550	9,773	183	2%

Figure 24. Population Growth Forecast (2020-2050).



Population Growth 2020-2050

1%	14%
2%	19%
8%	24%

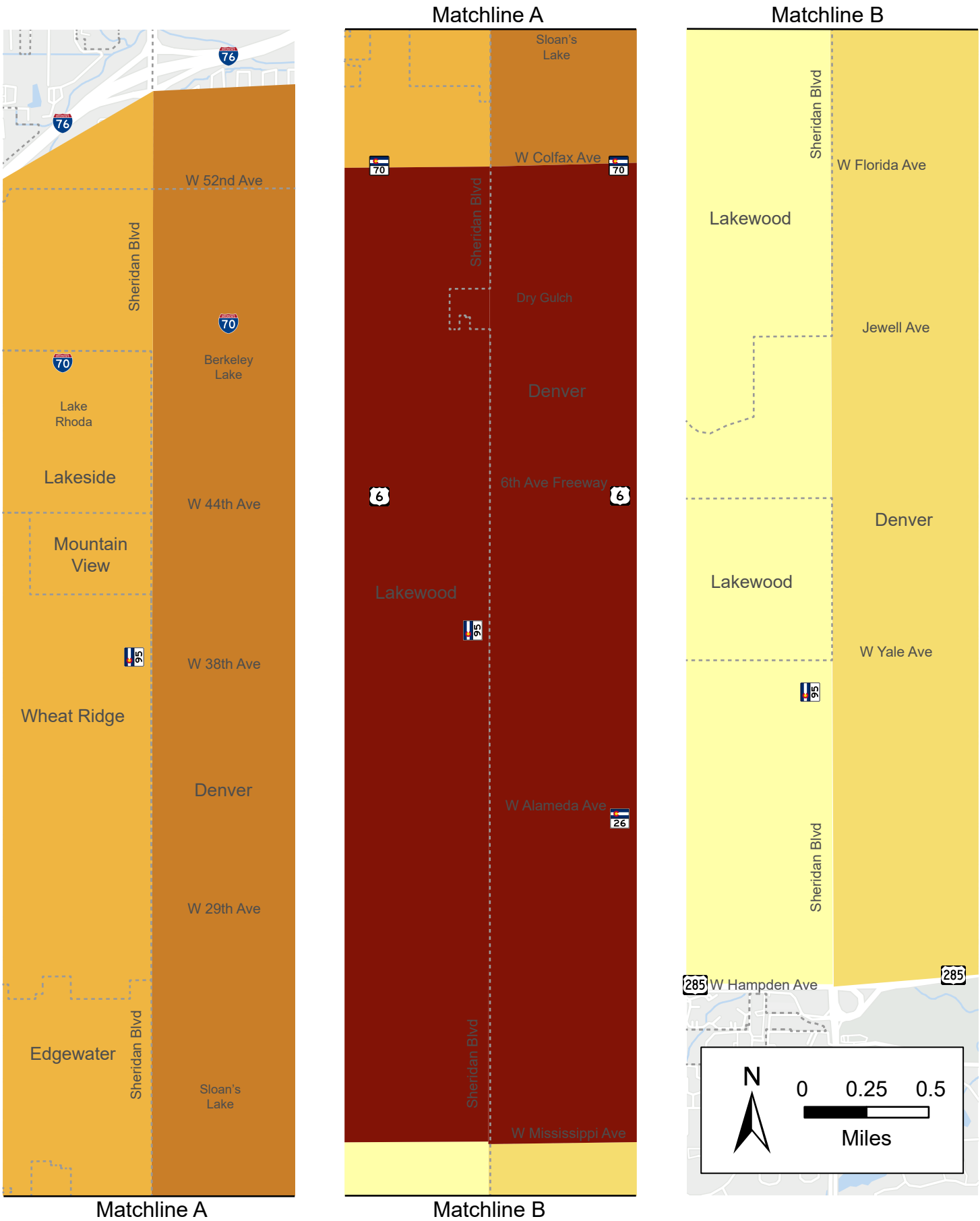
Households

While forecasted population growth is concentrated in the north section of the corridor, it is the number of households in the central sections between W Colfax Avenue and W Mississippi Avenue that is forecast to see the highest increases, growing by nearly one-third, with an estimated 2,300 new households. Areas north of W Colfax Avenue are projected to see more moderate increases, while the section south of W Mississippi Avenue is projected to increase at a rate of growth as low as 7%. The increase in households in this central area may reflect plan guidance to increase housing options and mixed-use development around Sheridan Station - guidance supported by generalized zoning calling for mixed uses along the majority of Sheridan Boulevard between W Colfax Avenue and W Mississippi Avenue. **Table 5** provides forecast data from 2020 to 2050 for the various sections of the study area.

Table 5. Households Forecast from 2020 to 2050.

Section	2020	2050	Total Growth	Percent Change
North - West	4,296	4,901	605	14%
North - East	4,729	5,905	1,176	25%
Central - West	3,083	3,976	893	29%
Central - East	4,749	6,126	1,377	29%
South - West	4,086	4,358	272	7%
South - East	3,219	3,463	244	8%

Figure 25. Household Growth Forecast (2020-2050).



