Sheridan Boulevard

Multimodal Corridor Plan

Existing Conditions & Needs Assessment

city of edgewater

Draft - October 2021

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Introduction

Project Purpose

The purpose of the Sheridan Boulevard Multimodal Corridor Plan is to evaluate opportunities for enhanced multimodal infrastructure that will deliver increased safety and comfort for people walking, biking, riding transit, and driving along, to, and from Sheridan Boulevard between 26th and 17th Avenues. The project will also identify opportunities to enrich public spaces and make Sheridan Boulevard into an entryway for Edgewater's that is more inviting for residents and visitors alike.

Existing Conditions Process

The first phase of the planning process involved an analysis of existing conditions, which is summarized in this report. The existing conditions analysis consisted of a review of previous Edgewater plans and relevant studies, a physical assessment, a mobility assessment, a safety assessment, and finally a synthesis of all of the findings into a comprehensive needs assessment. Simultaneously, engagement with the general public, focus groups, and a stakeholder working group informed the needs assessment as well.

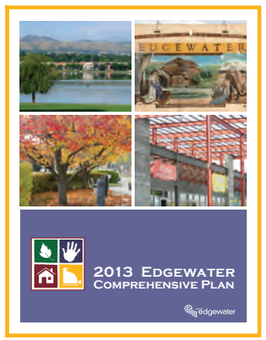
Study Area Map

Previous Plans Review

Summary

The project team reviewed the following Edgewater plans in order to inform the Existing Conditions analysis. Two goals guided the previous plans review process:

- Understand Edgewater's vision and guiding principles for transportation planning
- Search for prior recommendations relevant to this section of Sheridan Boulevard



Edgewater Comprehensive Plan (2013)

Summary:
Established a framework that consists of goals, specific objectives, and assigned actions, as well as a Future Character Plan Map and Framework Plan Map to achieve the community's vision

Relevancy to Sheridan Boulevard:

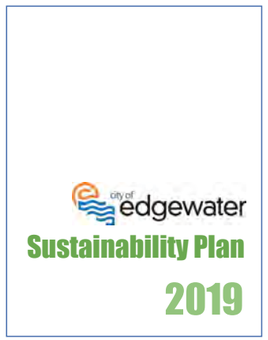
- Identifies Sheridan Boulevard as Edgewater's "Front Door"— the primary commercial corridor and an opportunity area to improve the pedestrian environment and urban design.
- Labels intersections along Sheridan Boulevard as "City Gateways".
- Recommends eliminating redundant curb cuts, upgrading sidewalks, and establishing safe multimodal connections.

Traffic Calming Mobility Plan (2019)

Summary:
This plan seeks to make Edgewater's streets "safe, slow, walkable, bikeable, green, and friendly to the youngest and oldest residents." The goals laid out to accomplish this vision surround connectivity, complete streets, safety, walkability, and sustainability.

Relevancy to Sheridan Boulevard:

- Sheridan is identified as a priority with recommendations for wider sidewalks, mid-block crossings, and intersection improvements.
- The plan suggests making Sheridan a "true boulevard".

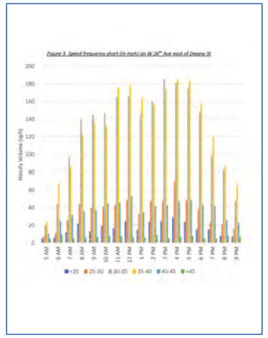


Sustainability Plan (2019)

Summary:
The Sustainability Plan focuses on four categories: land and water, waste and materials, energy, and social vibrancy, each including actionable steps.

Relevancy to Sheridan Boulevard:

- The plan aims to reduce vehicular trips by promoting walkability.
- Additionally, the plan mentions that enhancing non-motorized modes will improve social vibrancy within Edgewater.



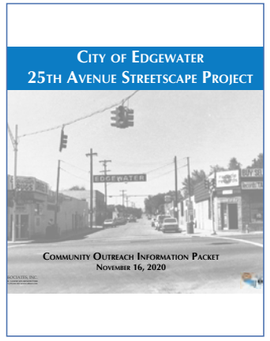
26th Avenue Speed Study (2019)

Summary:
Edgewater conducted this speed study on 26th Avenue between Ingalls Street and Depew Street in response to community concerns over speeding along 26th Avenue. The 85th percentile speeds collected were 9 MPH above the posted speed limit of 30 MPH.

Relevancy to Sheridan Boulevard:

- Safety improvements at the intersection of 26th Avenue and Sheridan Boulevard should be evaluated to enhance comfort and safety for all users.

Previous Plans Review

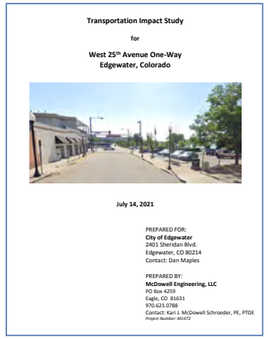


25th Avenue Streetscape Concepts (2020-2021)

Summary:
The 25th Avenue Streetscape Project lays out three concepts for 25th Avenue between Sheridan Boulevard and Benton Street that will prioritize walkability, bikeability, and the commercial core of this street.

