

Sheridan Corridor Safety Study

Final Report

January 2026



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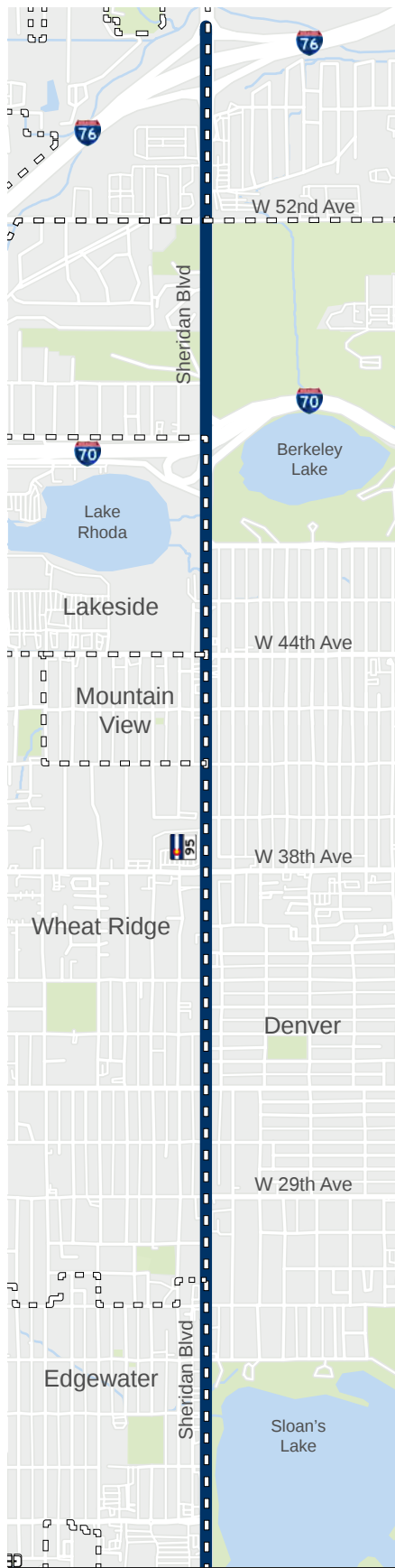
1. Project Overview

Purpose

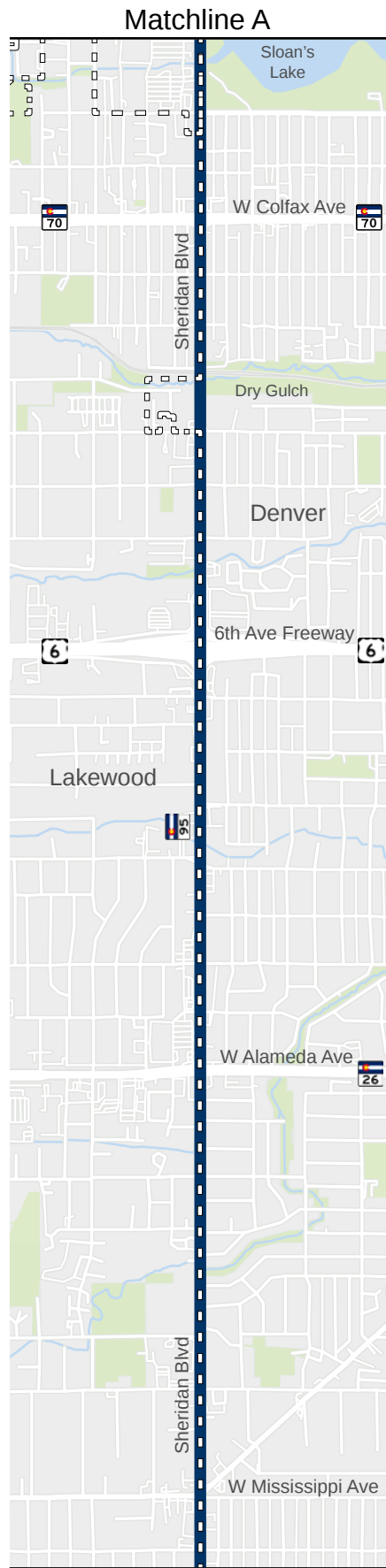
The purpose of the Sheridan Boulevard Corridor Safety Study is to evaluate opportunities and propose recommendations to make Sheridan Boulevard safer for all users, whether they are driving, taking transit, walking, or rolling. The corridor serves as a critical link for transportation, connecting various communities and accommodating a diverse range of road users, including commuters and commercial vehicles. **Figure 1** 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 is a state highway and also 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, with the project area segment from 26th Avenue to Hampden 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 High-Injury Network.

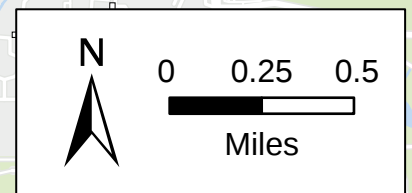
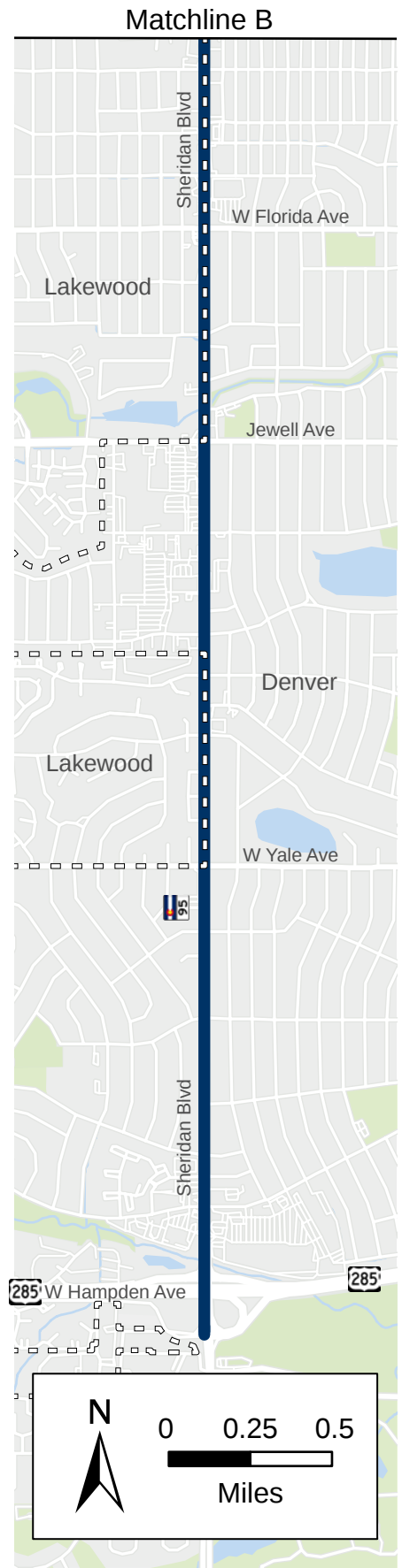
Figure 1. Study area map.



Matchline A



Matchline B



- Project Limits
- Parks and Open Space
- Municipal and Unincorporated County Boundaries

Goals and Objectives

To help define the vision and direction of the study, the project team held a Vision and Goals Workshop with the Project Management Committee, commonly known as the PMC, in January 2025. The purpose of this workshop was to distinguish between project-level and corridor-level goals, reach consensus on the project's overarching objectives, and refine the character areas along the corridor to guide location-specific strategies.

The primary objective of the study is to develop actionable, fundable projects aimed at eliminating traffic-related fatalities and serious injuries, aligning with DRCOG's and partnering agencies' Vision Zero commitments. To support this overarching vision, the study's goals are organized into two categories:

- Project-level goals guide the process and recommendations developed for this specific safety study.
- Corridor-level goals articulate the mobility, safety, and redevelopment outcomes desired along Sheridan Boulevard more broadly, beyond the scope of this study.

Project-Level Goals

- Develop feasible projects with identified funding sources, supported by community engagement and facilitated by ongoing coordination between local governments, DRCOG, and CDOT.
- Ground recommendations in crash data analysis findings and lived experiences gathered through community engagement, ensuring proposed solutions address observed crash patterns and trends.
- Provide a range of recommendations tailored to land use, activity generators, and access needs—recognizing that “one size does not fit all.” While traffic safety remains the priority, recommendations may also include broader multimodal and placemaking improvements.

Corridor-Level Goals

- Examine both north/south pedestrian and bicyclist connectivity on Sheridan Boulevard and east/west connections, particularly where pedestrian and bicycle infrastructure does not connect across the corridor.
- Increase transit ridership by improving access to transit stops and employment centers.
- Consider both planned and future redevelopment potential on the corridor when proposing more pedestrian- and bicyclist-friendly areas.

2. Existing Conditions

Safety Analysis Findings

The project team analyzed five years of crash data (from January 1, 2018, to December 31, 2022) to provide applicable recommendations addressing observed traffic crash patterns and types along the corridor. **Figure 2** summarizes key takeaways from the corridor-wide safety analysis.

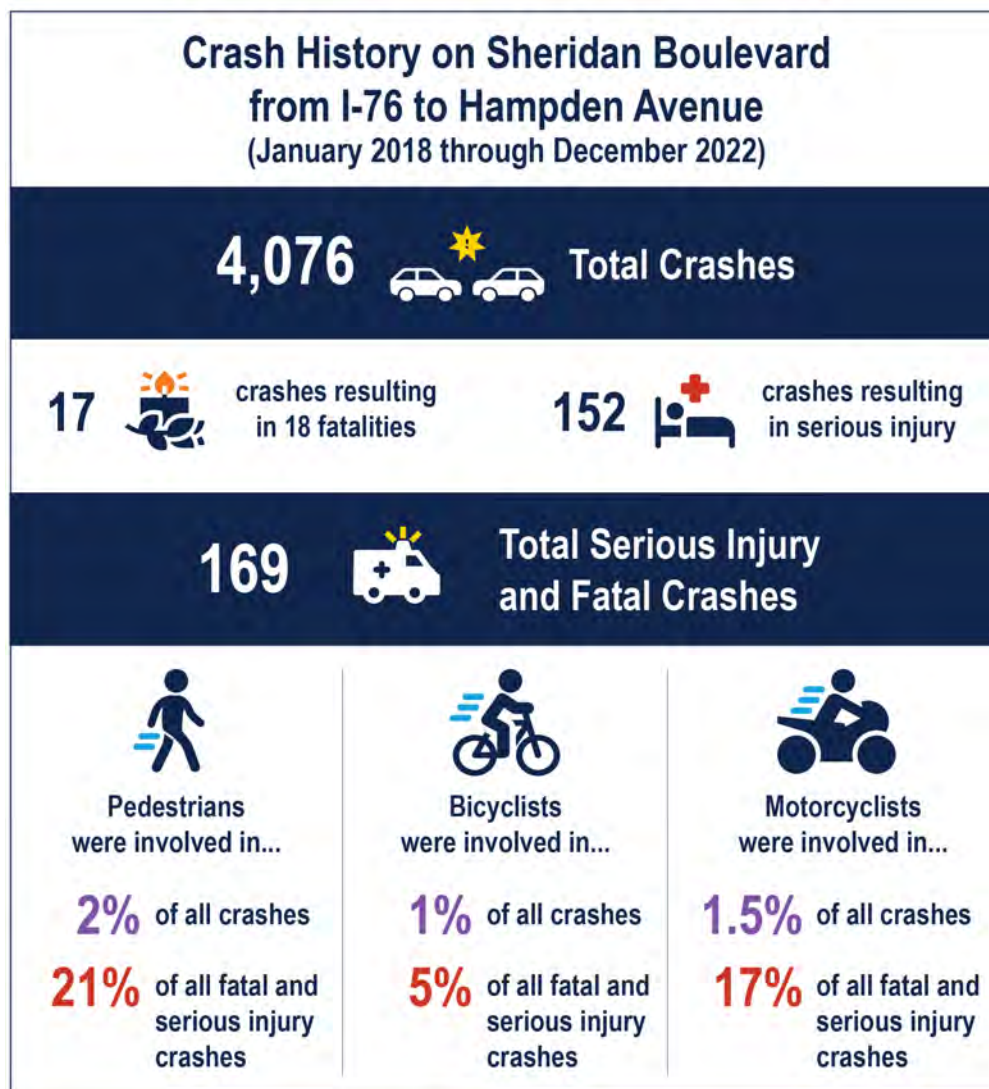


Figure 2. Crash statistics infographic.