Household Growth 2020-2050

- 7%
- 8%
- 14%
- 25%
- 29%

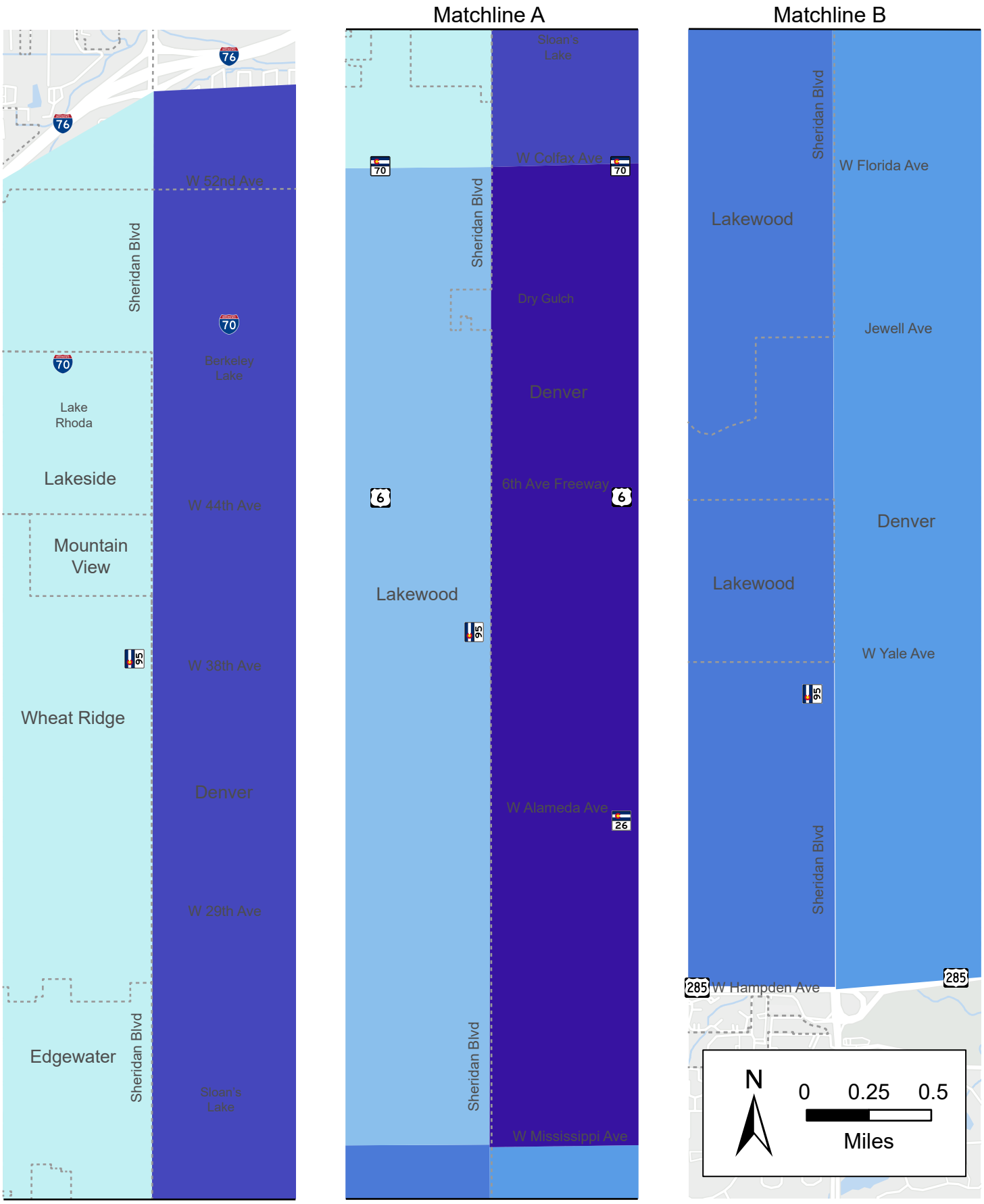
Jobs

Overall job growth within the study area is forecasted to increase 53%, from 14,600 jobs in 2020 to 22,300 jobs in 2050. The central section east of Sheridan Boulevard is forecasted to see dramatically higher growth in jobs, with the number of jobs more than doubling from 1,100 in 2020 to 2,700 in 2050, an increase in line with plans for mixed-use development along the corridor. The results, in part, are influenced by the larger area boundaries of this analysis and likely include more significant commercial growth east of the study area in the City and County of Denver. **Table 6** provides jobs forecast data from 2020 to 2050 for the various sections of the study area.

Table 6. Jobs Forecast from 2020 to 2050.

Section	2020	2050	Total Growth	Percent Change
North - West	5,017	5,646	629	13%
North - East	2,358	4,777	2,419	103%
Central - West	3,023	4,058	1,035	34%
Central - East	1,051	2,690	1,639	159%
South - West	1,387	2,447	1,060	76%
South - East	1,727	2,683	956	55%

Figure 26. Job Growth Forecast (2020-2050).



Job Growth 2020-2050

13%	76%
34%	103%
55%	156%

Recent and Future Development Trends

This assessment includes a high-level review of current trends in recent and future development efforts around the study area. As shown in **Figure 27**, this review details specific sites of recently completed, in progress, and/or planned development. It also plots additional opportunity sites that may have potential for change not previously identified in prior planning efforts. While not comprehensive, given the likely number of active or pending developments or site improvements across the six local agencies, this review provides a broad understanding of their impacts.

Recently Completed and In-Progress Projects

The majority of recently constructed or in-progress development projects are located in the north half of the study area from W Alameda Avenue northward. Much of the recent residential development has occurred around Sheridan Station and between Sheridan Station and W 29th Avenue. Sites from W Alameda Avenue to W 38th Avenue house many recent commercial or mixed-use development projects.

Planned Development Sites

Primarily, previously planned commercial, mixed-use, and residential development sites highlighted as redevelopment opportunities in existing plans are located between W 17th Avenue and W 29th Avenue, and in the northeast edge of Mountain View along Sheridan Boulevard.

Mixed-Use Redevelopment Areas

Areas exist that promote transitioning existing industrial/commercial areas into a mix of uses, including residential, office, commercial, and/or industrial. Often anchored to adjacent high-capacity transit routes or major roadways, these areas typically allow for increased building heights and densities compared to their surroundings.