Relevancy to Sheridan Boulevard:

- The intersection of 25th Ave and Sheridan Boulevard is included in the concept plans.
- The plans lay out other techniques to calm streets in the area.
- Concepts developed for Sheridan Boulevard need to be closely coordinated with this design to ensure seamless integration.



25th Avenue Transportation Impact Study (2021)

Summary:
Edgewater prepared this study ahead of the conversion of 25th Avenue west of Sheridan from a two-way configuration to a westbound one-way. The study applied an annual traffic growth rate of 0.43% and eastbound trip distributions of 66% to 26th Avenue and 33% to 24th Avenue.

Relevancy to Sheridan Boulevard:

- Concluded that the intersections of 24th and 25th Avenues along Sheridan will operate at acceptable levels of service through 2040.
- However, delays at 26th Avenue and Sheridan Boulevard may develop, regardless of the 25th Avenue conversion.

Parks & Recreation Master Plan (2021)

Summary:
This plan is a guiding document for Edgewater's open space over the next ten years for its parks and recreational assets. Recommendations include improving existing parks by strengthening connections between neighborhood destinations, programming, and amenities.

Relevancy to Sheridan Boulevard:

- The plan proposes a recreational loop trail for Edgewater's that will run along Sheridan Boulevard between 20th and 17th Avenues.
- Sloan's Lake Park is a significant park near Edgewater and is bordered on the west by Sheridan Boulevard. This park also includes many important non-vehicular connections.

Community Survey (2021)

Summary:
Edgewater developed a Community Survey in 2021 to collect demographic information and residents' opinions of the city.

Relevancy to Sheridan Boulevard:

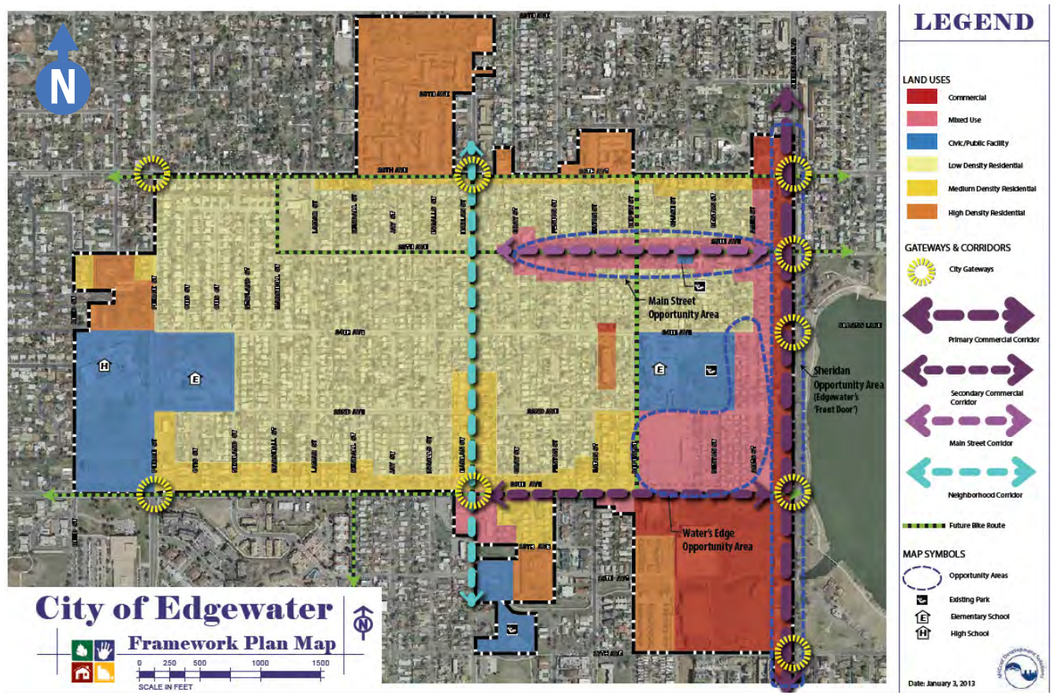
- Only 64% of respondents are satisfied with the quality of local streets and sidewalks in Edgewater.
- Respondents reported that 91% feel safe in commercial areas of Edgewater during the day, however only 63% say they feel safe in commercial areas of Edgewater after dark.
- 39% said the top priority for the city should be improved walkability.

Physical Assessment

Land Use & Zoning

Future Framework

The Edgewater Comprehensive Plan from 2013 laid out existing land use and opportunities for future change in a Framework Plan Map (pictured below). The area along Sheridan Boulevard is identified as a "Transformation Area" with a focus on commercial uses. The area west of Sheridan Boulevard between 24th and 20th Avenues and Ames and Depew Streets, called the "Water's Edge Opportunity Area," is where higher-density mixed-use development may occur according to the 2013 Comprehensive Plan. Sheridan Boulevard is labeled as a unique Transformation Area called "Edgewater's Front Door." The plan explains that Sheridan may experience dramatic changes in land use and density and therefore the city should focus improvements along Sheridan that define Edgewater gateways, enhance the city image, and capitalize on views of Downtown Denver and Sloan's Lake.