Notably, the share of fatal and serious injury crashes involving a vulnerable user (people walking, biking or riding a motorcycle) is disproportionately high. A few other key takeaways include:

- The majority of crashes along the corridor were rear-end crashes.
- The majority of crashes resulting in serious injury or fatality were approach turn crashes.
- 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 bicycle.
 - 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 motorcycle.
 - Of these, 4 were fatal (24% of all fatal crashes) and 25 resulted in serious injury (16% of all serious injury crashes).

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. Many sidewalks are attached to the roadway and extremely narrow, failing to provide basic pedestrian comfort let alone meeting Americans with Disabilities Act, commonly known as ADA, standards. Signalized crossings are spaced up to 4,000 feet apart, resulting in pedestrians choosing to make unsafe midblock crossings. A lack of adequate lighting may cause navigation concerns for people walking and rolling and compound visibility concerns between user groups.
- **Bicycle Infrastructure Gaps:** The corridor lacks dedicated bike facilities, forcing bicyclists onto sidewalks on Sheridan Boulevard or to choose safer, parallel 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 Alameda Avenue. The high density of driveways along the corridor contributes to

a significant number of vehicle-vehicle and vehicle-pedestrian conflicts and crashes.

Character Areas

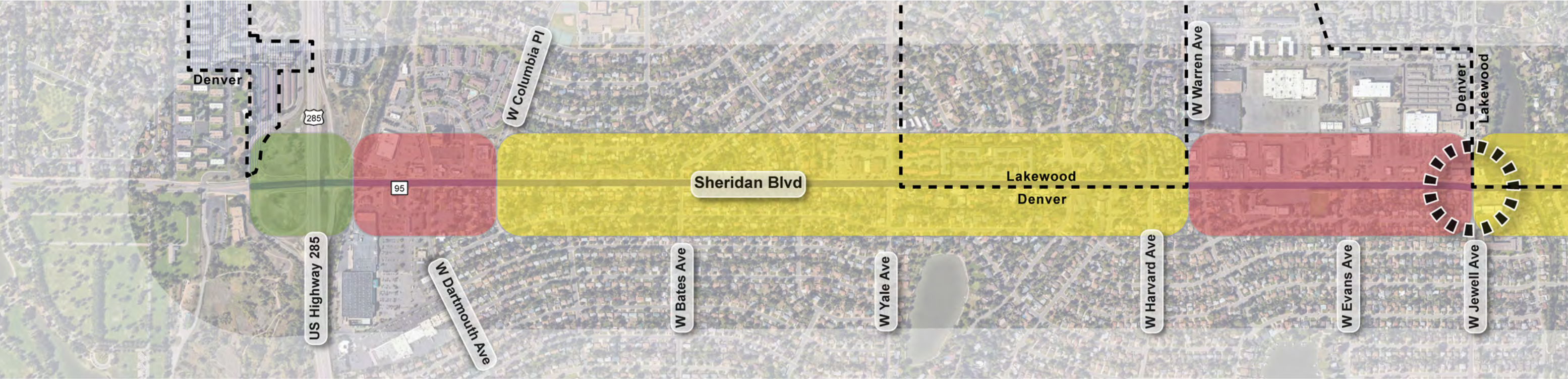
Background Information

To better align recommendations with overarching goals, recognizing that existing infrastructure does not always align with local agency standard, while also tailoring them to the unique conditions along Sheridan Boulevard, the corridor was divided into six Character Areas based on zoning, built environment, and right-of-way conditions. These character areas include:

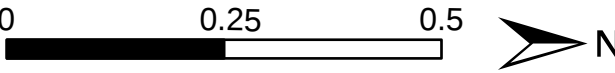
- **Residential Type 1:** Predominantly single-family homes that typically front Sheridan Boulevard with direct driveway access. These areas have wide lanes, narrow and detached sidewalks, and limited pedestrian crossings.
- **Residential Type 2:** These areas have narrower lanes and attached sidewalks. Homes are attached single-family or multifamily and typically face side streets or have driveways at rear-entering alleys. Land uses are more mixed, with scattered commercial.
- **Neighborhood Community Strips:** A mix of small commercial, light industrial, and low-density housing. Non-residential buildings usually have small, narrow footprints set back from Sheridan Boulevard with small parking lots in front.
- **Mixed-Use Commercial Centers:** These areas include small and large retail, multifamily housing, and some single-family homes at the edges. Commercial buildings are set back from Sheridan Boulevard, and the roadway includes five lanes with auxiliary lanes at key access points.
- **Mixed-Use Redevelopment Zones:** Areas with active or planned redevelopment, featuring new mixed-use buildings. These areas often have varied setbacks and sidewalk conditions due to transitional development.
- **Highway Transition Areas:** Located near major highways, these areas are defined by high-speed infrastructure, complex intersections, and barriers to safe pedestrian travel.

In addition to these typologies, there are a number of Unique Areas where one side of Sheridan Boulevard varies greatly from the other, or where special uses exist. Additionally, Major Nodes represent key intersections characterized by heavy traffic entering and exiting the roadway. In identifying these Unique Areas and Nodes alongside the broader Character Areas, the project team aligned the plan's vision, goals, and recommendations to fit the 10-mile study area and its context. **Figure 3** and **Figure 4** map the character areas present along Sheridan Boulevard.

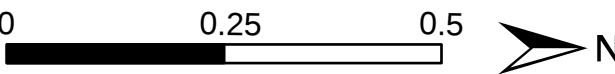
Figure 3. Character areas map panels: Hampden Avenue to Oregon Place and Oregon Place to 6th Avenue.



Hampden Avenue to Oregon Place



Oregon Place to 6th Avenue



Legend


Highway Transition


Mixed-use Commercial Center


Residential Type 1


Residential Type 2


Neighborhood Community Strip

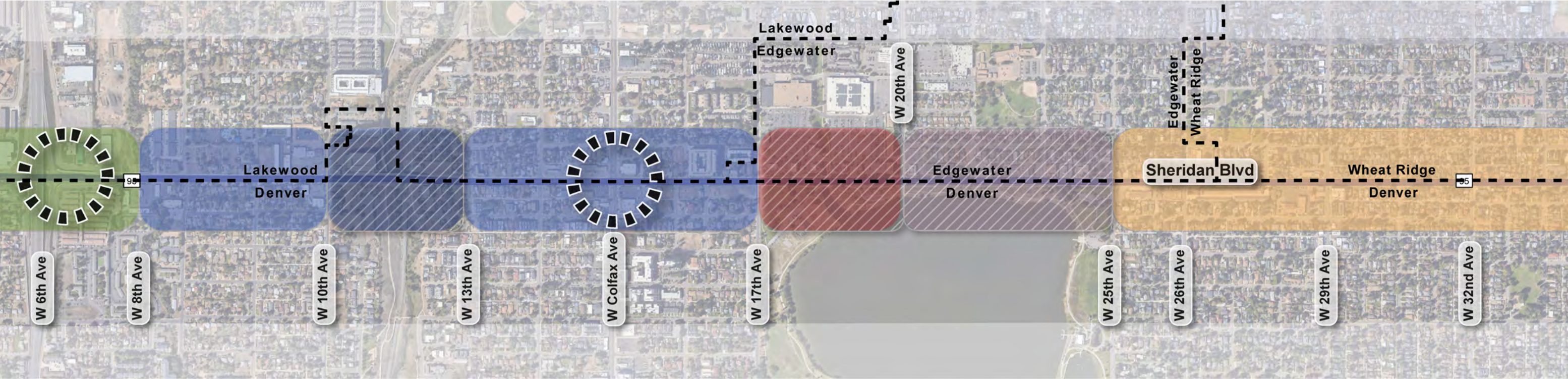

Mixed Use Redevelopment Zone


Unique Areas

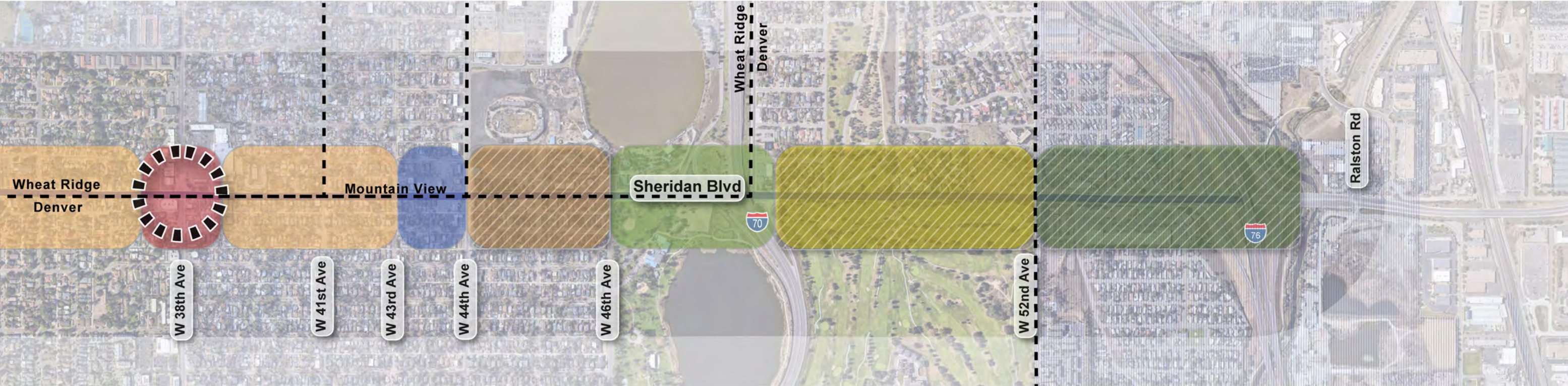

Major Nodes

Note: This map represent approximate existing conditions, not aspirational or future scenarios. All zoning and future land use are determined by the governing municipality; refer to local plans and policies for official guidance and recommendations.

Figure 4. Character areas map panels: 6th Avenue to 37th Avenue and 37th Avenue to Interstate 76.