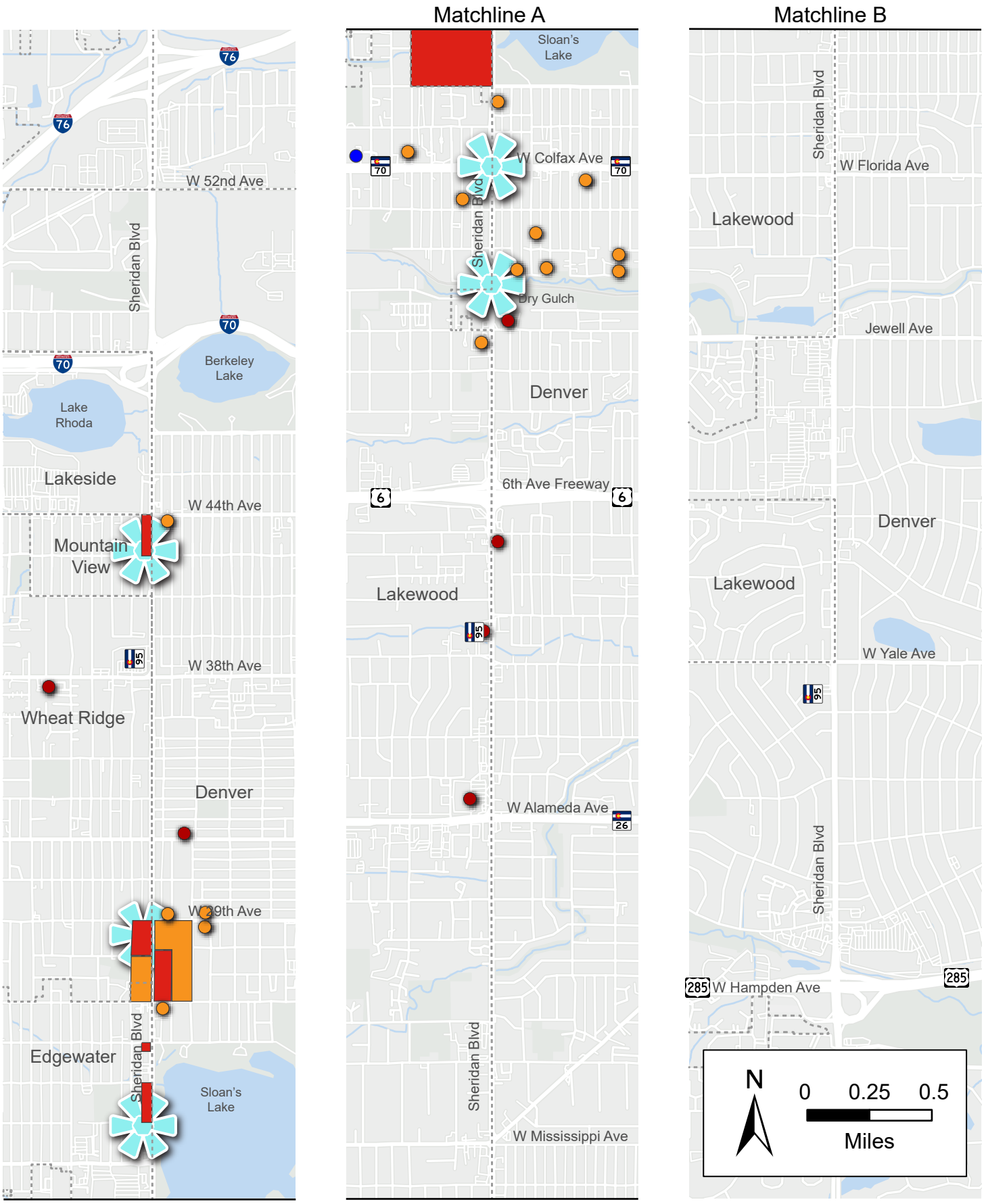
Local agencies and organizations have long planned for development affiliated with their transportation goals for Sheridan Boulevard and its intersecting corridors. Prior planning efforts concentrated the majority of future redevelopment in these key areas and nodes. For the larger local agencies - Denver and Lakewood - redevelopment is

centered around existing or planned high-capacity transit stations (or the potential for such facilities). Smaller local agencies like Edgewater and Mountain View focus redevelopment around their commercial centers fronting Sheridan Boulevard.

Opportunity Sites

Although Sheridan Boulevard's potential for growth is reflected in the content of relevant plans, an economic assessment of the area would quantify and highlight specific sites and projects that would best benefit the community. An demographics-conscious economic assessment should prioritize participation with the local community to identify priorities for preservation, opportunities for redevelopment, and strategies to mitigate displacement.

Figure 27. Recent and Future Redevelopment.



- Recent Residential Development*
- Recent Commercial / Mixed-use Development*
- Previously Planned Residential Development Site
- Previously Planned Commercial / Mixed-use Site
- Mixed-use Redevelopment Areas

** Recent developments from 2023 to 2025 - city approved, completed or in progress projects*

Demographics

DRCOG Index

Demographics play a significant role in determining how a transportation network serves all residents of a corridor. The DRCOG Index is a dataset intended to support a better understanding of the geography of marginalized communities in the Denver region. The dataset is based on ten demographic indicators from American Community Survey 5-year estimates, chosen to represent populations who have been historically marginalized from planning processes or who experience barriers to mobility. These ten indicators are grouped into three domains: economic status, mobility barriers, and race and national origin. The final index and the three domains that make up the index are scored, where higher scores represent census tracts that are likely to be more historically marginalized. The median DRCOG Index scores represent the communities that are in the middle (on a regional level) in terms of social, economic, and transportation advantages or disadvantages. The full methodology and list of demographic indicators that contribute to the Index can be found in the DRCOG Regional Data Catalog. This dataset was used to inform engagement for the *Sheridan Boulevard Corridor Multimodal Plan* (2022) and focus safety measures to reflect the needs of the most vulnerable populations. A summary of the data is included in the following paragraphs.

Scores were calculated for race and nationality, economic status, and mobility barriers, then combined to calculate an overall Index score. The Index scores are displayed in **Figure 28**. The median Index score in the entire DRCOG region is 23, and the fifty-nine tracts within one mile of the corridor have a combined median score of 27. This means that, as a corridor, there are more areas with greater marginalization than the regional median. From census tract to census tract on the corridor, however, there is variation; the census tracts on the ends of the corridor have populations that have been less historically marginalized than others. The census tracts in the center of the corridor, specifically on the east side of Sheridan Boulevard in Denver, show the highest levels of

marginalization on the map. The highest scores are located just south of W Alameda Avenue, with scores in the 50s, more than double the regional median and double or nearly double the study area's median Index score.