The commercial focus along the corridor may accommodate redevelopment of key sites through either adequate underlying zoning or viable zone district alternatives. Any redevelopment must take into consideration the adjacent public realm, roadway crossings, and internal neighborhood connectivity to other amenities such as the Edgewater Public Marketplace and the 25th Avenue commercial district. Higher-density development will need to maintain an appropriate set-back or step-back to ease the transition to the west.

Public parking lot at 25th Avenue

Development Opportunity Sites

Without a market study and a more thorough analysis of the existing uses and operations for commercial uses along Sheridan Boulevard, it is uncertain as to whether any existing buildings offer potential redevelopment opportunities. That said, there are a few key parcels where redevelopment could occur with reinvestment along the corridor. Dependent upon on current ownership and a site analysis, these parcels include the former City offices at the intersection with 24th Avenue, public parking lot at the intersection with 25th Avenue, and the industrial service uses north of 22nd Avenue.


Empty parking lot at 24th Avenue

Edgewater Municipal Building

Physical Assessment

Urban Design

Summary

The variety of urban design elements and physical features along Sheridan Boulevard primarily respond to the adjacent land uses; however the overall effect that the roadway has on experience and comfort of the public realm is consistent throughout. Sheridan Boulevard is a high-speed, high-volume urban arterial corridor that is noisy and uncomfortable for people walking or biking and more can be done to improve it for all users.

Amenity Zones

While there are some examples of successful amenities (pedestrian street lights) or amenity zones along the corridor, they are very limited. This is, in part, due to the auto-oriented nature of all uses south of 25th. The intersection of 25th provides a few amenities such as themed bike-racks and monument signage that align with the main street environment which extends westward, but other examples are harder to find outside of a few private businesses and their attached patios. The nature of the fragmented uses along the corridor, and their detached location from the primary walkways likely contributes to seemingly lower provision of amenities.

Limited amenities along the corridor also contribute to an overall lack of character. Denser tree canopies to the south and a detached sidewalk provide a somewhat pleasant walking experience, despite the "big box" retail-oriented environment with large, contiguous parking lots. The central segment suffers from immediate proximity to the continuous right-hand turn lane and orientation of the businesses. The north segment lacks space to utilize the public realm in support of business or placemaking. In summary, the successful elements are few and far between and lack an overall, cohesive vision for the character of the corridor.

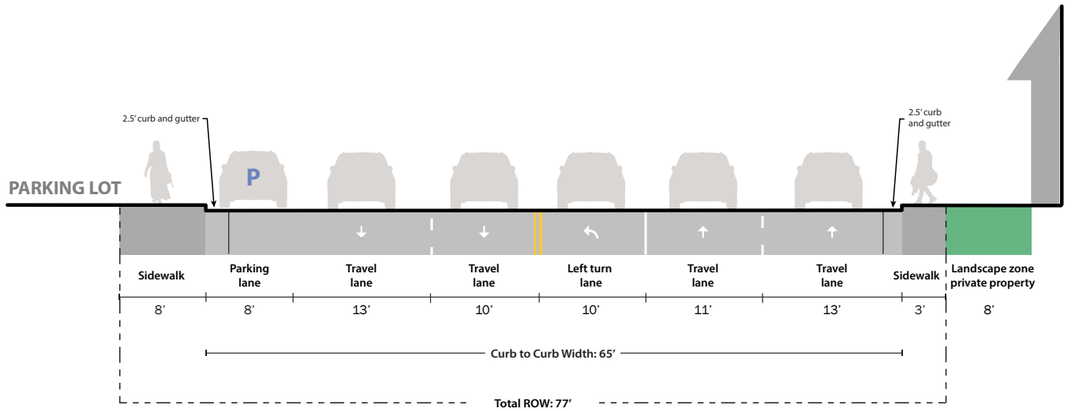
Lamp post and tree lawn north of 17th Avenue

Lamp post and textured pavement north of 25th Avenue

Cross Sections

Throughout the study area, Sheridan Boulevard contains two travel lanes in each direction, sidewalks, and varying configurations of turn lanes. From 25th to 17th Avenue, a two-way left turn lane runs along the center of the roadway in between signalized intersections. As described, the conditions of the amenity zones or lack thereof between the sidewalks and the roadway vary. The following cross sections show typical exhibits of the roadway at various locations along the corridor.