6th Avenue to 37th Avenue



37th Avenue to I-76

Legend

Highway Transition

Mixed-use Commercial Center

Residential Type 1

Residential Type 2

Neighborhood Community Strip

Mixed Use Redevelopment Zone

Unique Areas

Major Nodes

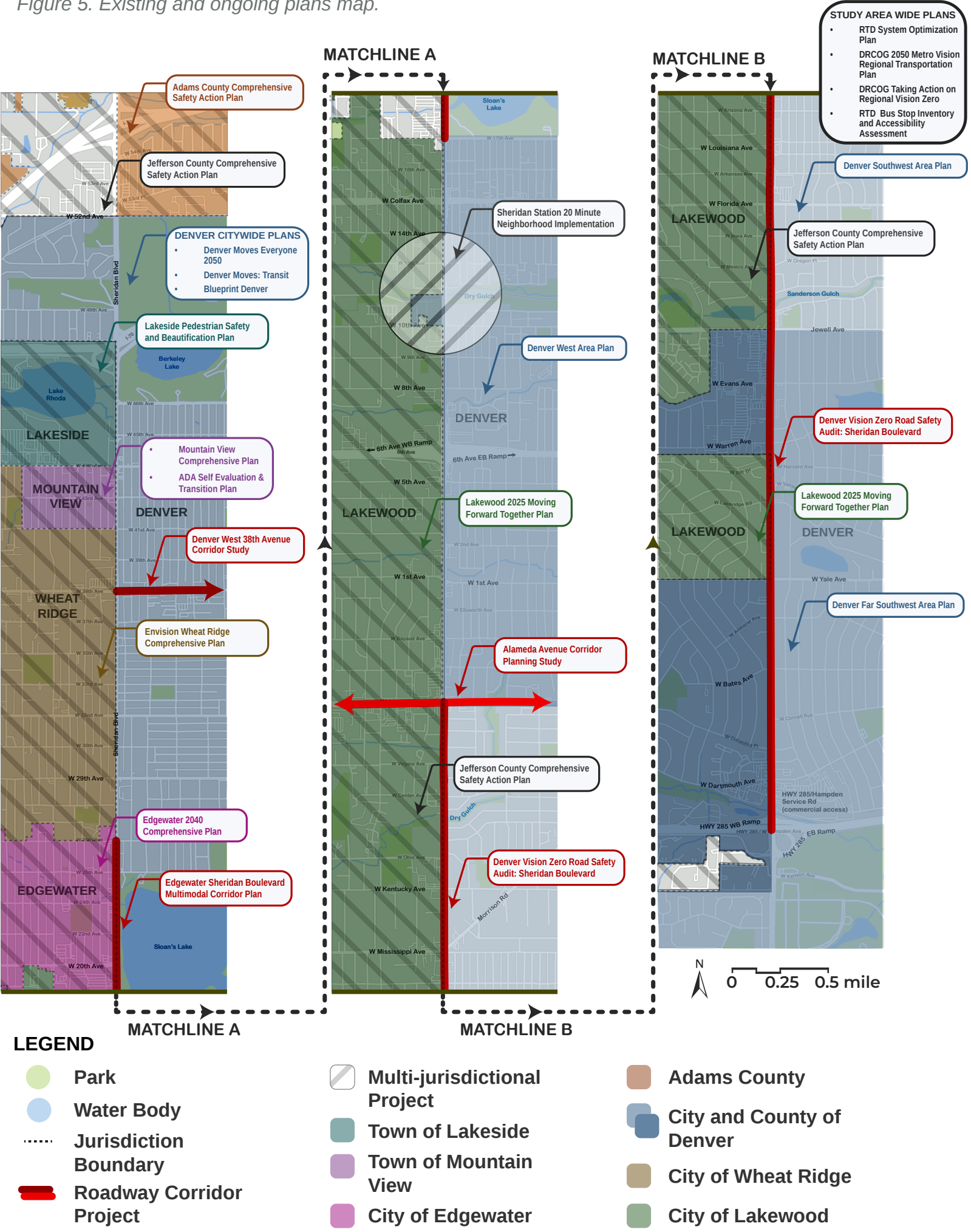
Note: This map represent approximate existing conditions, not aspirational or future scenarios. All zoning and future land use are determined by the governing municipality; refer to local plans and policies for official guidance and recommendations.

Other Findings

The project team analyzed zoning, growth, future development, and demographics to understand the corridor's context and assess how current and future conditions may influence recommendations. The following summarizes the key takeaways from the analysis:

- **Prior Planning Efforts:** Relevant previous plans were reviewed to inform the existing conditions analysis. Numerous key intersections offer opportunities to leverage both public and private investment in safety, whether through new development or concentrated infrastructure improvements. Refer to **Figure 5** for a map displaying the existing and ongoing plans in the study area.
- **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 corridor-defining 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 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:** The DRCOG Index highlights higher concentrations of marginalized communities along Sheridan Boulevard than the regional median. The median Index score in the entire DRCOG region is 23, and the fifty-nine tracts within one mile of the Sheridan Boulevard corridor have a combined median score of 27. The census tracts on the east side of Sheridan Boulevard show the highest levels of marginalization in the study area. The highest scores are located just south of Alameda Avenue, with scores more than double the regional median Index score.

Figure 5. Existing and ongoing plans map.



3. Engagement

Overview

Stakeholder and community input was essential for informing the existing conditions analysis and guiding the recommendations in this report. To support this effort, the project team developed a Project Management Committee, commonly known as the PMC, and a Community Advisory Committee, commonly known as the CAC, attended two dozen in-person engagement events, and administered two online surveys through the project website to better understand the needs and experiences of the community. **Figure 6** provides an overview of feedback received.



Figure 6. Engagement overview infographic.

At the outset, the project team reviewed past engagement efforts along the corridor to ensure that previous community feedback was incorporated into the Sheridan Safety Study engagement plan.

The project team conducted engagement in two phases: the first focused on understanding community concerns, while the second centered on gathering feedback on proposed recommendations. Community input is woven throughout this report to highlight how the community and stakeholders informed various phases of the project.

Engagement Process and Activities Summary

Project Committees

The monthly Project Management Committee (PMC) met to engage key agencies and organizations in the planning process, ensuring collaboration and alignment on mutually beneficial projects and strategies. The PMC was composed of representatives from all participating jurisdictions and CDOT. This group provided insights into the community's needs, amplified public engagement opportunities, and shared relevant plans, data, and initiatives to improve Sheridan Boulevard.

The Community Advisory Committee (CAC) engaged community members and organizations in the planning process throughout the study's duration. CAC members included representatives from Lakewood Estates Homeowners Association, Berkeley-Regis United Neighbors, WeCAN, Barnum RNO, and the Westwood Community Action Team. The CAC met four times at critical milestones, supporting the development of outreach materials and sharing final materials with their networks to increase project awareness and encourage participation. The CAC also provided feedback to the project team throughout the course of the study.

Community Organizations

The project team partnered with community organizations, such as the Edgewater Collective, Latinas Community Connections, and Denver Streets Partnership to strengthen outreach and build connections within the community. Each organization played a vital role in sharing project information through their networks, informing community members, and empowering residents to participate. These organizations hosted focus groups, joined pop-up events, and assisted with text message outreach.

Digital Outreach

Project Website

The project team used Social Pinpoint, a digital engagement website platform, to engage with the community and gather input during this study. In the first phase of public engagement the public informed the project team about safety concerns and travel challenges using Social Pinpoint's mapping tool, which allowed participants to describe concerns and opportunities at specific locations along the corridor. Then during the final phase of the study, the project team used the project website to share and gather feedback on the study recommendations. Throughout the study the website also invited community members to share personal "Sheridan Safety Stories." Twenty-nine stories in total were submitted. Refer to **Appendix D** for a summary of all the engagement through the website, including a thematic summary of these stories.

Interagency and Media Collaboration

DRCOG partnered with CDOT, Denver, Lakewood, Edgewater, Wheat Ridge, Mountain View, and Lakeside to amplify outreach efforts through their established communication channels. Partner agencies raised awareness about the study through city newsletters and social media platforms, including Facebook, Twitter/X, Nextdoor, and Instagram. Refer to **Figure 7** for an example of a social media post. By actively sharing posts and providing direct links to the project website, local agencies further encouraged public participation, including via the online commenting map. The project was also reported on in 9 News and the Denver North Star.



Figure 7. City of Lakewood social media post for the Sheridan Corridor Safety Study.

Text Message Outreach

In the second engagement phase, to broaden outreach and connect with residents directly, the project team worked with Denver Streets Partnership to launch a text message campaign targeting households within zip codes along the corridor. An initial message was sent to 12,720 people. This approach allowed the team to quickly share project information and invite further participation. The 1,315 individuals who expressed interest received a follow-up message, which resulted in 266 visits to the DRCOG project webpage.

In-Person Engagement

In-person engagement was key to collecting feedback on the corridor's existing conditions and future opportunities. The project team distributed a tri-lingual ([English](#), [Spanish](#), and [Vietnamese](#)) project flyer directing interested individuals to the project website at all in-person events. CAC members also shared the flyer at community hubs like recreation centers, grocery stores, transit stops, and churches.

Existing Events

The project team prioritized meeting the community where they already gathered. By attending existing neighborhood events, cultural celebrations, and local meetings, the team engaged with people in familiar settings. This approach helped build trust, increase participation, and ensure that voices from across the corridor were heard and reflected in the project's recommendations. **Figure 8** demonstrates the team in action.

Pop-up Events

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

Focus Groups

The team conducted a series of focus groups to gather in-depth feedback from residents on project recommendations, in partnership with Denver Streets Partnership, Edgewater Collective, and Latinas Community Connections Services. Unlike outreach efforts conducted earlier in the project, these focus groups were held exclusively during the recommendations phase. The sessions provided a space for participants to share how the recommendations might impact their neighborhoods and travel habits, and to suggest refinement. This targeted engagement helped the project team better understand community priorities and concerns.



Figure 8. Project Team talks with community members at Colorado Dragon Boat Festival.

Engagement Findings

Phase 1: Current needs and experiences

Phase 1 engagement goals centered on sharing project information, increasing project community awareness, and gathering input on priority locations of community need and concern. In-person and digital engagement included pop-up events, participation in existing community events, an online survey, and a storytelling platform. **Figure 9** provides a summary of activities from phase 1 engagement. **Figure 10** provides a summary of feedback.



Figure 9. Phase 1 existing conditions engagement activities.

Sheridan Safety Stories

Community members shared reflections about their mobility safety experiences along Sheridan Boulevard throughout the study's duration by sharing stories on the project website. These stories reflect lived experiences behind many of the key themes the project team heard, such as those reflected in the example story:

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



Figure 10. Existing conditions feedback summary.

A People-Centered Report of N Sheridan Boulevard

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

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

- “We use Sheridan a lot. I don’t feel very safe on Sheridan because it’s super busy. I don’t feel like cars are noticing, like, that we’re there.”
- “A lot of people that live here do not have vehicles, so they HAVE to walk. We had one tenant that got hit up here.”

Key findings and takeaways from the report include:

- The community desires Sheridan to be a connector, not a divider.
- Community members of all ages and abilities must interact with Sheridan, whether they want to or not. Transformative improvements focused on safe and dignified access are needed.
- Nondrivers are excluded from access to businesses and other destinations along Sheridan.
- People feel emotional and mental distress from needing to interact with Sheridan Boulevard, both inside and outside a motor vehicle.

See **Appendix D: Outreach Summary** for more quotes and excerpts from the report.