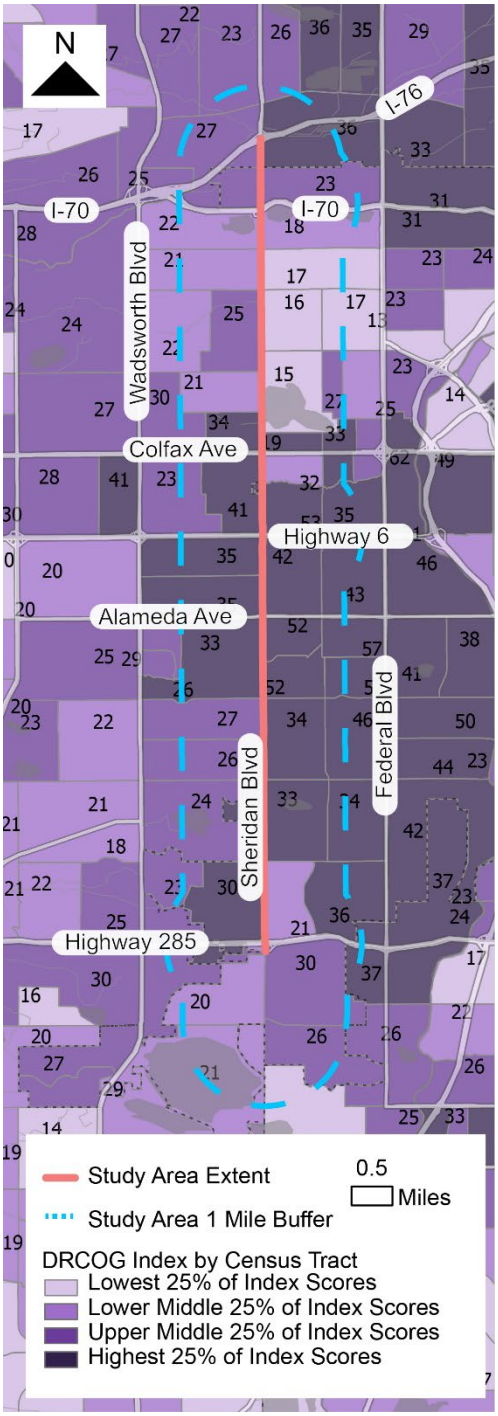


Figure 28. DRCOG Index Scores by Census Tract.

The individual scores for race and nationality, economic status, and mobility barriers also provide valuable insight into individual factors contributing to this disparity.

Race and Nationality

The index scores for race and nationality by census tract show variation along the corridor. The census tracts near the middle of the corridor study area, specifically on the east side of Sheridan Boulevard in Denver, score higher, indicating a greater presence of historically marginalized races and ethnic groups. The highest scores are located southeast of W Alameda Avenue, with scores up to 70, nearly quadruple the regional median and nearly triple the study area's median index score. When comparing the race and national origin index for the DRCOG region (median 18) to the study area tracts (median 27), a nearly 10-point difference exists. The race and nationality index scores are displayed in **Figure 29.**

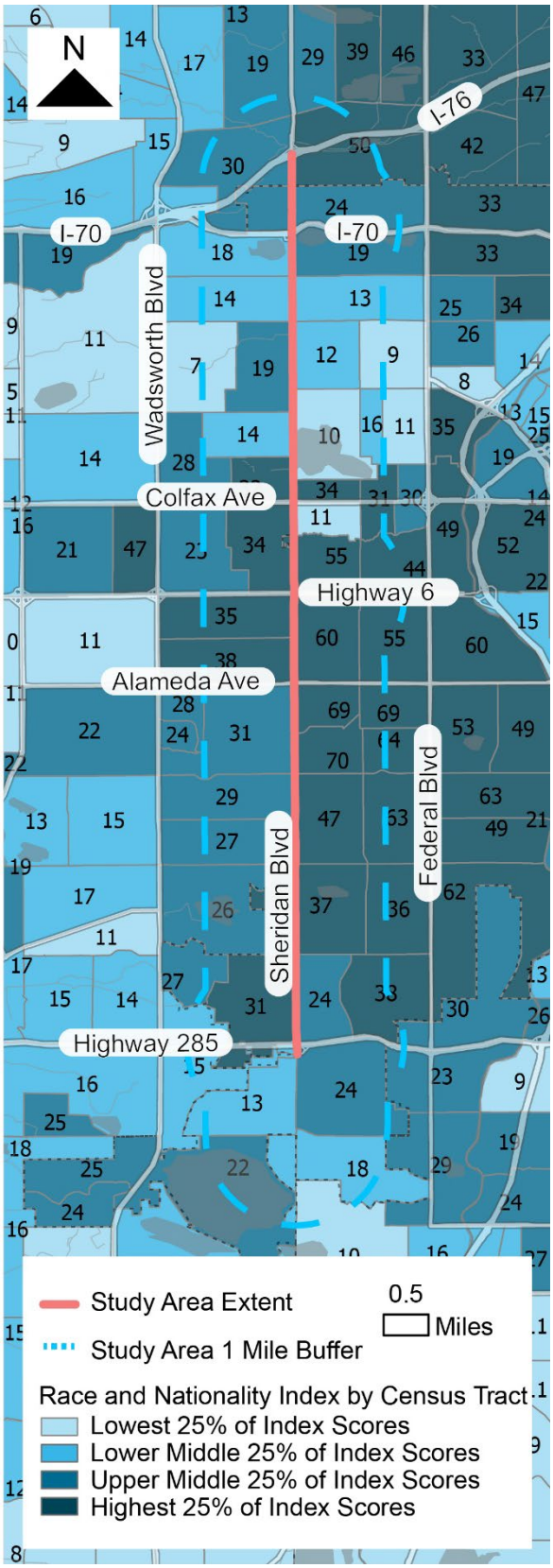


Figure 29. Race and Nationality Index by Census Tract.

This corridor is also home to higher populations of both Spanish and Vietnamese speakers compared to the region. **Figure 30** illustrates the estimated percentage of people who speak Spanish at home, with higher concentrations represented in darker colors. The south half of the study area has a high population of Spanish speakers, greater than 20.85% in many areas. **Figure 31** illustrates in darker colors those areas with higher concentrations of Vietnamese speakers. Both the far north section of the corridor and the south half include a higher population of those speaking Vietnamese at home (at 1.4% and greater).