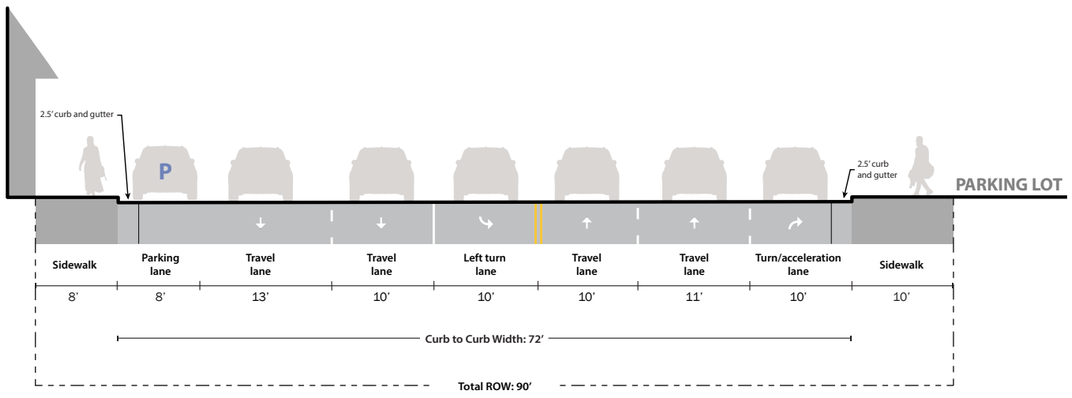
Section A: Sheridan Boulevard south of 26th Avenue - looking north



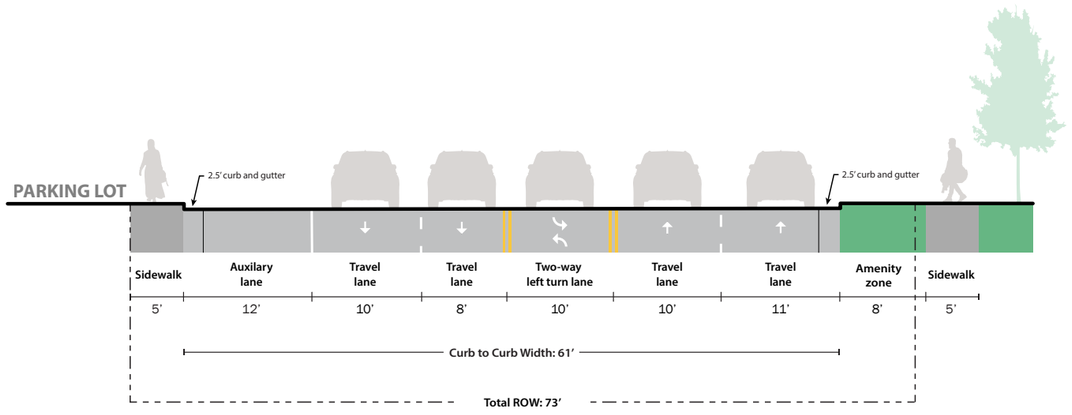
Physical Assessment

Urban Design

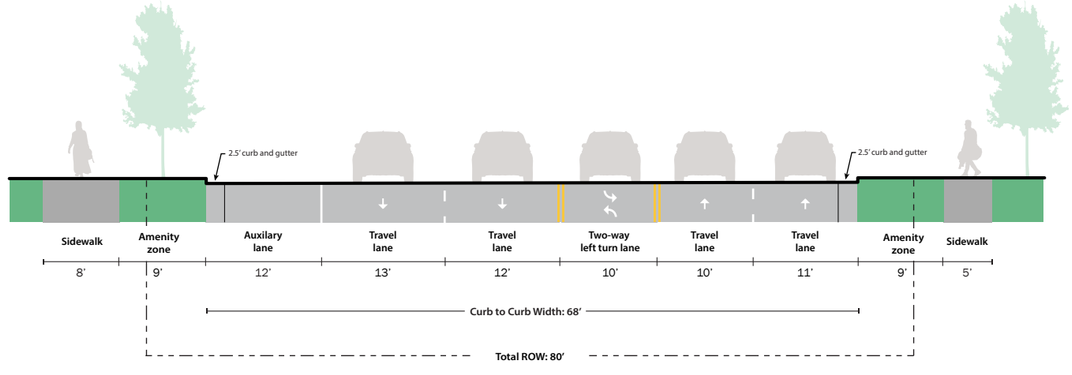
Section B: Sheridan Boulevard north of 25th Avenue - looking north



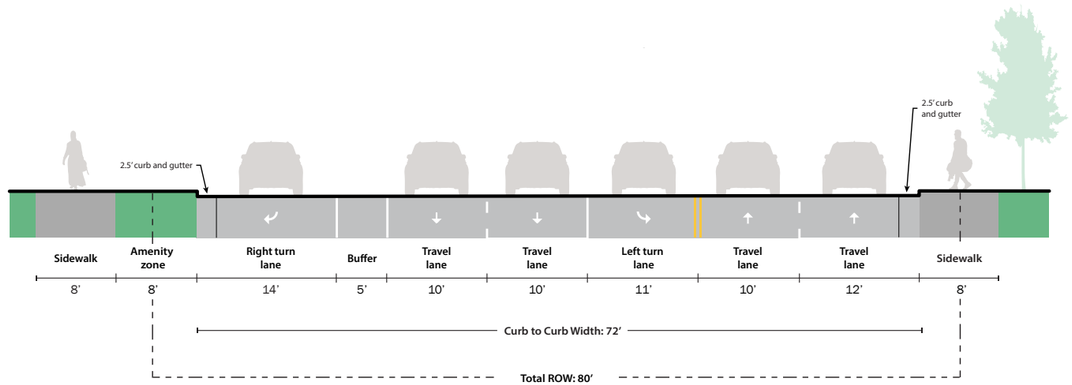
Section C: Sheridan Boulevard north of 22nd Avenue - looking north