Phase 2: Recommendations

Phase 2 engagement goals centered on continuing to share project information with the community, reporting back on the outcomes of phase 1, gathering feedback on location-specific and corridor-wide recommendations, and providing education on proposed countermeasures. **Figure 11** provides a summary of activities from phase 2 engagement.



Figure 11. Phase 2 engagement activity summary for recommendations.

Engagement included a mix of in-person events, focus groups, pop-ups at busy transit stops and recreation centers, and tabling at the Dragon Boat Festival and Lakewood's Cider Days festival, reaching over 400 residents. The project team gathered targeted feedback through direct conversations and the project website. Focus groups provided in-depth, qualitative feedback from key audiences such as families, Spanish-speaking residents, and transit riders. Participants emphasized safety, accessibility, and maintenance, with strong support for medians, sidewalk improvements, and signal timing, while raising concerns about lighting, drainage, and construction impacts. A summary of key feedback from phase 2 is provided in **Figure 12**. Refer to **Appendix D** for further details.

Community members identified repairing substandard sidewalks and addressing sidewalk gaps as the highest priorities for corridor-wide recommendations. They expressed adding medians as the second highest priority. The project team proposed intersection-specific improvements at 25 locations, and 73% of these recommendations received positive feedback. Intersections with the highest response rates included 20th Avenue, 29th Avenue, Alameda Avenue, and Yale Avenue.

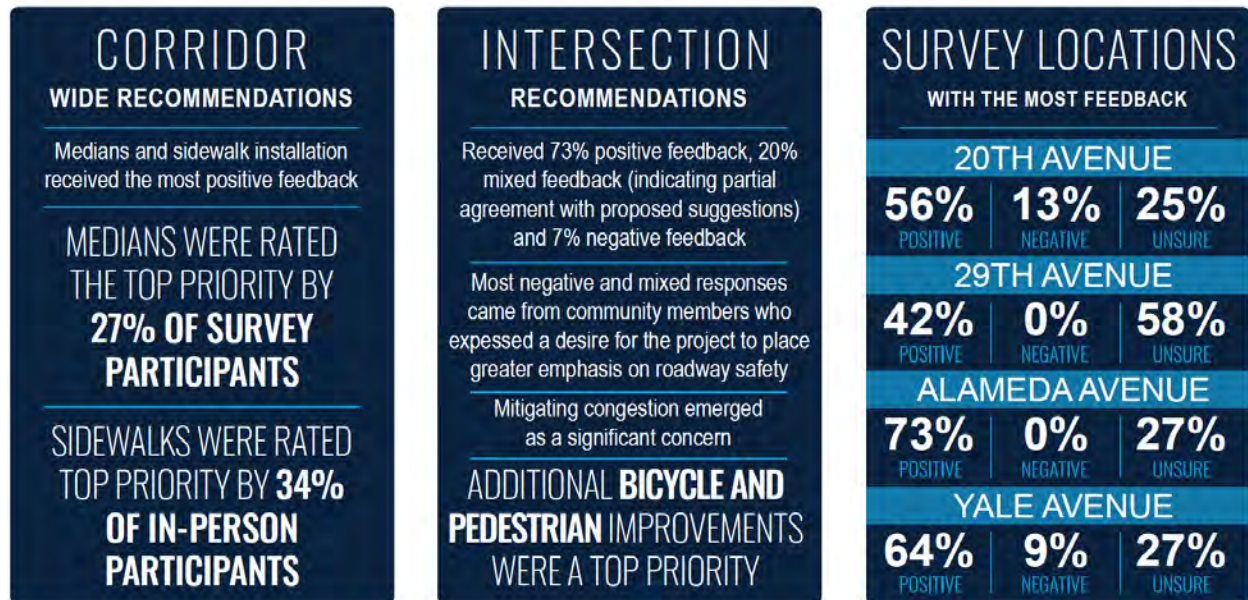


Figure 12. Engagement feedback summary for recommendations.

Conclusion

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

4. Recommendation Development

Process

Informed by data-driven findings and community input from the existing conditions phase, the project team developed draft safety recommendations. The process began with a focus on high-priority crash locations for fieldwork and the identification of preliminary safety improvements. The project team, CDOT, and local agency staff held a series of meetings to workshop the improvements into draft recommendations. The project team incorporated community feedback on the recommendations and developed final recommendations and an implementation plan. **Figure 13** demonstrates the structured process used to develop the study area's safety recommendations.

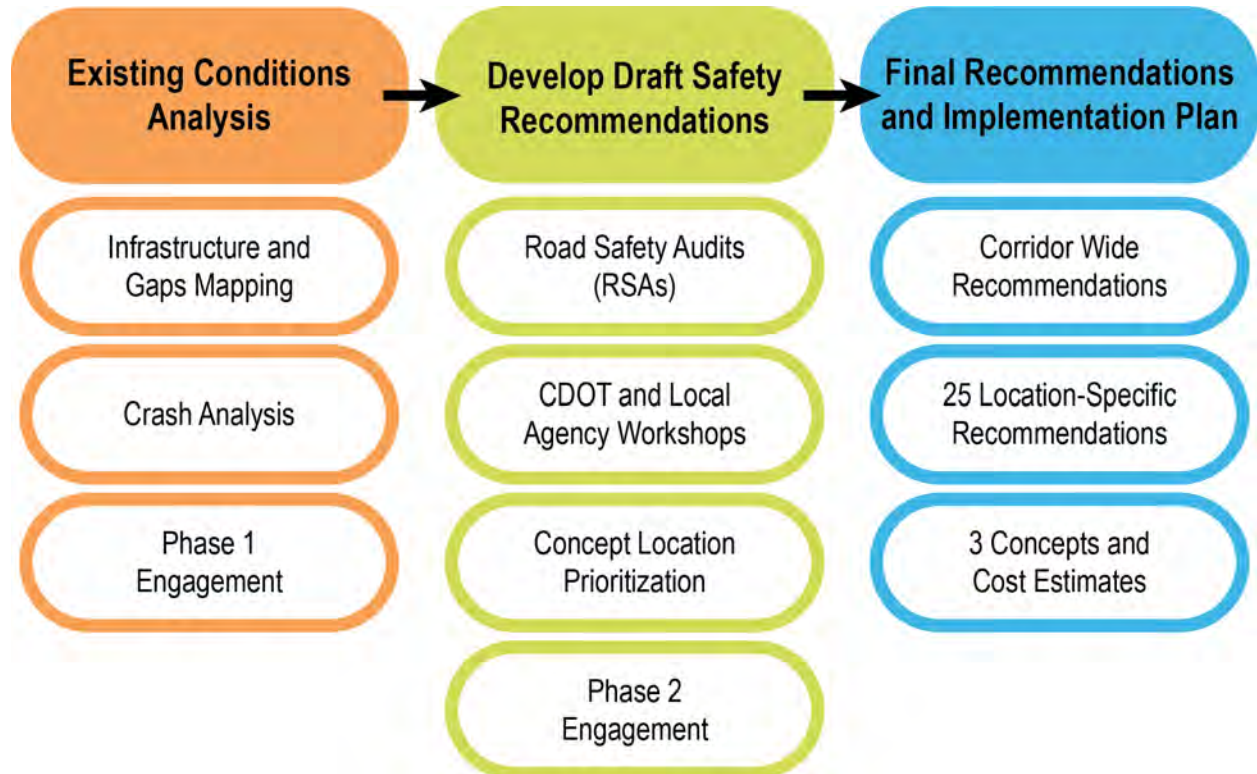


Figure 13. Process that led to final recommendations.

Priority Locations for Safety Improvements

As a key part of this study, the project team identified 26 locations for closer study and recommendations. This list of 26 locations was developed first by determining which intersections saw the most frequent fatal and serious crashes during the crash analysis

period (2018-2022). The project team then narrowed down the list by focusing on intersections that did not have safety projects planned or in progress. 14 of these 26 intersections had recently been analyzed in a safety study in 2021 led by Denver which focused on Sheridan Boulevard between Alameda Avenue and Hampden Avenue. The team conducted Road Safety Audits at the ten remaining high-severe crash intersections between 1st Avenue and 29th Avenue in May 2025. While not included in an RSA, the project team added the 52nd Avenue intersection to the prioritized list of intersections for recommendations due to community safety concerns and because a fatal single-vehicle, speeding-related crash occurred in June 2023 (just after the five-year crash period analyzed for the study). Additionally, there was a pedestrian fatality at Sheridan Boulevard and 17th Avenue during the study in September 2025, and the local agency rapid response team developed additional recommendations for this intersection.

Figure 14 demonstrates the locations prioritized for recommendations from the 2021 and 2025 RSAs, along with 52nd Avenue and 17th Avenue.

The 2025 RSAs included multidisciplinary team on-site analyses of vehicle and traffic signal operations, bicycle/pedestrian user behaviors and existing facilities, and transit operations/bus stop boarding conditions during the morning, midday, and evening peak traffic time periods. The project team also conducted a nighttime drive of the entire study area extent on a Friday evening in May 2025 to analyze left-turning movements and non-daylight driving conditions.

The project team identified recurring issues across these sites, including speeding, poor



Figure 14. Prioritized locations for recommendations.

visibility, inadequate pedestrian crossing conditions, and inconsistent ADA compliance. The evening drive highlighted the high frequency of inactive streetlights, signal heads inconsistently placed over the center of vehicle lanes, and a lack of edge line striping. The 2021 and 2025 RSA processes revealed several corridor-wide themes along Sheridan Boulevard, including:

- **Pedestrian and Bicyclist Safety Gaps:** Sidewalk conditions vary widely, with many locations featuring missing, narrow, uneven, or obstructed walkways directly adjacent to high-speed traffic. Crossings are wide and inconsistently marked, with faded or missing crosswalks, limited pedestrian signal clearance times, and frequent red-light running by motorists. There are also long distances between signalized crossings. Pedestrian ramps are often non-directional or misaligned, and push buttons are not always ADA-compliant.
- **Inconsistent Operations and Lane Configuration:** The corridor experiences frequent congestion, vehicle queuing, and spillback between closely spaced signals. Inconsistent lane widths, conflict-prone positioning of opposite lanes, and permissive left-turn phasing (where there is no dedicated green allow for left turns, and vehicles must wait for a safe gap in opposing traffic) all contribute to conflicts and unsafe maneuvers. Narrow lanes in constrained areas and wide receiving lanes elsewhere create unpredictable driver behavior and encroachment into adjacent lanes.
- **Variable Lighting and Visibility:** Illumination quality and coloration are highly inconsistent. Well-lit intersections contrast with darker segments, particularly around 10th, 8th, and 6th Avenues, where missing or non-functional luminaires reduce nighttime visibility and pedestrian safety.
- **Limited Access Control and Poor Pavement Markings:** Many segments rely on painted two-way left-turn lanes that permit uncontrolled turning and midblock access. Raised medians are limited or narrow, offering little pedestrian refuge. Faded striping and missing turn arrows reduce clarity for drivers and diminish visibility of pedestrian crossings.
- **Obstructed Signage and Outdated Signal Equipment:** Signage is incomplete or obstructed in several locations, including outdated “No Turn on Red” signage, inconsistent “Turning Vehicles Yield to Pedestrians” signage, and missing lane-use signs. Signal head placement and configurations vary, and some intersections lack per-lane heads or use outdated 5-section signals.
- **Inconsistent Maintenance and Surface Conditions:** Vegetation, utility poles, and business signage frequently block sight lines. Pavement wear, damaged push-button signs, and faded markings are common. Maintenance practices differ between jurisdictions, leading to inconsistent conditions along the corridor.
- **High Vehicle Speeds:** High vehicle speeds, especially on downhill grades near 8th and 6th Avenues, combine with wide lanes and long signal spacing to create a corridor that functions more like a highway than a multimodal arterial.

