

Appendix A: Corridor-Wide Recommendations

Corridor Wide Recommendations

Rec #	Recommendation	Immediate Next Step	Implementation Plan	Recommendation Type	Implementation Time Frame (Near = 1-3 / Mid = 4-7 / Long = 8+ years)	Jurisdiction(s)	Responsible Party	Proposed Funding Sources
1	Develop routine maintenance plan that includes assessment of assets and repair/replacement of broken sidewalks, street lights, signs, striping, pavement markings (including refreshing crosswalks), traffic signals, and landscape trimming.	Planning	Step One: Signs: Ensure signs, striping, and pavement markings throughout the corridor meet requirements for retroreflectivity, including checking compliance against the current Manual on Uniform Traffic Control Devices, and replace signs, striping, and pavement markings where necessary. Prioritize east/west facing signs, given sun glare challenges in these directions. Step Two: CDOT and Denver evaluate traffic signals through corridor, including a review of signal preemption, detection, pedestrian push buttons, Accessible Pedestrian Signals (APS), signal head backplates, and side street visors (to reduce sun glare). Step Three: Local agencies to review maintenance recommendations and develop a rehabilitation plan to address issues.	Maintenance	Near	All	All	Local Funding
2	Conduct multimodal lighting analysis and improve lighting, particularly for people on foot, based on outcome.	Analysis	Step One: CDOT coordinates with local agency representatives to lead corridor-wide analysis to determine if lighting is meeting current standards for spacing, photometric levels, etc., with the goal of uniform lighting throughout the corridor. Include in analysis evaluation of existing pedestrian facilities, bus stops, crosswalks, etc. Step Two: Share recommendations with responsible local agencies. Step Three: Local agencies determine funding source and implementation plan to address recommendations. Work with Xcel Energy as needed.	Study	Near	All	CDOT	HSIP
3	Establish coordination among police departments along the corridor to support corridor improvement, response times, and enforcement.	Planning	Step One: In 2026, DRCOG will facilitate a meeting with local agency PDs and interested members of the Sheridan Study PMC. Discussions could include: review of crash patterns, targeted enforcement of intersections, feedback to inform design improvements, and opportunities for multi-agency coordination to improve PD response times.	Policy	Near	All	DRCOG	N/A
4	Evaluate locations for No Right Turn on Red restrictions based on safety data and operational needs.	Analysis	Step One: Local agencies to coordinate with CDOT to implement No Right Turn on Red signage at cross street approaches to Sheridan Boulevard where crash data findings and operational needs warrant installation.	Study	Near	All	All	Local Funding
5	Develop and implement a corridor traffic signal retiming plan.	Analysis	Step One: Denver to conduct corridor-wide signal retiming analysis and implementation. Analysis to include cycle lengths, left turn operations, pedestrian clearance intervals, LPIs, offsets of main street yellow indications, Transit Signal Priority, and yellow/all red clearance intervals. Coordination with adjacent local agencies and DRCOG Signal Timing Group to ensure east-west corridor connectivity.	Study	Near to Mid	All	Denver or DRCOG	Local Funding
6	Construct median within existing roadway cross-section from 48th Avenue to 26th Avenue and from Colfax Avenue to Columbia Place.	Acquire Funding	Step One: Corridor local agencies work with DRCOG and CDOT to determine who will lead and partner on the multi-agency FY26 SS4A implementation grant application. Step Two: DRCOG, CDOT, and local agencies determine maintenance responsibility(ies) for the median. Step Three: Complete grant application(s) utilizing the concept and cost estimate developed as part of the Sheridan Safety Study. See Median Installation section in Implementation Plan for more details.	Infrastructure	Near to Mid	Lakeside, Mountain View, Wheat Ridge, Edgewater, Denver, Lakewood	DRCOG	USDOT SS4A CDOT HSIP CDOT FASTER