Section D: Sheridan Boulevard south of 20th Avenue - looking north



Section E: Sheridan Boulevard north of 17th Avenue - looking north



Mobility Assessment

People Walking

Summary

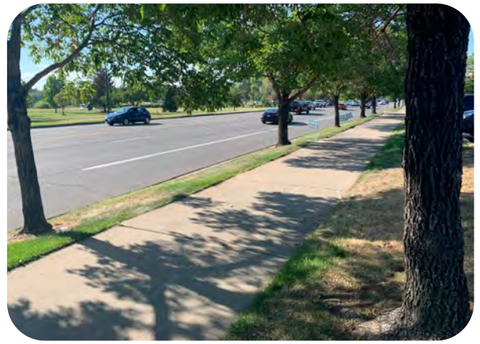
A variety of pedestrian facilities including sidewalks, curb ramps, and crosswalks exist in the Sheridan Boulevard study area; however, many of these are in need of repair or additional safety measures to enhance comfort for people walking along a multi-lane arterial roadway.

Sidewalks

Attached sidewalks are present on both sides of Sheridan Boulevard between 26th and 25th Avenues. Beginning just south of 25th Avenue, the eastern sidewalk runs through Sloan's Lake Park along Sheridan until 17th Avenue. This sidewalk is mostly detached with a 10-foot buffer containing grass and some interspersed trees. The sidewalk loses the buffer to become an attached sidewalk near the signalized intersections at 25th, 20th, and 17th Avenues.

Attached sidewalk with obstruction south of 26th Avenue

The western sidewalk continues to be an attached sidewalk south of 25th Avenue until 20th Avenue. From 20th to 17th Avenue, the sidewalk becomes detached with an 8-foot to 12-foot buffer with grass and shade trees. This buffer area has a significant slope that elevates the sidewalk from the roadway. All sidewalks are 5 feet or wider, except the 3-foot sidewalk on the east side of Sheridan Boulevard just south of 26th Avenue. Additionally, driveways cause the sidewalk to undulate up and down, which can be uncomfortable for pedestrians walking and challenging for people in wheelchairs. See Pedestrian Facilities Map.



Detached and shaded sidewalk south of 20th Avenue

Pedestrian Facilities Map

Pedestrian Facility Types

Attached Sidewalk
A sidewalk that is adjacent to the roadway curb with no amenity zone in between

Detached Sidewalk
A sidewalk that is separated from the roadway curb by an amenity zone

Trail
A multi-use path for both people walking and biking often located in parks or along greenways not necessarily adjacent to a roadway

Marked Crosswalk
Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians.

Non-Compliant Curb Ramp
A ramp leading from the sidewalk down to the roadway at a crossing that is not accessible for people of all ages or abilities

Driveway
A driveway is a type of private road for local access to one or a small group of structures, and is owned and maintained by an individual or group

Mobility Assessment

People Walking

Crosswalks

Pedestrians may cross Sheridan Boulevard at 26th, 25th, 20th, and 17th Avenues where there are traffic signals with marked crosswalks. The signals at 25th and 17th Avenues are programmed with Leading Pedestrian Intervals (LPIs), which give pedestrians a head start when they cross (discussed further in the Traffic Operations section of this report).

Given these limited pedestrian crossings, there are large gaps between 25th and 20th Avenues (1,900 feet) and 20th and 17th Avenues (1,300 feet) where people walking may safely cross.

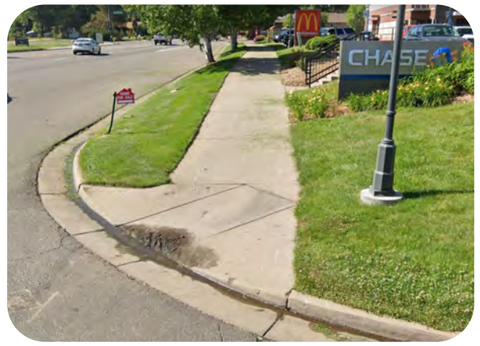
Additionally, there are north-south crosswalks at 24th and 22nd Avenues for people traveling along the west side of Sheridan Boulevard.