The following intersection summaries build on the corridor-wide themes, outlining the key safety and operational issues observed at each of the ten 2025 RSA locations.

29th Avenue

The intersection at 29th Avenue has steep downhill grades, which likely contribute to southbound drivers speeding. Red-light running was observed in both directions. Sidewalks are narrow and are completely missing on the northwest corner, and visibility for both drivers and pedestrians is limited by the building on the southeast corner and other obstructions. **Figure 15** demonstrates the 29th Avenue and Sheridan Boulevard intersection.



Figure 15. 29th Avenue intersection.

20th Avenue

This location experiences the highest pedestrian and bicycle volumes due to its proximity to Sloan's Lake. People walking and rolling encounter long waits and short crossing times, while wide lanes and fast turns make crossings stressful. Drivers in the inside eastbound left-turn lane often block sight lines, further reducing safety for pedestrians. **Figure 16** demonstrates the 20th Avenue and Sheridan Boulevard intersection.



Figure 16. 20th Avenue intersection.

Colfax Avenue

The Colfax Avenue intersection functions as one of the corridor's most complex and congested nodes, with high pedestrian, transit, and vehicular volumes. Congestion at peak periods leads to aggressive weaving, red-light running, and encroachment into opposing lanes, whereas off peak speeding was also observed. Pedestrians frequently cross midblock between Colfax Avenue and 14th Avenue, and several maintenance deficiencies were documented. **Figure 17** demonstrates the Colfax Avenue and Sheridan Boulevard intersection.



Figure 17. Colfax Avenue intersection.

14th Avenue

The business sign on the southeast corner and landscaping block visibility at this intersection, and short signal times make it difficult for pedestrians to finish crossing. The lack of a dedicated left turn cycle creates potential conflicts, and some drivers were observed running the light to complete their movement. **Figure 18** demonstrates the 14th Avenue and Sheridan Boulevard intersection.



Figure 18. 14th Avenue intersection.

10th Avenue

The 10th Avenue intersection has a more neighborhood-scale character, but poor lighting and visibility are major issues. Drivers often do not yield to pedestrians and faded crosswalk markings make crossings unclear. **Figure 19** demonstrates the 10th Avenue and Sheridan Boulevard intersection.



Figure 19. 10th Avenue intersection.

8th Avenue

The unsignalized intersection at 8th Avenue has steep grades, high speeds, and limited sight distance. There are no marked crosswalks, minimal lighting, and narrow or missing sidewalks, including near the southbound transit stop. Poor pavement conditions and substandard center two-way turn lane further limit safety. **Figure 20** demonstrates the 8th Avenue and Sheridan Boulevard intersection.



Figure 20. 8th Avenue intersection.

6th Avenue Westbound Ramp

Traffic coming off the freeway creates congestion and long queues, particularly for southbound drivers. Poor coordination between signals causes cars to block intersections under the bridge. Limited lighting and high-speed turns make this a challenging area for pedestrians. **Figure 21** demonstrates the 6th Avenue westbound ramp and Sheridan Boulevard intersection.



Figure 21. 6th Avenue westbound ramp intersection.

6th Avenue Eastbound Ramp

Vehicles travel quickly through the slip lanes along the on/off ramps to the freeway, which encourage high speeds and pose major barriers for pedestrians.. Crossings are unsafe and hard to see, and traffic backups from nearby signals cause confusion and unsafe movements. **Figure 22** demonstrates the 6th Avenue eastbound ramp approach on Sheridan Boulevard intersection.

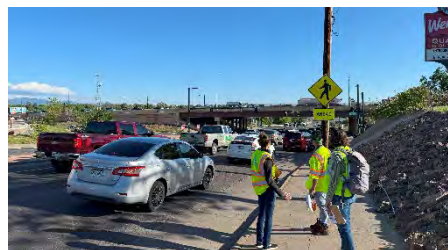


Figure 22. 6th Avenue eastbound ramp approach.

5th Avenue

Pedestrian facilities are inconsistent, with ramps and crosswalks that do not align and poor lighting at several corners. Wide corners make pedestrians less visible, and worn pavement and missing signs add to driver confusion. **Figure 23** demonstrates the 5th Avenue and Sheridan Boulevard intersection.



Figure 23. 5th Avenue intersection.

1st Avenue

This intersection experiences heavy congestion, particularly during rush hour. Wide lanes and high-speed turns make it difficult for pedestrians to cross safely, even given fairly recent improvements. **Figure 24** demonstrates the 1st Avenue and Sheridan Boulevard intersection.



Figure 24. 1st Avenue intersection.

Recommendations Workshops

The project team hosted three virtual workshops in July 2025 with staff from local agencies, CDOT, and DRCOG. These workshops focused on reviewing and refining preliminary improvements, selecting concept locations for further development, and identifying near-, mid-, and long-term safety and mobility recommendations. By bringing all project partners together, the workshops enabled collaborative dialogue around priorities, local constraints, and coordination needs, helping shape a more implementable and cohesive plan. Refer to **Figure 25** for a breakdown of workshop dates and participants.



Figure 25. Recommendations workshop dates and participants.

Key takeaways from the workshops include:

- **Strong support for medians as a corridor-wide strategy:** Raised median installation was emphasized as a high-impact solution to improve pedestrian safety, reduce right-angle crashes, and create more consistent travel lanes.
- **Sidewalk improvements are critical but complex:** Sidewalk gaps, ADA non-compliance, and disconnected networks were consistently identified as top pedestrian safety concerns. However, implementation challenges, such as right-of-way constraints and maintenance responsibilities, and high cost of construction require phased approaches and agency coordination.
- **Median installation and striping upgrades should align with CDOT's overlay schedule and Safe Streets and Roads for All (SS4A) funding timelines:** There was consensus around the need to align the proposed median installation paired with striping upgrades during CDOT's future overlay work. The project team recommends pursuing funding through the federal SS4A grant, which requires funds to be expended within five years of contract execution.
- **Signal timing and traffic operations need refinement:** Attendees emphasized the importance of reviewing signal timing, clearance intervals, left-turn phasing, and slip lanes – especially near hills and intersections with high crash frequencies. Raised crossings and improved visibility at ramps were also discussed.
- **Lighting and visibility enhancements are essential:** Multiple partners raised concerns about nighttime crashes, visibility on hilly terrain, and poor lighting. Coordination with Xcel and leveraging past efforts (e.g., HSIP-funded lighting upgrades in Lakewood) were identified as opportunities to build upon.
- **Maintenance and agency roles require clarification:** Participants supported outlining maintenance needs, interagency collaborative opportunities, and community education around reporting issues.

- **Technology and enforcement tools are welcomed but must be phased:** Red light and speed cameras were discussed as potential long-term solutions, though they would require local ordinances and political support. Technologies for better ramp entry/exit point signaling were also proposed for further exploration.
- **Concept location prioritization should be guided by funding and feasibility:** Participants recommended that concept locations be selected based on readiness for grants (e.g., HSIP, FASTER), redevelopment constraints, and ability to demonstrate corridor-wide benefits.

Concept Location Prioritization

Following the RSAs and Recommendations Workshops, the project team identified locations for 10% concept design and cost estimate development. The purpose of developing clear concepts and detailed cost estimates is to strengthen a project's competitiveness for grant funding. One nearly corridor-wide concept and another intersection-specific concept arose as initial priorities and are outlined further in the following section.

Corridor-Wide Recommendation: Median Concept

Installation of a median for a seven-mile portion of the study area from 46th Avenue to 25th Avenue and from 14th Avenue to Hampden Avenue was identified as one of the highest-priority safety improvements during the Recommendations Workshops.

29th Avenue Concept

The City of Wheat Ridge identified a quick-win striping upgrade opportunity at 29th Avenue. Given that 29th Avenue was scheduled for resurfacing in summer 2025, the project team worked efficiently to meet with Wheat Ridge staff and conduct a traffic analysis to determine the feasibility of providing upgrades to enhance intersection safety.

Additional Concepts

The project team's process to identify additional priority intersection locations to advance a 10%-design concept and cost estimate (including 14th Avenue, 8th Avenue, and Jewell Avenue) is outlined in the flow chart in **Figure 26**.

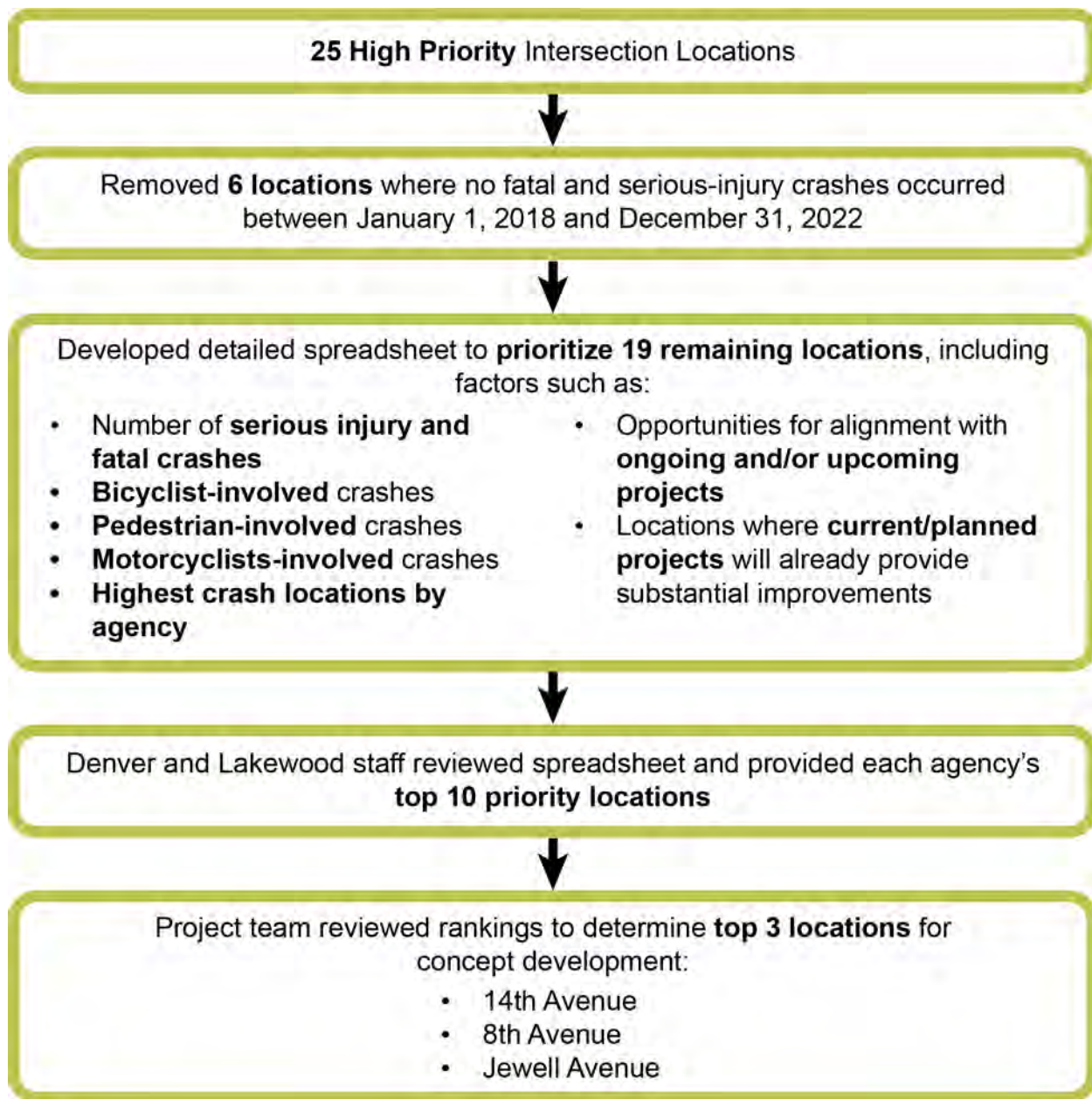


Figure 26. Flow chart outlining intersection prioritization for concept development.