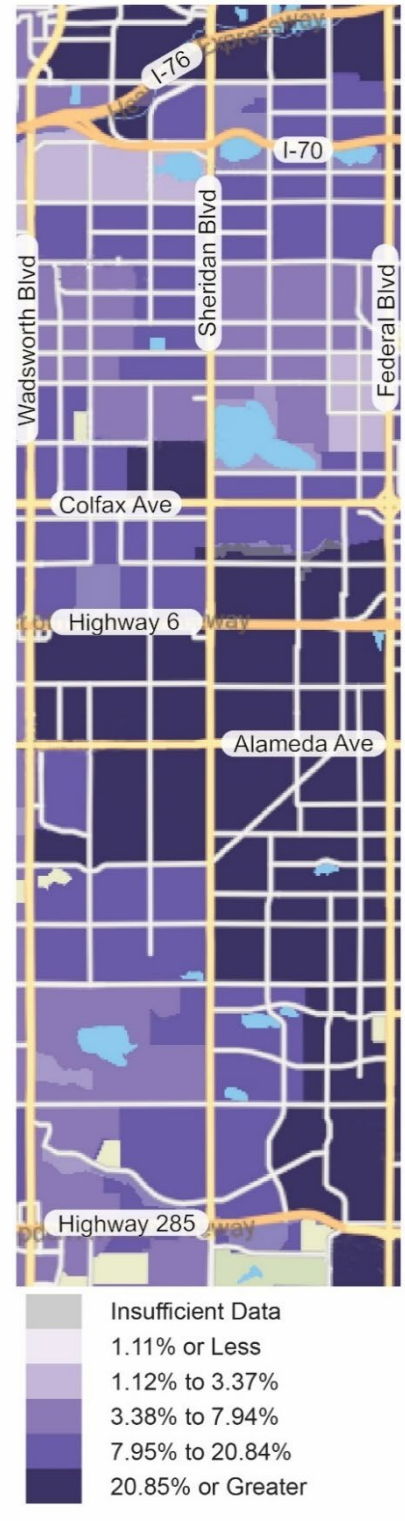


Figure 30. Estimated Percentage of People who Speak Spanish at Home by Census Tract (2019-2023).

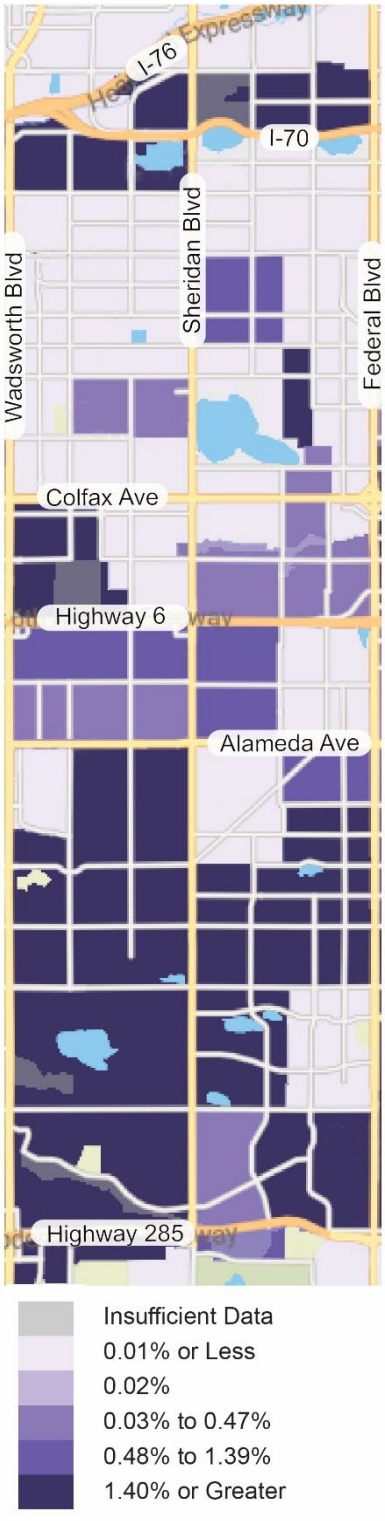


Figure 31. Estimated Percentage of People who Speak Vietnamese at Home by Census Tract (2019-2023).

Economic Status

The study area's economic status index also provides a notable contrast to the region's index score. The median economic status index score in the entire DRCOG region is 24; tracts within the study area have a combined median score of 29. As a corridor, there are more areas with lower economic status than the regional median. The census tracts near the middle of the corridor study area, specifically on the east side of Sheridan Boulevard in Denver, show greater levels of marginalization. The highest scores are located just south of W Alameda Avenue, with scores into the upper 50s and 60s, more than double the regional median and nearly double the study area's median index score. The economic status index scores are displayed in **Figure 32**.

Median household income is a component of the economic status index along this corridor and varies greatly. **Figure 33** illustrates the median household income with higher incomes represented in darker colors. W Colfax Avenue and north on the east (Denver) side of Sheridan Boulevard has the highest income on the corridor, with 6th Avenue to Jewell Avenue on both east and west sides of Sheridan Boulevard encompassing the lowest income levels on the corridor.

Unhoused communities were also identified as an important economic indicator in the study area. Unfortunately, data is not provided in a format that can be applied to this Study. The Study team and applicable agencies recognize the need for unhoused communities to be involved in and acknowledged in all planning efforts.

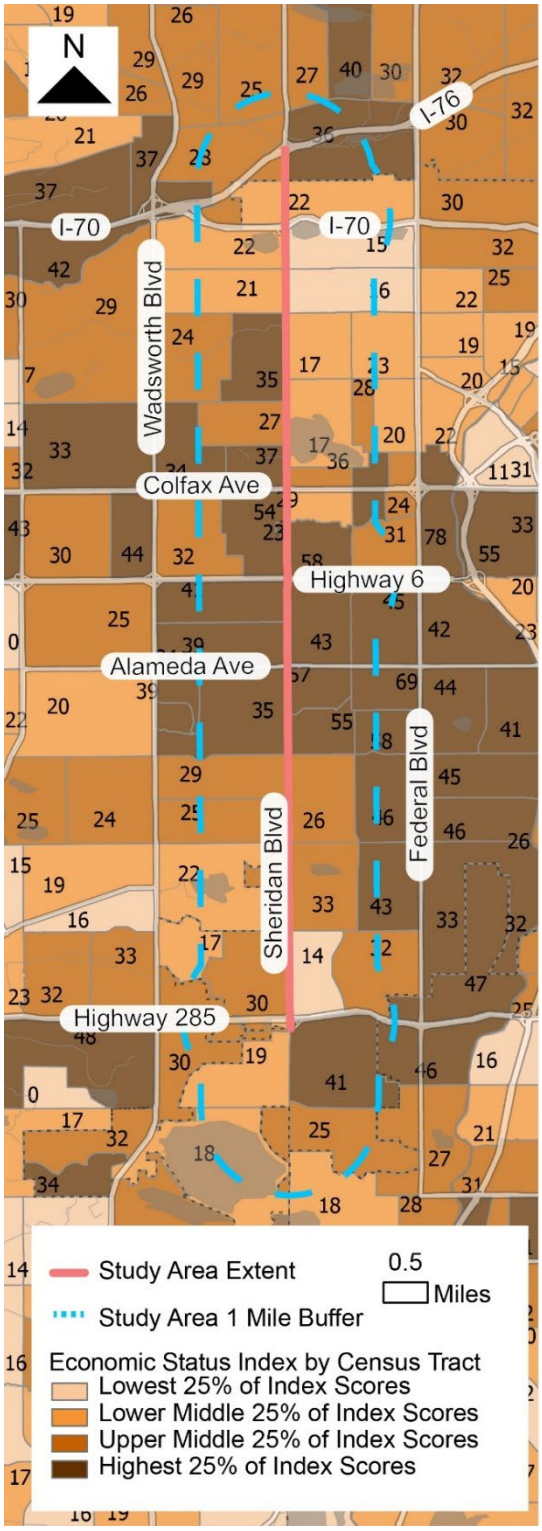


Figure 32. Economic Status Index by Census Tract.