Curb Ramps

The existing ADA ramps along Sheridan Boulevard vary in compliance and quality. The intersections of 26th, 25th, and 20th Avenue feature truncated domes at all corners and are compliant. 17th Ave features the same, excluding the non-compliant ramp in the southeast corner. The sidewalks south of 17th Ave are also in poor shape or are nonexistent. The ramps at 24th Ave, 22nd Ave, and the access points to Target and King Soopers are in poor condition and do not feature truncated domes.

Leading Pedestrian Interval (LPI) at 20th Avenue

Crosswalk at 22nd Avenue



Non-compliant curb ramp at King Soopers driveway

Pedestrian Volumes

The project team collected pedestrian counts (including people biking on sidewalks or crosswalks) at intersections along Sheridan Boulevard on Tuesday July 24 and Saturday July 27, 2021. The tables below summarize these counts. Not surprisingly, the signalized intersections experienced the highest pedestrian and bicyclist volumes, especially 25th and 20th Avenues.

Table 1: Weekday (Tuesday) peak hour counts

Intersection	Ped/bike peak hour count
26th & Sheridan	4
25th & Sheridan	18
24th & Sheridan	5
22nd & Sheridan	6
20th & Sheridan	17
17th & Sheridan	14

People walking along Sheridan at 22nd Avenue

Table 2: Weekend (Saturday) peak hour counts

Intersection	Ped/bike peak hour count
26th & Sheridan	13
25th & Sheridan	13
24th & Sheridan	8
22nd & Sheridan	7
20th & Sheridan	22
17th & Sheridan	11

Person biking across Sheridan at 20th Avenue

Mobility Assessment

People Biking

Summary

People biking along Sheridan Boulevard may utilize the sidewalks on either side of the roadway or trails in Sloan's Lake Park. Existing or planned bike facilities exist on nearly all of the side streets in the study area; however, these often disappear as they approach Sheridan Boulevard.

Existing & Planned Bike Facilities

There are existing 5-foot wide bike lanes on both sides of 26th Ave that begin between Ames Street and the alley west of Sheridan Boulevard and extend all the way into Lakewood for nearly 5 miles, making this an important regional route; however, the presence of on-street parking and high traffic volumes can make biking along 26th Avenue in Edgewater and Wheat Ridge uncomfortable for some users.

Bike lanes on 26th Avenue

25th Avenue has an existing one-way (contra-flow) eastbound buffered bike lane on the south side of the street and a shared lane condition in the westbound direction from Benton Street to Sheridan Boulevard, which will be converted to a protected bike lane as part of the 25th Ave Streetscape Project. East of Sheridan Boulevard, 25th Avenue becomes Byron Place where Denver has recently installed a neighborhood bikeway. On the east side of the lake, Byron Place connects to 23rd Avenue, which is a designated bike route leading all the way into Downtown Denver.

Buffered bike lane on 25th Avenue

Continued on page 11.

Existing & Planned Bike Facilities Map

Bike Facility Types

Existing

Planned

Neighborhood Bikeway

A street with low traffic volumes and speeds designed to prioritize bike travel (also known as a neighborway)

Conventional Bike Lane

A portion of the roadway that has been designated by striping, signage, and pavement markings for exclusive use by people biking

Buffered Bike Lane

A bike lane with a designated buffer space separating it from adjacent traffic or parked cars

Protected Bike Lane

A bike lane at street level with any type of physical protection from adjacent traffic

Trail

A multi-use path for both people walking and biking often located in parks or along greenways not necessarily adjacent to a roadway

Mobility Assessment

People Biking

Existing & Planned Bike Facilities (Continued)

Similar to 26th, 20th Avenue has 5-foot wide existing bike lanes that start just west of Sheridan Boulevard and extend 5 miles into Lakewood. Although the bike lanes disappear at the intersection, a direct connection to the Sloan's Lake park trails exists just east of Sheridan. The Sloan's Creek Trail is an 8-foot wide multi-use path that runs from the Edgewater Civic Center to Sheridan Boulevard. The trail terminates between 20th and 17th Avenues and does not cross Sheridan Boulevard. 17th Avenue does not have any bike facilities connecting to Sheridan, but does have existing bikes lanes east of Zenobia Street in Denver. Denver does plan on upgrading the existing bike lanes on 17th Avenue to protected bike lanes and they will be extended to Sheridan Boulevard in the near future.

Additionally, The Edgewater Traffic Calming & Mobility Plan recommended that both 24th and 22nd Avenue become Neighborways, an innovative bikeway facility that limits traffic volumes and speeds in order to create more comfortable conditions for people biking to share the roadway with vehicles.

Wayfinding

Sheridan Boulevard is currently lacking in existing wayfinding signage and pavement markings for non-motorized travelers. Currently, the only signage is monument signage noting the park or retail locations. On-street signage is generally at the vehicle scale, which may be challenging for pedestrians and bicyclists to use. The absence of wayfinding likely contributes to why people do not choose non-motorized travel along this corridor.