5. Implementation Plan

The community and stakeholders reviewed the draft recommendations during phase 2 engagement. Based on this feedback, the project team finalized the recommendations and prepared an Implementation Plan to guide their execution. For each recommendation, the plan outlines the anticipated timeline, initial steps to launch the implementation process, responsible parties, and potential funding sources. The following section provides an overview of the final recommendations. More details about the recommendations and Implementation Plan can be found in **Appendix A: Corridor-Wide Recommendations** and **Appendix B: Location-Specific Recommendations**.

Corridor-Wide Recommendations

There are 19 corridor-wide recommendations, listed in order of anticipated implementation time frame (near-term to long-term).

1. Develop routine maintenance plan that includes assessment of assets and repair/replacement of broken sidewalks, streetlights, signs, striping, pavement markings (including refreshing crosswalks), traffic signals, and landscape trimming.
2. Conduct multimodal lighting analysis and improve lighting, particularly for people on foot, based on outcome.
3. Establish coordination among police departments along the corridor to support corridor improvement, response times, and enforcement.
4. Evaluate locations for No Right Turn on Red restrictions based on safety data and operational needs.
5. Develop and implement a corridor traffic signal retiming plan.
6. Construct median within existing roadway cross-section from 48th Avenue to 26th Avenue and from Colfax Avenue to Columbia Place.
7. Implement CDOT overlay, including developing an updated striping plan to best utilize the right-of-way that includes consistent pavement markings (including refreshing crosswalks), balanced lane widths, and rehabilitation maintenance of curb, gutter and curb ramps. Travel lanes should be balanced to 10 feet for inside and turn lanes, and 11 feet for outside lanes. The median design, and acceleration lane repurposing, should be considered in the striping plan where appropriate.
8. Conduct a speed study to evaluate speed limits between 17th and 26th Avenues following completion of construction for the Sheridan Boulevard Reconstruction Project.
9. Install traffic safety (speed and red-light running) cameras.

10. Install corrals for shared e-bikes and scooters in priority locations. Sheridan Boulevard marks the boundary of the Denver scooter and bicycle service area. People ride to the edge of Denver and then park on Sheridan before continuing their journey west into neighboring communities. As there is not much amenity space on most of Sheridan, this can result in devices blocking the sidewalk.
11. Add safe pedestrian crossings in segments of the corridor where long distances exist between signalized crossings.
12. Complete traffic signal upgrades so that all signals along the corridor have consistent traffic signal elements, such as providing one signal head per lane, flashing yellow arrow left turn signal indication, and reflective backplates.
13. Repurpose acceleration lanes and areas of pavement outside of travel lanes where possible for wider sidewalks and amenity zone or bus lanes where applicable.
14. Improve bikeway crossings to standard (such as installing bike detection at signalized bikeway crossings where applicable, upgrades to signing and striping (e.g., green bicycle conflict zone markings), and coordination across jurisdictions).
15. Replace sections of wide gutter pan to CDOT standard.
16. Complete missing sidewalk gaps and upgrade substandard sidewalk segments to latest accessibility and local agency standards.
17. Analyze bus stop locations and ridership for prioritizing improvements to amenities and ADA accessibility, consolidation, and relocation.
18. Complete a speed study to evaluate speed limits.
19. Consider incorporating green infrastructure elements or follow local agency's green infrastructure design guidance.

Signal Retiming Recommendations, including improvements to left turn operations and implementation of Leading Pedestrian Intervals, were developed and delivered to CDOT, DRCOG, and Denver staff. More details about the sidewalk, maintenance, and median recommendations are included in the subsequent section. The full Implementation Plan is in **Appendix A**.

Sidewalk Network Improvements

The corridor-wide recommendation to complete missing sidewalk gaps and upgrade substandard sidewalk segments to ADA standards is a high priority for the community. **Figure 27** demonstrates the conditions of the existing sidewalk network. There are approximately 7.2 miles of narrow sidewalks and approximately 2.3 miles of sidewalk gaps in the study area. Completing the gaps could cost ~\$6.5 million, and reconstructing the remainder to ADA-compliance could cost more than \$20 million. These estimates do not account for the cost to acquire additional right-of-way, which is necessary in many, often residential, locations along the corridor and can significantly increase the cost of construction. The summary below highlights major opportunities and challenges to completing the sidewalk network.

Opportunities

- During the next phase of median concept design, explore strategic opportunities to complete and/or upgrade sidewalk segments in conjunction with roadway resurfacing, including lane consolidation/restriping. In locations with right-of-way available and where feasible, prioritize sidewalk improvements over a wider median.
- Upgrade sidewalks along Sheridan Boulevard during redevelopment of commercial and residential properties to local agency standards.
- Explore driveway consolidation to enhance adjacent sidewalks during redevelopment of commercial properties fronting Sheridan Boulevard.
- There are several locations with acceleration lanes that are likely unnecessary. These could be removed, with the roadway space repurposed to provide wider sidewalks and buffers.

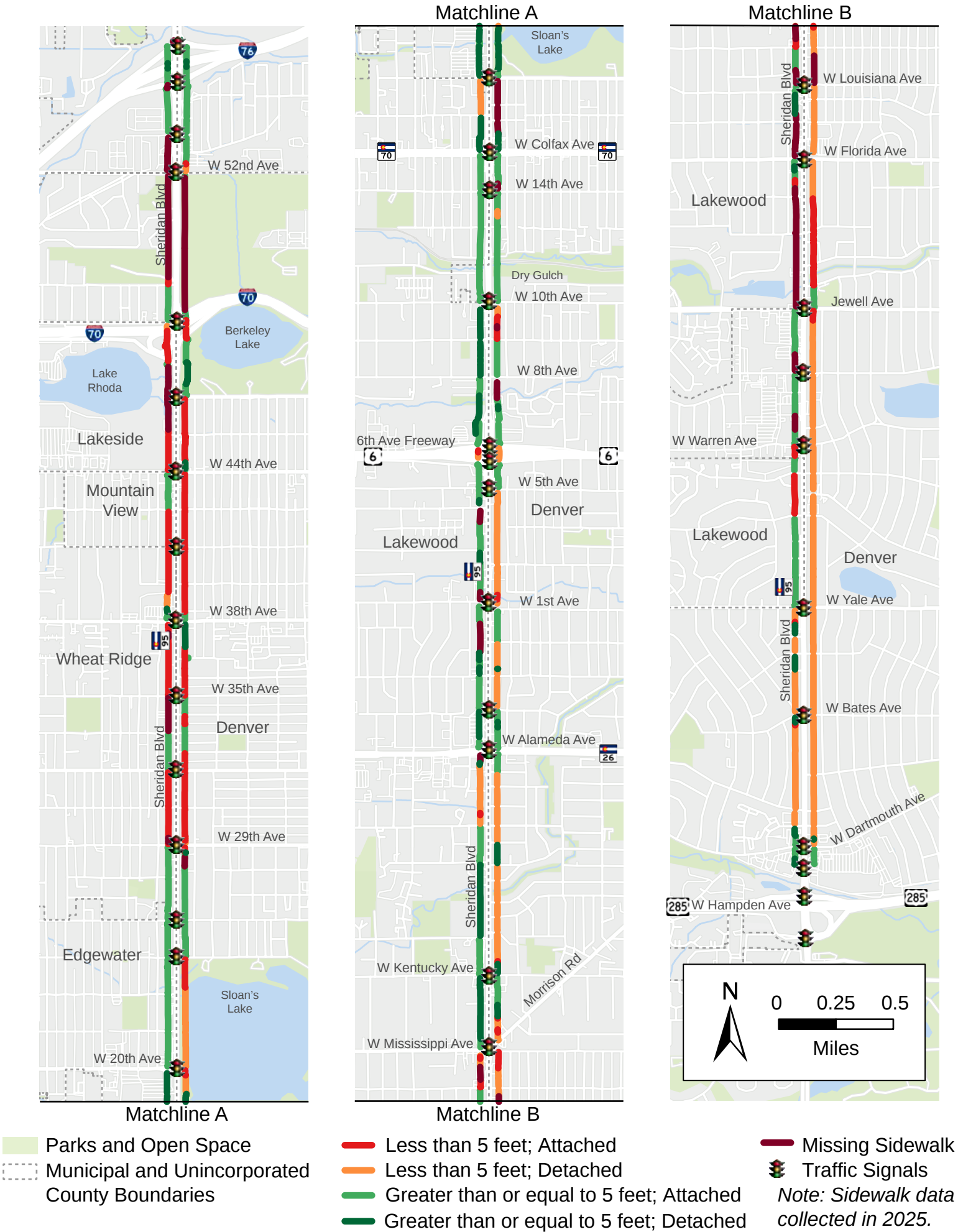
Challenges

- Acquiring additional right-of-way from residential lots to construct or upgrade sidewalks to local agency standards may be challenging. Many of these residential lots are narrow and sidewalk construction could require removing existing landscaping or fences. Acquiring right-of-way will be necessary in many locations along the corridor and can significantly increase the cost of construction.
- Local agencies' sidewalk network segment construction priority areas vary, with most prioritizing locations internal to the jurisdiction over sidewalks along state highways or along the jurisdiction border.
- Some sidewalk gaps are along the parking lots of commercial properties. The existing pedestrian access through the parking lots does not meet ADA standards and increases conflicts between pedestrians and vehicles. Construction of sidewalks will result in loss of commercial parking spaces.
- There are locations with major topographical challenges that are barriers to sidewalk construction, particularly in the northern segment.

Sidewalk improvements should include the following design features, where feasible:

- Include buffer zones such as planting strips to provide separation from traffic and prevent snow buildup from plows obstructing travel.
- Be ADA-compliant, wide enough for safe passage, and free of obstructions.
- Improve visibility at crossings and intersections.

Figure 27. Pedestrian network adjacent to Sheridan Boulevard.



Each local agency along the corridor has its own processes for determining which sidewalk segments are prioritized for construction or upgrading. Given that Sheridan is a state highway, completion of sidewalk gaps and facility upgrades would be completed in coordination with CDOT. **Table 1** provides a high-level summary by agency.

Table 1. Sidewalk construction prioritization by agency.