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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 and 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.	Acquire Funding	Step One: Submit for CDOT Resurfacing Funds (June 2026 is submission cycle for 2030). Step Two: Develop updated signing and striping plan that balances the travel lanes to 11 feet outside lanes, 10 feet for inside and turn lanes. Incorporate the median designs, and acceleration lane repurposing, where appropriate. Step Three: Coordinate overlay implementation with the median construction to minimize costs and impacts to public.	Infrastructure	Near to Mid	All	CDOT	CDOT Accessibility Program
8	Conduct a speed study to evaluate speed limits between 17th and 26th Avenues following completion of construction for the Sheridan Boulevard Reconstruction Project.	Analysis	Step One: Once infrastructure improvements are completed, Edgewater to submit application for CDOT Speed Study. Step Two: CDOT to complete speed study and implement speed limit changes as needed.	Study	Near to Mid	Edgewater and Denver	Edgewater and CDOT	Local Funding
9	Install traffic safety (speed and red-light running) cameras.	Analysis	Step One: CDOT to complete speed study. Step Two: Gain approval from local agency elected officials and PDs and create mechanism for issuing automatic tickets. Step Three: Local agency(ies) to complete CDOT's AVIS application and acquire funding.	Policy	Near to Mid	All	All	Local Funding
10	Install corrals for shared ebikes 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.	Planning	Step One: Denver to install bike/scooter corrals, based on existing standards, through incorporating into existing project designs or submitting a CIP package request to construct. Install at hot spots, including the following (from RideReport October 2025): 44th Avenue, Byron Place, 20th Avenue, 17th Avenue, Colfax Avenue, 14th Avenue, Dry Gulch Trail, 5th Avenue, 1st Avenue, Cedar Avenue, Alameda Avenue, and Mississippi Avenue. Step Two: Local agency to install bike/scooter corrals, based on existing standards.	Infrastructure	Near to Mid	Denver	Denver	Local Funding
11	Add safe pedestrian crossings in segments of the corridor where long distances exist between signalized crossings.	Planning	Step One: Conduct a planning study to determine crossing locations and crossing type (full signal, HAWK, etc.). Prioritize the following locations: between Alameda Avenue and Kentucky Avenue signals (~4,000' distance); 6th and 10th Avenue signals (~2,500' distance); Warren Avenue and Yale Avenue signals (~2,800' distance); Bates and Dartmouth Avenue signals (~2,300' distance). Step Two: Identify funding.	Study	Near to Mid	Lakewood, Denver, CDOT	Lakewood and Denver	CDOT SRTS CDOT HSIP CDOT TAP
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, pedestrian countdown signal, and reflective backplates.	Analysis	Step One: As part of Denver's Signal Inventory process, continue to replace older signals based on the asset condition score. Identify signal upgrade needs based on the signal retiming and left-turn analyses results. Step Two: Launch traffic signal analysis process to design upgrades, confirming structurally that existing mast arms will accommodate targeted upgrades and whether replacing controller and other signal components is needed. Step Three: Add to rebuild program as needed.	Infrastructure	Mid	All	Denver or DRCOG	Local Funding
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.	Planning	Step One: Analyze the feasibility of removing acceleration lanes. Step Two: Implement where possible during the median and overlay construction. Step Three: Identify future opportunities and funding to implement outstanding locations.	Infrastructure	Mid	All	Denver/ Lakewood	DRCOG TIP

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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).	Planning	Step One: Reference latest local agency plans to identify locations with existing/planned on-street bike facilities. Step Two: Implement applicable treatment(s) to improve crossing visibility and safety.	Infrastructure	Mid	All	All	Local Funding
15	Replace sections of wide gutter pan to CDOT standard.	Planning	Step One: Develop planning level concept and cost estimate. Step Two: Identify funding and combine with overlay and median construction, if possible.	Infrastructure	Mid	Lakewood, Denver, CDOT	CDOT	DRCOG TIP
16	Complete missing sidewalk gaps and upgrade substandard sidewalk segments to latest accessibility and local agency standards.	Acquire Funding	Step One: Local agencies and CDOT identify grant opportunities and other funding sources to complete missing sidewalk segments and upgrade substandard sidewalk segments. See Sidewalk Network Section Improvements in Implementation Plan section for further details.	Infrastructure	Mid to Long	All	All	CDOT Accessibility Program CDOT SRTS CDOT TAP DRCOG TIP
17	Analyze bus stop locations and ridership for prioritizing improvements to amenities and ADA accessibility, consolidation, and relocation.	Planning	Step One: RTD completes RTD Completes Bus Stop Inventory and Accessibility Assessment (BSIAA) by early/mid 2026. RTD's BSIAA is conducting an inventory of all in-service stops and those planned to eventually be restored to service through the System Optimization Plan. Inventory to include if the bus stop is connected by a sidewalk, presence of benches, lighting, trash cans, shelters, bike racks, bike lockers, in-street bus pads, the dimensions and materials of passenger boarding areas, access to ticket vending machines and elevators (this would apply to the stops at the Sheridan Station on the W line). Accessibility will be generally assessed, but as slope can't be determined from just captured imagery it will be noted "sufficient for ADA compliance absent slope measurement." A selection of stops will get site visits to determine slope compliance (and other characteristics as needed). Step Two: RTD to conduct bus stop consolidation study, beginning with recommendations outlined in Sheridan Safety Study. Step Three: RTD prioritizes recommendations and collaborates with local agencies to propose funding opportunities for improvements.	Infrastructure	Mid to Long	All	RTD	CDOT Accessibility Program CDOT TAP
18	Complete a speed study to evaluate speed limits.	Analysis	Step One: Once infrastructure improvements (e.g., median, intersection improvements) and signal retiming are completed, Denver to submit application for CDOT Speed Study. Step Two: CDOT complete speed study and implement speed limit changes and signal retiming, as needed.	Study	Mid to Long	All	Denver	Local Funding
19	Consider incorporating green infrastructure elements or follow local agency's green infrastructure design guidance.	Design	Step One: Integrate sidewalk buffers, bioswales, permeable pavements, tree canopies (where outside of the clear zone), and environmentally-friendly design elements into corridor projects, where appropriate. Step Two: Establish maintenance responsibility for elements.	Infrastructure	All	All	All	DRCOG TIP