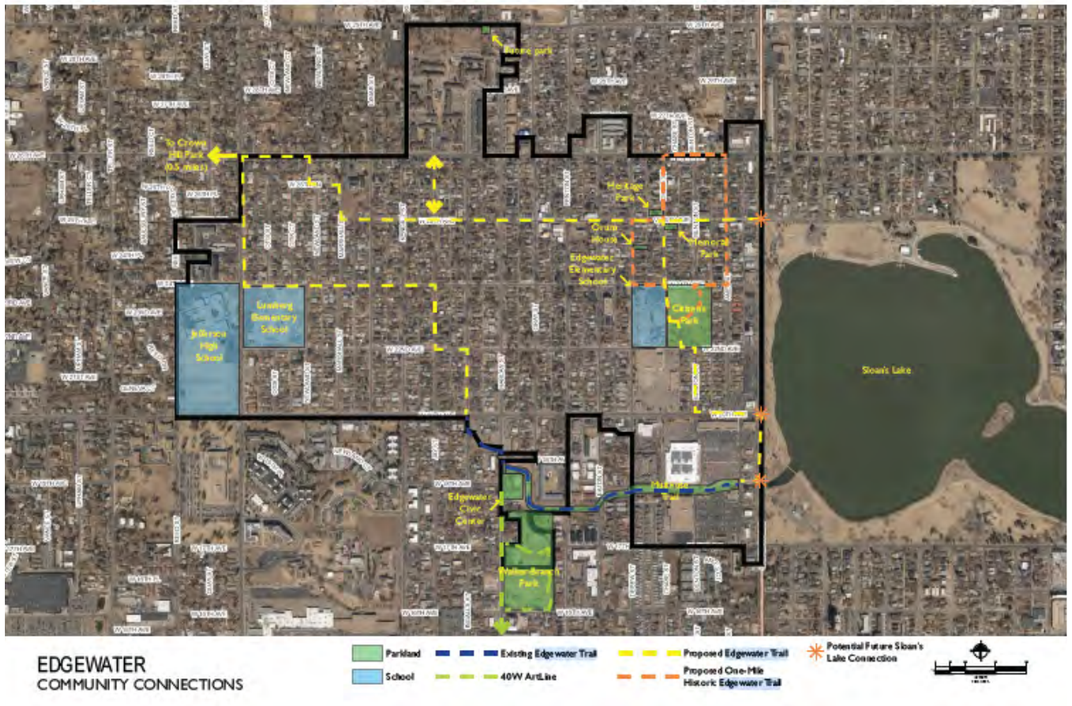
Bicyclist using sidewalk at 20th Avenue

Traffic calming elements in place at 25th Avenue

Existing wayfinding signage along Sheridan Boulevard

Planned Edgewater Trails

Edgewater's Parks and Recreation Master Plan completed in 2021 identified two future potential trails for Edgewater: the Edgewater Trail and the Historic Edgewater Trail. The proposed Edgewater Trail aims to capitalize on the existing Sloan's Creek Trail that runs between the Edgewater Civic Center through Walker Branch Park to Sheridan Boulevard. The identified route forms somewhat of a loop around Edgewater connecting various neighborhoods and amenities. The Historic Edgewater Trail is a proposed one-mile loop connecting Edgewater's historical areas. Both of the recommended trails touch the Sheridan Boulevard Study area, as shown in the map below.



Mobility Assessment

Transit Operations

Summary

Three RTD bus routes service the Sheridan Boulevard study area. Route 51 runs along Sheridan Boulevard from Westminster to Englewood, with connections to the W-Line light rail and G-Line commuter rail. Routes 28 and 20 run (generally) along 26th and 17th Avenues respectively between Wheat Ridge or Lakewood to Downtown Denver.

Bus Service

The following table summaries pre-pandemic 2019 service levels for the three aforementioned routes that serve the Sheridan Boulevard study area.

Table 3: Bus service at stop in the Sheridan Boulevard study area

Route	Name	Days of Operation	Peak Frequency
20	20th Avenue	Monday-Friday	30-minutes
28	28th Avenue*	Monday-Sunday	15-minutes
51	Sheridan Blvd	Monday-Sunday	15-minutes

*Route 28 runs along 26th Avenue in the study area.