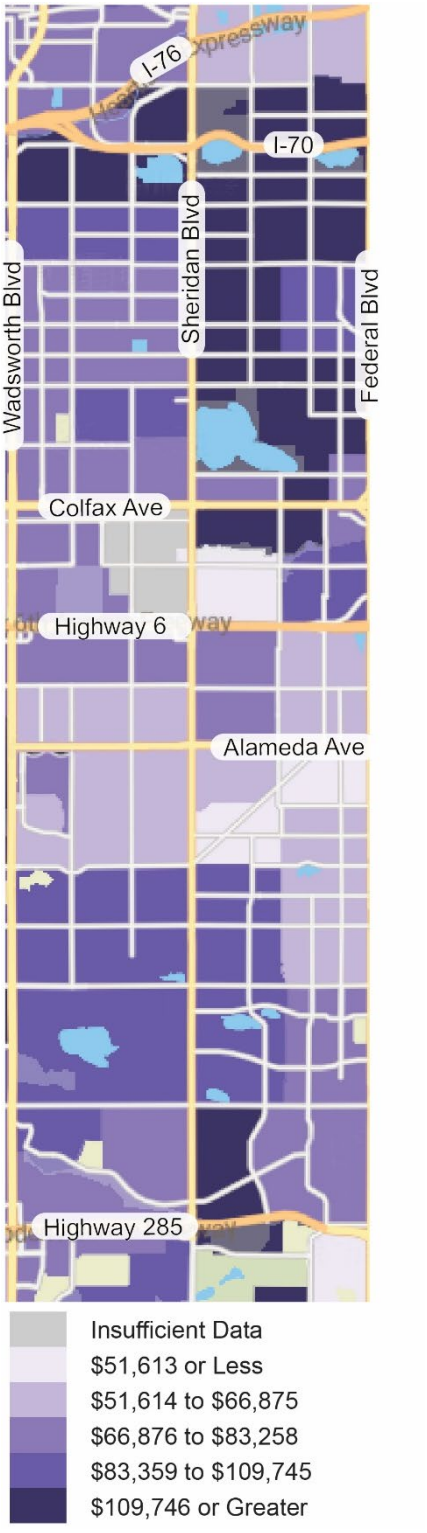


Figure 33. Estimated Median Household Income by Census Tract (2019-2023).

Mobility Barriers

The median mobility barriers index score is comprised of the percent of people with a disability, percent of households without a vehicle, percent of older adults 60 and over, percent of youth 17 and younger, and percent of people with limited English. For the study area, the mobility barrier score is (26), one point higher than that of the DRCOG region (25).

From census tract to census tract on the corridor, there is a slight variation. The highest scoring mobility barrier tract in the study area is North of 6th Avenue and east of Sheridan Boulevard, at 44. This is just short of double both the regional and study area median scores. Just south of W Alameda Avenue, there is a grouping of tracts with mobility index scores in the lower 30s. The mobility index scores, displayed in **Figure 34**, indicate the least marginalization in this category when compared to the other indicators and the region.

Within the components that make up this score, the households without a vehicle indicator includes notably high scores. Similar patterns arise when looking at **Figure 35**, the percentage of housing units with no vehicle available. North of 6th Avenue and south of W Alameda Avenue includes an estimated 12 percent or greater of households without access to a personal vehicle.

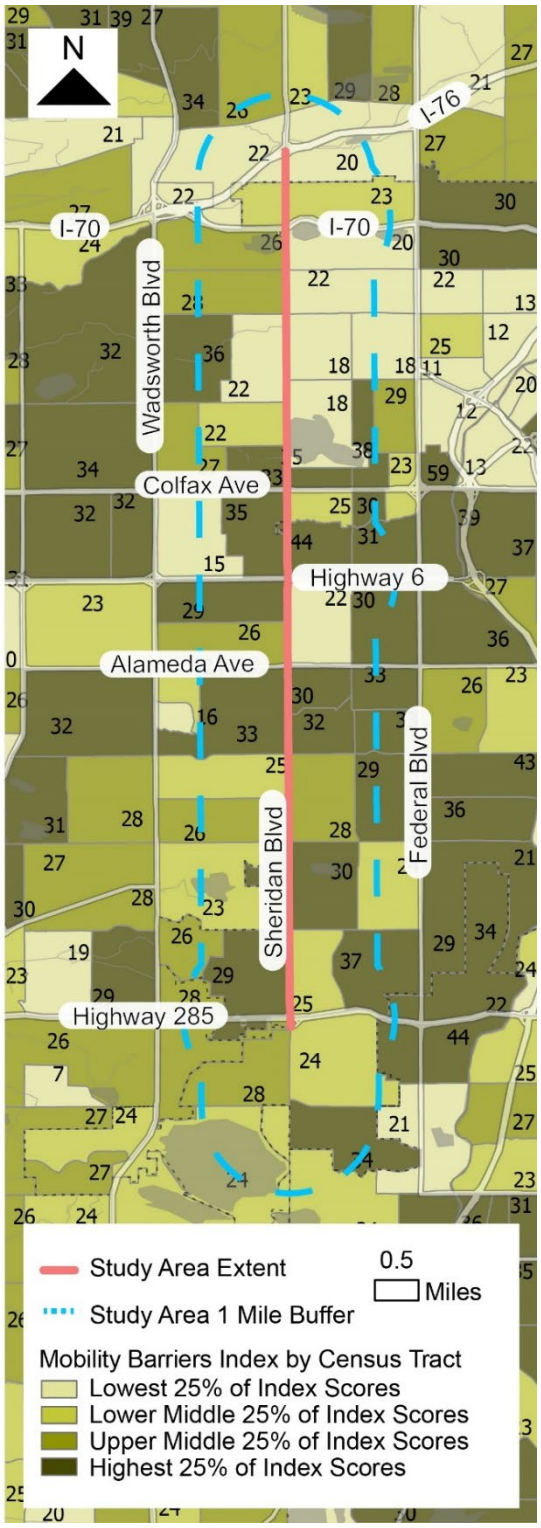


Figure 34. Mobility Barriers Index by Census Tract.