Agency	Reference Guide	Program Details/Prioritized Factors
Adams County	Advancing Adams: Transportation Master Plan	Adams County's sidewalk upgrade prioritization methodology to identify the most important segments for construction is based on access to transit, recreation, and key destinations. Missing sidewalks in the study area are ranked as Tier 2 (medium priority).
Denver	Denver's Sidewalk Program - City and County of Denver	Denver is creating a Sidewalk Implementation Plan to outline the program delivery over the next six years. Program launch expected by the end of 2027. The program will repair hazardous sidewalks, reconstruct sidewalks that are deficient, and build sidewalks where they are missing.
Edgewater	Edgewater 2040 Comprehensive Plan Envision Edgewater	Edgewater's Sidewalk Improvement Plan developed a sidewalk quality index as a prioritization guide. The city's sidewalk construction priorities focus on repairing aging sidewalks and adding missing links, with a secondary focus on keeping sidewalks in good condition.
Jefferson County	Together Jeffco: Transportation and Mobility Plan	The County's prioritized pedestrian projects do not include those on state highway facilities.
Lakewood		Lakewood prioritizes seeking grant funding to construct sidewalks, including those adjacent to state highways.
Mountain View	Sidewalk Repair Guidelines Mountain View, CO	Mountain View is currently completing an ADA Self-Evaluation and Transition Plan, which will include an inventory of all sidewalks.

Agency	Reference Guide	Program Details/Prioritized Factors
Wheat Ridge	Sidewalk Maintenance Program	Wheat Ridge uses a zone-based prioritization program for sidewalk repairs and evaluates one zone per year. Repair locations are selected based on a concrete evaluation criteria rating, and: 1. Leveraging opportunities with other capital projects 2. Adjacency to an arterial or collector street 3. Within one-quarter mile of a community or healthcare facility such as a school, park, library, hospital, or senior housing 4. Adjacency to a transit stop 5. Constructability and cost

Recognizing that sidewalks are expensive to construct and having heard interest from PMC member agencies in partnerships to enhance the pedestrian network adjacent to Sheridan, the project team recommends that local agencies identify grant opportunities or redevelopment or local funding opportunities to complete missing sidewalk segments and upgrade substandard sidewalk segments.

Maintenance Issue Reporting on Sheridan Boulevard

CDOT and local agencies will implement the recommendation to develop routine maintenance plans to repair or replace broken sidewalks, streetlights, signs, striping, pavement markings, traffic signals, and landscape trimming, while the public plays an important role in reporting transportation and roadway maintenance concerns. **Table 2** documents the appropriate reporting mechanisms for maintenance issues in the study area. Refer to the [Issue Reporting on Sheridan Boulevard Map](#) for a visualization of which locations along Sheridan Boulevard belong to each agency.

Table 2. Sheridan Boulevard issue reporting contacts.

Agency	Location	Reporting Link	What to Report
Jefferson County via CDOT	West side of Sheridan Boulevard between I-76 and 52nd Avenue	Share a Comment, Problem or Question with CDOT	Sidewalk concerns, landscaping issues, and requests for new crosswalks
Adams County via CDOT	East side of Sheridan Boulevard between I-76 and 52nd Avenue	Share a Comment, Problem or Question with CDOT	Sidewalk concerns, landscaping issues, and requests for new crosswalks

Agency	Location	Reporting Link	What to Report
Lakeside Police Department	West side of Sheridan Boulevard from 48th Avenue to 44th Avenue	Lakeside Police Department Home Page	Sidewalk concerns, landscaping issues, and requests for new crosswalks
Mountain View	West side of Sheridan Boulevard from 44th Avenue to 41st Avenue	Town of Mountain View Report a Concern	Sidewalk concerns, landscaping issues, and requests for new crosswalks
Wheat Ridge	West side of Sheridan Boulevard from 41st Avenue to midblock between 28th Avenue and 26th Avenue	Wheat Ridge Service Request Form	Sidewalk concerns, landscaping issues, and requests for new crosswalks
Edgewater	West side of Sheridan Boulevard from midblock between 28th Avenue and 26th Avenue to midblock between 17th Avenue and 16th Avenue	Ask Edgewater	Sidewalk concerns, landscaping issues, and requests for new crosswalks
Denver	East side of Sheridan Boulevard from south of 52nd Avenue to Hampden Avenue; West side from south of 52nd Avenue to 48th Avenue, Sheridan Station to 10th Avenue, Jewell Avenue to midblock between Warren Avenue and Harvard Avenue, and Yale Avenue to Hampden Avenue	Denver 311 City Services	Sidewalk concerns, landscaping issues, and requests for new crosswalks; signal issues and signage/striping concerns (Hampden Avenue to south of 52nd Avenue)
Lakewood	West side of Sheridan Boulevard from midblock between 17th Avenue and 16th Avenue to Sheridan Station, 10th Avenue to Jewell Avenue, midblock between Warren Avenue and Harvard Avenue to Yale Avenue	Lakewood Submit a Customer Service Request	Sidewalk concerns, landscaping issues, and requests for new crosswalks
RTD	I-76 to Hampden Avenue	Contact RTD	Bus stop issues
Xcel Energy	I-76 to Hampden Avenue	Report Lighting Outage	Streetlight issues

Agency	Location	Reporting Link	What to Report
CDOT	I-76 to 52nd Avenue	Share a Comment, Problem or Question with CDOT	Signal issues and signage/striping concerns

Median Installation

The PMC and project team identified the construction of a raised median as a high priority corridor-wide recommendation. The project team developed a 10% design level median concept between 48th Avenue to 26th Avenue and Colfax Avenue to Columbia Place where median installation is not already planned and where repurposing the two-way left-turn lane is feasible, with no impact to the right-of-way or existing properties.

The median is intended to be implemented as a concurrent project with a CDOT-led pavement overlay to address lane rebalancing, restriping upgrades, repairing broken curbs, and upgrading curb ramps to ADA standards. DRCOG intends to pursue grant funding for median installation in partnership with Denver, Lakewood, and CDOT. By partnering with CDOT and offering Sheridan Boulevard pavement resurfacing and striping upgrades as a local match, this critical corridor-wide improvement can be completed concurrently with median installation. Part of future design will be to determine if filling sidewalk gaps or widening narrow sidewalk segments would be feasible in conjunction with median installation.

A median, paired with other multimodal improvements, is already planned for installation in the study area segment between 26th Avenue and 17th Avenue through a CDOT project set to begin construction in 2027. The project will provide enhanced multimodal infrastructure for safer, more accessible travel for all users, and support walking, rolling, and transit.

The 10% concept was developed with consideration of:

- [CDOT's Access Code](#), including looking at the spacing between access points. The Access Code balances access and safety along an urban arterial, such as Sheridan Boulevard, and limits full movement access to half-mile spacing.
- The surrounding street network (which includes a robust grid network), including the ability to access a nearby signal and make a full turning movement.
- 2018-2022 crash history, including restricting access at locations that experienced high rates of broadside and/or approach turn crashes.

Elements to be evaluated during a future design phase:

Lane Widths

Given the high number of serious crashes, high vehicle speeds, and presence of people walking, rolling, and riding transit along this corridor, the project team recommends keeping narrow lanes throughout this corridor to encourage slower vehicle speeds. The recommended lane widths, excluding gutter pan, are:

- Inside lane adjacent to median: 10 feet.
- Middle lane (where applicable): 10 feet.
- Outside lane: 11 feet.
- Turn lanes: 10 feet.

The project team used 10-foot inside travel lanes and 11-foot outside lanes as the default for concepts developed during this study.

Locations for U-Turns

Signage and/or raised infrastructure will be installed to guide drivers to locations where U-turns are permitted and can be executed safely.

Exact Dimensions (for Storage Queues, Median Widths, etc.)

The project team assumed a baseline 50-foot storage queue length, with no changes to the length of existing turn lanes. A minimum raised median width of 4 feet (including gutter pan and curb) is included per CDOT's direction (where this minimum width is not possible, the design and cost estimate assumed a striped median).

Potential for Installing Median Breaks for Pedestrian/Bicycle Crossings

Breaks in the median to allow for pedestrians and bicyclists to cross should be strategically placed at desirable crossing locations and paired with lighting enhancements and ADA ramps. In the future, if meeting pedestrian crossing thresholds, these breaks may be locations for enhanced crossing locations (i.e. Pedestrian Hybrid Beacons).

Location-Specific Recommendations

The project team developed recommendations for 26 high-priority intersections in the study area. **Appendix B** contains detailed recommendations and the Implementation Plan for each intersection. The team further prioritized four intersections, 29th Avenue, 14th Avenue, 8th Avenue, and Jewell Avenue, for concept development. This section provides an overview of the concept development process and recommendations.

29th Avenue Striping Plan

29th Avenue was scheduled for summer 2025 resurfacing, and the project team worked with Wheat Ridge staff to provide upgrades to enhance intersection safety. The striping plan was delivered to staff in August 2025 and installed in October 2025. Refer to **Figure 28**, **Figure 29**, and **Figure 30** for before and after photos of the intersection.



Figure 28. Aerial view of the 29th Avenue and Sheridan Boulevard intersection before restriping.



Figure 29. Looking west on 29th Avenue west of Sheridan Boulevard after restriping.



Figure 30. Looking east on 29th Avenue west of Sheridan Boulevard after restriping.

Major striping plan upgrades:

- Included a safer, well-marked eastbound bike lane with green paint and retained the through and right turn lanes.
- Extension of the queue length for the eastbound left turn lane.
- Addition of westbound bike sharrows at the intersection and approaching Ames Street, given Ames Street is a preferred bike route in Wheat Ridge.
- Addition of new bike route wayfinding signage approaching 29th Avenue from northbound and southbound Ames Street (in progress).

The project team conducted a traffic analysis based on peak hour counts to determine the feasibility of repurposing the eastbound right-turn lane for installation of a bike lane. The project team did not further this recommendation, due to concerns about the conflict between eastbound right-turning drivers and through cyclists, and the fact that the bike facility did not align well with the receiving bike facility on the east side.

14th Avenue Concept

Lakewood and Denver staff identified 14th Avenue as a priority intersection for safety upgrades. Refer to **Figure 31** for an aerial view of the intersection.



Figure 31. Aerial view of the Sheridan Boulevard and 14th Avenue intersection.

Major components of the concept design include:

- Repurpose the Sheridan southbound right turn lane into a bus queue jump/right turn only lane. Add appropriate signage to denote this change and

install a bus priority signal/modify signal phasing on the south side of Sheridan.

- Construct sidewalk, curb, and gutter on the north side of 14th Avenue, west of Sheridan, adjacent to Qwikmart.
- Close existing driveway access to Qwikmart from Sheridan (northwest corner) and retain access point from 14th Avenue.
- Shift curb line west to match existing outermost northbound Sheridan flowline and construct sidewalk, curb, and gutter on the east side of Sheridan, north of 14th Avenue.
- Relocate/remove the monument sign on the southwest corner. If the relocation/removal of the sign is not feasible, install sign R10-11a (No Right on Red) on the westbound traffic signal mast arm.
- Remove westbound right turn lane (on 14th Avenue) to provide a wider sidewalk.
- Reconstruct curb ramps and install/relocate the pedestrian push buttons on the southwest corner (next to All Nations Autos).

8th Avenue Analysis

Lakewood and Denver staff identified 8th Avenue as a priority intersection for safety upgrades as there is a long distance between the 10th Avenue and 6th Avenue signalized intersections. Additionally, land uses, crash patterns, observations during site visits, poor sight distance, and presence of transit stops indicate that a pedestrian crossing is needed. The project team ultimately did not develop a concept for this location. The following section provides a review of the project team's analyses completed to date, followed by takeaways from CDOT, including the next steps and recommendations.