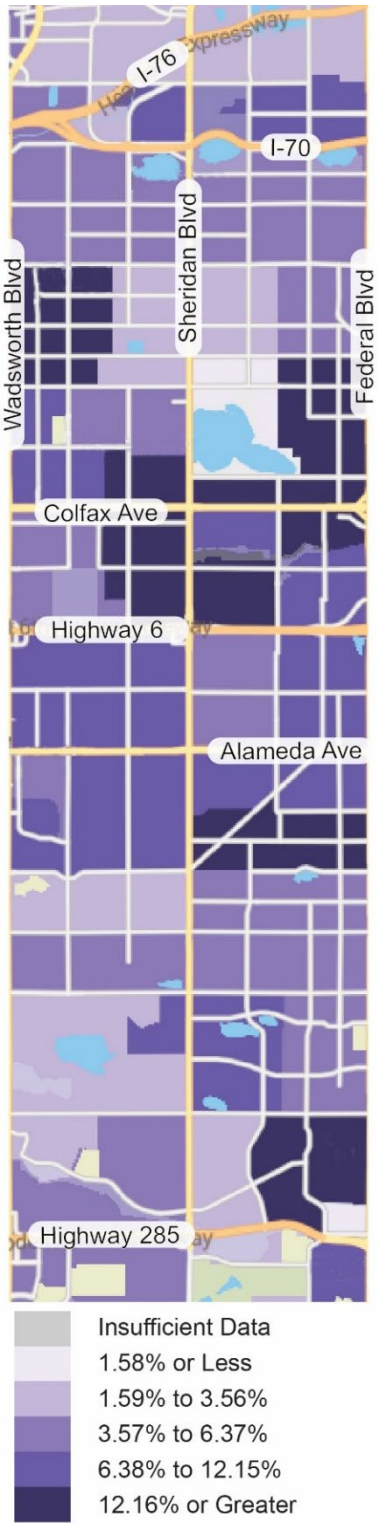


Figure 35. Estimated Percentage of Housing Units with No Vehicle Available by Census Tract (2019-2023).

Table 7 provides the highest scoring DRCOG Index areas along Sheridan Boulevard for each of the index scores. Higher scores indicate greater historical marginalization.

Table 7. Highest Scoring DRCOG Index Areas Along Sheridan Boulevard.

Intersection or Road Segment Along Sheridan Boulevard	Average Overall DRCOG Index Score	Average Race and Nationality Index Score	Average Economic Status Index Score	Average Mobility Barriers Index Score
Region Wide	23	18	24	25
Study Area (1-Mile Buffer)	27	27	29	26
W Colfax Avenue to 6th Avenue*	36	33	38	30
6th Avenue to W Alameda Avenue*	39	47	42	27
W Alameda Ave to W Mississippi Avenue*	49	61	53	32

** Using the mean to represent central tendency of a smaller sample size.*

Summary of Findings

Plan Section	Key Takeaways
Safety Analysis	• Crashes resulting in serious injury or fatality are overrepresented for vulnerable road users. • Approach turn is the most common crash type resulting in a serious injury or fatality. • The majority of crashes occur at an intersection. • Fatal and serious-injury crashes are overrepresented between 9 p.m. and 3 a.m. • Careless driving and failing to yield the right-of-way are the most common primary driver action for all crashes.
Mobility Connectivity	• The sidewalk network is incomplete, and there are missing sidewalks in segments, including at bus stops. • Where there are existing sidewalks, they are often in poor condition, with broken and uneven surfaces and frequent and often sloped driveways. • Some sidewalk segments are narrow (less than 5 feet wide) and exist directly adjacent to travel lanes, resulting in uncomfortable conditions that place pedestrians dangerously close to traffic. • Missing sidewalk segments and those with narrow or poor conditions create an inaccessible roadway for those using mobility devices like wheelchairs. • In some locations, signalized crossings are spaced up to approximately 4,000 feet apart. • There are no bicycle facilities along the study area. • While some bicycle facilities exist on perpendicular streets, many end as they approach Sheridan Boulevard and do not connect to the other side of the corridor.

Plan Section	Key Takeaways
	• When the bicycle facilities on perpendicular streets end, there is no wayfinding to guide bicyclists to nearby connections or crossings. • Most intersections where bicycle facilities cross Sheridan Boulevard lack sufficient protective measures for bicyclists. • The presence of adequate lighting and reflective elements (like edge lines) varies throughout the corridor. • Many of the bus stops in the study area are located at unsignalized intersections. • Transit speeds are generally slower in the PM peak than in the AM peak in the north part of the corridor from W 41st Avenue to Ralston Road. • RTD Route 51 runs along the corridor every 30 minutes during the peak periods and less frequently during off-peak periods. • Bus services is unreliable, as it is delayed frequently during peak periods due to traffic congestion. • The highest transit ridership is at the following stops: W Dartmouth Avenue, Sheridan Station, W Colfax Avenue, W Alameda Avenue, and W 5th Avenue, which are some of the areas with the highest number of crashes. • Speed limits along the corridor vary from 35 mph to 45 mph, and roadway widths vary from approximately 50 feet to more than 71 feet. • Signals are frequent and irregularly spaced along the corridor, causing traffic congestion that impacts motor vehicles and transit. • Daily traffic along the corridor is estimated to grow by approximately 9-13% from 2023 to 2050.

Plan Section	Key Takeaways
	• There are frequent residential and commercial driveways along the study area, and Sheridan Boulevard does not meet CDOT access spacing standards.
Land Use and Planning Assessment	• The study area has been addressed through previous land use and zoning related planning efforts sharing similar recommendations and envisioned outcomes for the areas surrounding the corridor. • Zoning varies across local agencies but primarily consists of commercial, mixed-use, and lower-density residential designations. • Much of the corridor is characterized by low-density residential and commercial uses, with the greatest concentration found south of 6th Avenue. North of 6th Avenue, land uses and zoning densities become more varied and mixed. • Commercial services are most common at major intersections along the corridor, such as W Mississippi Avenue, Morrison Road, and W Colfax Avenue. • Parks and open space zoning is primarily concentrated in the north half of the corridor, with some anchoring the south end. Park access is limited south of 6th Avenue. • There are many community amenities, such as schools and grocery stores, located along and near Sheridan Boulevard. • The number of people living in the study area is forecasted to increase, with the highest rates of growth projected to be concentrated toward the north end of the study area, north of W Colfax Avenue.