Project Team 8th Avenue Signal Warrant Analysis Background

- The project team's preliminary sight distance evaluation of the minor-street approach found it to be at the minimum limit of the American Association of State Highway and Transportation Officials, commonly known as AASHTO, sight distance requirements (if installed, a signal may require advanced warning signage).
- The cross slope of a crosswalk at this location must be 5% or less for a signalized crossing to meet ADA compliance. The cross slope was not measured. If the grade exceeds 5%, a full reconstruction of the intersection would likely be required.
- The project team analyzed the intersection against the 11th Edition of the Manual of Uniform Traffic Control Devices, commonly known as the MUTCD, signal warrants, and found:
 - Warrant 3 (peak period counts) and Warrant 4 (pedestrian volumes) are not met (based on May 2025 peak hour Turning Movement Counts).

- The project team did not collect data to complete Warrant 1 (8-hour vehicle volume) and Warrant 2 (4-hour vehicle volume) but does not anticipate meeting these warrants based on the May 2025 peak hour volumes and October 2024 StreetLight data.
- Warrant 7 (crash experience) is partially met:
 - The location meets the 6 crashes/3 years criteria.
 - It does not meet the "adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce crash frequency."
 - The 80% volume criteria for the 8-hour warrant is unlikely to be met based on May 2025 peak-hour volumes and October 2024 StreetLight data.
- CDOT is not supportive of utilizing Warrant 6: Coordinated Signal System for this location.

CDOT's Reasoning and Recommendations

- Installing a signal where it does not meet warrants may result in more crashes occurring (particularly rear ends).
- A proposed High-Intensity Activated crossWalk (HAWK) installation location needs to meet CDOT's Pedestrian Crossing Installation Guide, commonly known as PDIG. The project team confirmed 8th Avenue did not meet the minimum number of pedestrian crossings based on May 2025 peak-hour volumes. Two other crossing locations were considered (the crest of the hill south of 9th Avenue and at 9th Avenue), but these locations do not have recent pedestrian count data, and the project team does not anticipate either location having enough pedestrian demand to warrant crossing installation.
- CDOT requested that this plan include a project recommendation to address sidewalk gaps and poor lighting within this area as a near- to mid-term recommendation.
- The proposed median, a portion of which would extend from 6th Avenue to 10th Avenue, will provide refuge to support pedestrian crossings at strategic locations. These locations are to be identified at the time of final design.
 - CDOT recommends installing a wider median in this area, with breaks in the median and associated curb ramps at strategic locations where a sidewalk connection exists and serves neighborhood amenities and destinations, and where roadway lighting is adequate. The width of median breaks should be designed to accommodate both pedestrians and bicyclists (given that future Neighborhood Bikeways, commonly known as NBWs) are planned on both sides of 8th Avenue).
 - It is unlikely that a median break would be recommended right at the 8th Avenue intersection, given sight distance and grade concerns stated above (more likely, it would be installed midblock between 9th Avenue and 10th Avenue). Wayfinding signage to support the connectivity of the future

8th Avenue NBW is recommended to direct users to an identified crossing location.

- CDOT recommends choosing the location(s) with the goal that the CDOT PDIG pedestrian count thresholds are met in the future, and an enhanced crossing may be installed if there is a documented high pedestrian demand.
- Pedestrian counts should be collected 6 months to 1 year after the median is installed to assess if pedestrian crossing volumes have increased and a formal crossing is warranted. Counts should be collected over the course of two days and should be 24-hour counts or from 7 a.m. to 7 p.m., given that peak pedestrian volume times may vary from peak vehicle volume times.
- The project team recommends conducting a follow-up pedestrian crossing study that would identify the most suitable location for a crossing based on the above-mentioned factors. Additionally, that study should collect pedestrian and bicycle crossing volumes between 6th and 10th Avenues and recommend whether any bus stops should be relocated when the pedestrian crossing is installed to encourage pedestrians to use the new crossing.

Additional 8th Avenue recommendations can be found in **Appendix B**.

Jewell Avenue Concept

Lakewood and Denver staff identified Jewell Avenue as a priority intersection for safety upgrades. Refer to **Figure 32** for an aerial view of the intersection.



Figure 32. Aerial view of the Sheridan Boulevard and Jewell Avenue intersection.

Major components of the concept design include:

- Remove northbound and southbound acceleration lanes on Sheridan Boulevard to provide detached sidewalks.
- Construct a new boarding area and bus pad for the existing bus stop on the west side of Sheridan Boulevard, south of Jewell Avenue, and construct a sidewalk, curb, and gutter just south of this bus stop.
- Construct a new boarding area and bus pad for the existing bus stop on the east side of Sheridan Boulevard, north of Jewell Avenue.
- Fully rebuild the signal, including new pedestrian ramps and sidewalk improvements on the northeast corner.
- Close existing driveway access on Jewell Avenue to Sheridan Plaza (north side, east of Sheridan Boulevard) and retain access point via Sheridan Boulevard.
- Construct sidewalk, curb, and gutter on Jewell Avenue just east of Sheridan Boulevard on both the north and south sides of the road.

Study Area Ongoing and Upcoming Projects

Projects are underway or planned for several intersections and roadway segments in the study area. **Table 3** provides details on planned project improvements.

Table 3. Ongoing and upcoming projects.

Intersection/ Extent	Recommendations	Associated Plan or Project	Agency Lead	Timeline
East side of Sheridan Boulevard between 49th and 48th Avenues	Build, reconstruct, and repair sidewalks.		City and County of Denver	Construction is expected to begin in 2026
38th Avenue from Sheridan Boulevard to Fox Street	Safety, sidewalk, green infrastructure, and transit improvements.	Denver's West 38th Avenue Corridor Study and Vibrant Denver Bond Project	City and County of Denver	Recommendations are both near- and long-term
35th Avenue from Teller Street to Sheridan Boulevard	Street upgrades, safer access for walking, rolling, and mobility devices, and improved emergency access and maintenance operations.		City of Wheat Ridge	Construction is expected to begin in fall 2025
Sheridan Boulevard and 25th Avenue	Install curb extensions on the northwest corner, remove on-street parking on Sheridan Boulevard between 26th and 25th Avenues, provide better bicycle connectivity across Sheridan Boulevard, and remove the northbound acceleration lane north of the intersection.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027
Sheridan Boulevard and 24th Avenue	Provide full vehicle turning access, install shared lane markings and other traffic calming elements on 24th Avenue, enhance transit stops on the northwest corner of the intersection, and on northbound Sheridan Boulevard.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027
Sheridan Boulevard and 22nd Avenue	Break the median to maintain existing left turn access, install a mid-block Pedestrian Hybrid Beacon and crosswalks between 22nd and 24th avenues, install shared lane markings and other traffic calming elements on 22nd Avenue.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027

Intersection/ Extent	Recommendations	Associated Plan or Project	Agency Lead	Timeline
Sheridan Boulevard and 20th Avenue	Straighten the crosswalk on 20th Avenue, install bike lanes on both sides of 20th Avenue and extend these across the intersection (including bicycle detection), and continue the raised median on both sides of the intersection, allowing for a pedestrian refuge island on the northern side.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027
Sheridan Boulevard mid-block between 17th and 20th Avenues	Install an enhanced crossing that includes a Pedestrian Hybrid Beacon, pedestrian median refuge, and crosswalk markings.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027
Sheridan Boulevard and 17th Avenue	Repurpose additional roadway space for a wider sidewalk buffer north of the intersection, complete sidewalk segments on both sides of Sheridan Boulevard south of the intersection, enhance the transit stop on the east side of Sheridan Boulevard, provide a bicycle facility on 17th Avenue east and west of Sheridan Boulevard, and program a Leading Pedestrian Interval for pedestrians crossing Sheridan Boulevard in the east-west direction.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027
Sheridan Boulevard between 17th and 26th Avenues	Median installation.	Edgewater's Sheridan Boulevard Multimodal Corridor Plan	CDOT	In design, construction is expected to begin in 2027
East side of Sheridan Boulevard between Colfax and 17th Avenues	Build, reconstruct, and repair sidewalks.		City and County of Denver	Construction anticipated to begin in 2025/2026

Intersection/ Extent	Recommendations	Associated Plan or Project	Agency Lead	Timeline
Colfax Avenue between Sheridan Boulevard and Irving Street	Safety and transit upgrades along Colfax Avenue, an improved pedestrian experience, and faster, more reliable buses.	Denver West Colfax Pedestrian and Transit Improvements	City and County of Denver	Ongoing, with completion expected in 2025
Colfax Avenue between Wadsworth and Sheridan Boulevards	Safety upgrades for pedestrians, drivers, and transit riders.	Lakewood West Colfax Transportation Safety Project	City of Lakewood	Phase I will be completed by the end of 2025
West side of Sheridan Boulevard between Jewell and 16th Avenues	Upgrading existing roadway lights to LED.	Highway Safety Improvement Program (HSIP) Lighting Improvements	City of Lakewood	Anticipated to be completed by 2028
Sheridan Boulevard and Alameda Avenue	Replace traffic signals and upgrade to protected left turns, reconstruct all pedestrian ramps to ADA standards, and repurpose the eastbound deceleration lane on Alameda Avenue west of Sheridan Boulevard to in-lane bus stop operations.	Highway Safety Improvement Program (HSIP) Signal Rebuild	City and County of Denver	Construction expected to begin in 2028
Sheridan Boulevard, Morrison Road, and Mississippi Avenue	Redesigned turn lanes, signal upgrades, ADA improvements, and pedestrian enhancements.	Sheridan Boulevard, Morrison Road, and Mississippi Avenue Intersection	City and County of Denver	Construction is expected to begin in mid-2026

Intersection/ Extent	Recommendations	Associated Plan or Project	Agency Lead	Timeline
		Improvements Project		
Sheridan Boulevard and Louisiana Avenue	Install a center median between the staggered intersection of Louisiana Avenue, move the existing southbound bus stop north of the west leg of the intersection, add a new sidewalk on the west side between marked crossings, realign the south side crosswalk, reconstruct all pedestrian ramps to ADA standards, and complete signal upgrades.	Sheridan Boulevard and Louisiana Avenue Intersection Improvements	City and County of Denver	Construction expected to begin in 2026
East side of Sheridan Boulevard between Jewell and Florida Avenues	Build, reconstruct, and repair sidewalks.		City and County of Denver	Construction expected to begin in 2026
Bates Avenue/Harlan Way/Hobart Way from Lamar to Raleigh Streets	Install a new neighborhood bikeway.	Active Safe and Slow Streets with Bikeways Bates Avenue Neighborhood Bikeway	City and County of Denver	Construction expected to begin in 2026

6. Conclusion

The Sheridan Boulevard Corridor Safety Study establishes a comprehensive framework for improving safety, mobility, and connectivity along one of the region's most important corridors. Through a data-driven process and robust community engagement, the study identifies actionable recommendations that address high-crash locations, multimodal gaps, and long-standing maintenance challenges. The Implementation Plan provides clear steps, responsible parties, and funding strategies to advance these improvements in coordination with local agencies and CDOT. Together, these efforts position Sheridan Boulevard for transformative change that prioritizes safety and accessibility for all users, today and in the future.