Plan Section	Key Takeaways
	• The number of households is forecasted to increase, with the highest increase projected in the central sections between W Colfax Avenue and W Mississippi Avenue. • Job growth within the study area is forecast to increase, with the central section east of Sheridan Boulevard forecast to see dramatically higher growth in jobs. • The majority of recently constructed or in-progress development projects are located from W Alameda Avenue northward, particularly between 6th Avenue and W Colfax Avenue. • Previously planned redevelopment opportunities are primarily located between W 17th Avenue and W 29th Avenue, and in the northeast edge of Mountain View along Sheridan Boulevard. Denver and Lakewood's previously planned redevelopment supporting transportation goals is centered around existing or planned high-capacity transit stations (or the potential for such facilities). Smaller local agencies like Edgewater and Mountain View focus these developments around their commercial centers fronting Sheridan Boulevard.
Demographics	• The census tracts on the ends of the study area have populations that have been less marginalized than others. The census tracts in the center of the study area, specifically on the east side of Sheridan Boulevard in Denver, show the highest levels of marginalization in the study area. The highest scores are located just south of W Alameda Avenue, with scores more than double the regional median index score.

Plan Section	Key Takeaways
	• This corridor has higher populations of both Spanish and Vietnamese speakers compared to the region. • The census tracts near the middle of the corridor study area, specifically on the east side of Sheridan Boulevard in Denver, have a lower economic status score than the regional median, with the lowest economic status scores located just south of W Alameda Avenue, more than double the regional median. • There is a notable number of households in the study area without access to a personal vehicle. Populations just North of 6th Avenue and south of W Alameda Ave have an estimated percentage of 12 percent or greater of households without access to a personal vehicle.

Appendix A: Detailed Location-Specific Safety Analysis

Appendix B: Denver's Sheridan Boulevard Road Safety Audit Report

Appendix C: Historical Turning Movement Counts

Appendix D: Transit Analysis Results

Appendix E: Accessibility Disclaimer and Map Information

Map disclaimer found at data.drcog.org/about. If you have difficulty using this document's content, please email access@drcog.org or call 303- 455-1000. Please expect a response within 72 hours (three business days).

Figure 2. Study Area Map.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Consor, 04.08.2025

Figure 3. Safety Analysis Map (2018-2022).

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Consor, 04.22.2025

Figure 7. Fatal and Serious-Injury Crashes by Time-of-Day (2018-2022).

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Consor, 04.22.2025

Figure 8. Pedestrian Facilities Inventory.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Consor, 04.16.2025

Figure 11. Existing and Proposed Bicycle Facilities.

Source Data: DRCOG, City and County of Denver, City of Lakewood, City of Edgewater, City of Wheat Ridge, Town of Lakeside

Esri Basemap; SR 6428

Creator: Consor, 04.20.2025

Figure 15. Existing Transit Network.

Source Data: DRCOG, Regional Transportation District

Esri Basemap; SR 6428

Creator: Consor, 04.01.2025

Figure 16. Existing Traffic Volume and Speed Data.

Source Data: DRCOG, Colorado Department of Transportation, City and County of Denver

Esri Basemap; SR 6428

Creator: Consor, 04.07.2025

Figure 17. Roadway Widths.

Source Data: DRCOG, Colorado Department of Transportation

Esri Basemap; SR 6428

Creator: Consor, 04.16.2025

Figure 18. Driveway Access and Parking.

Source Data: maps.google.com, Streetview, Northbound image capture: November 2023, June 2022; Southbound image capture: July 2024, November 2023, April 2022, December 2022, December 2021, map data compiled and collected February 2025

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 19. Median Types.

Source Data: maps.google.com, Streetview, Northbound image capture: November 2023, Southbound image capture: July 2024, November 2023, April 2022, December 2022, December 2021, map data compiled and collected February 2025

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 20. Potential Redevelopment Opportunities.

Source Data: Source Data: maps.google.com, Streetview, Northbound image capture: November 2023, Southbound image capture: July 2024, November 2023, April 2022, December 2022, December 2021, map data compiled and collected February 2025

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 21. Land Use and Zoning as Documented in Existing Plans.

Source Data: City and County of Denver, City of Lakewood, City of Edgewater, City of Wheat Ridge, Town of Mountain View, Town of Lakeside

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 22. Generalized Zoning.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 23. Community Amenities and Destinations.

Source Data: City and County of Denver, City of Lakewood, City of Edgewater, City of Wheat Ridge, Town of Mountain View, Town of Lakeside

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 24. Forecasted Population Growth (2020-2050).

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 25. Forecasted Household Growth (2020-2050).

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 26. Forecasted Job Growth (2020-2050).

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 27. Recent and Planned Development.

Source Data: City and County of Denver, City of Lakewood, City of Edgewater, City of Wheat Ridge, Town of Mountain View, Town of Lakeside

Esri Basemap; SR 6428

Creator: MIG, 04.11.2025

Figure 28. DRCOG Index Scores by Census Tract.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 29. Race and Nationality Index by Census Tract.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 30. Estimated Percentage of People who Speak Spanish at Home by Census Tract (2019-2023).

Source Data: Census: US Bureau of the Census, American Community Survey

OpenStreetMap; EPSG:3857

Creator: Michael Baker International, 04.10.2025

Figure 31. Estimated Percentage of People who Speak Vietnamese at Home by Census Tract (2019-2023).

Source Data: Census: US Bureau of the Census, American Community Survey

OpenStreetMap; EPSG:3857

Creator: Michael Baker International, 04.10.2025

Figure 32. Economic Status Index by Census Tract.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 33. Estimated Median Household Income by Census Tract (2019-2023).

Source Data: Census: US Bureau of the Census, American Community Survey

OpenStreetMap; EPSG:3857

Creator: Michael Baker International, 04.10.2025

Figure 34. Mobility Barriers Index by Census Tract.

Source Data: DRCOG

Esri Basemap; SR 6428

Creator: Michael Baker International, 04.10.2025

Figure 35. Estimated Percentage of Housing Units with No Vehicle Available by Census Tract (2019-2023).

Source Data: Census: US Bureau of the Census, American Community Survey

OpenStreetMap; EPSG:3857

Creator: Michael Baker International, 04.10.2025