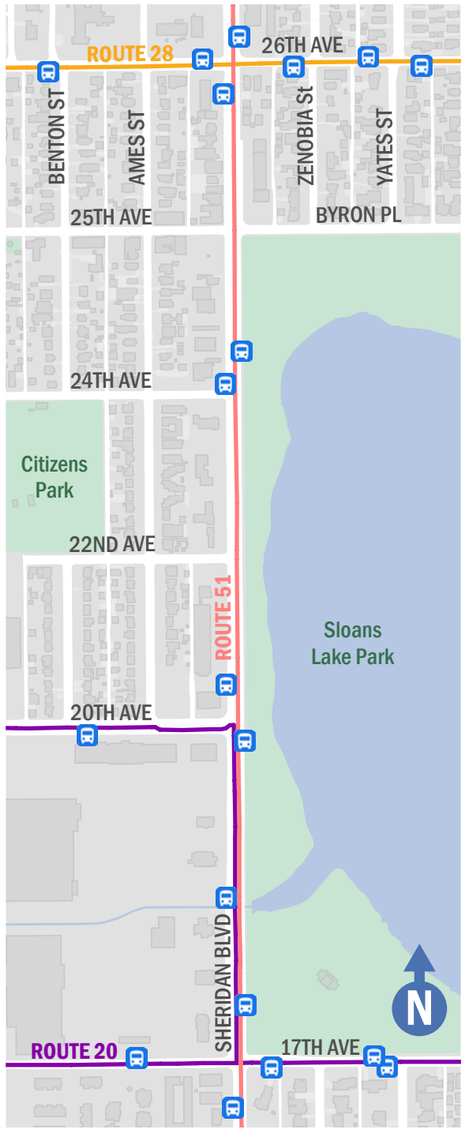
Bus Stops

Route 51 has seven stops within the Sheridan Boulevard study area (including northbound and southbound). The table below details amenities and ridership at these stops. Notably, the stop at Sloan's Creek Trail experiences higher ridership than other stops nearby.

Table 4: Bus stops, amenities, and ridership in the Sheridan Boulevard study area

Stop	Amenities	2019 Average Weekday Daily Boardings/Alightings
Sheridan & 26th (Southbound)	None	42/25
Sheridan & 24th (Northbound)	Trash can, bench	11/17
Sheridan & 24th (Southbound)	Trash can	15/6
Sheridan & 20th (Southbound)	None	13/15
Sheridan & 20th (Northbound)	Trash can, bench	23/29
Sheridan & Sloan's Creek (Southbound)	Trash can, bench	64/25
Sheridan & 17th (Northbound)	Trash can, boarding pad	22/52

Existing Transit Network Map



Transit Network

- Bus Stop
- Route 28
- Route 51
- Route 20

Bus Stop at 20th Avenue

Bus Stop at Sloan's Creek Trail

Mobility Assessment

People Driving

Summary

Sheridan Boulevard is owned and managed by the Colorado Department of Transportation (CDOT) as CO-95. However, all of the traffic signals are operated by Denver's Department of Transportation and Infrastructure. The existing speed limit is 35 MPH throughout the study area. Speed limit signs exist on both sides of the roadway between 26th and 25th Avenues, as well as one sign facing southbound traffic just south of the 20th Avenue intersection. Traffic volumes along the corridor are between 33,000 and 40,000 vehicles per day.

Traffic Volumes and Speeds

The project team collected average daily traffic and speeds at three locations in the Sheridan Boulevard study area on Tuesday July 24th and Saturday July 27th. The results suggest that volumes are highest (close to 40,000) between 24th and 20th Avenues and speeds are consistently between 33 and 35 mph throughout the study corridor. However, the speed data and conversations with the Edgewater Police Department suggests a high number of people traveling well above the posted speed limit. Only slight differences between overall weekday and weekend traffic patterns were observed. A full summary of traffic counts including turning movement counts is available in the appendix.

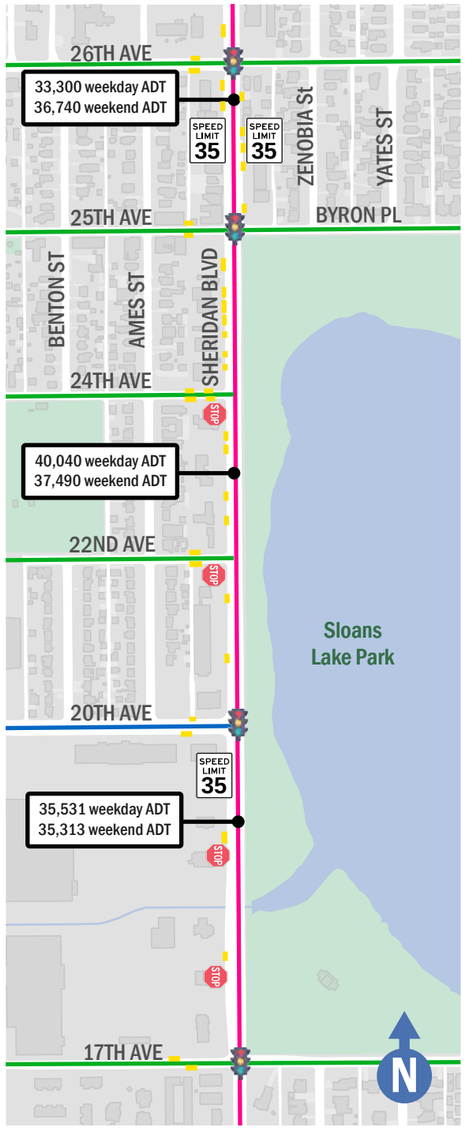
Table 5: Weekday (Tuesday) traffic speeds and volumes

Location on Sheridan	Northbound Speed (85th percentile)	Southbound Speed (85th percentile)	Average Daily Traffic (ADT)
South of 26th Ave	33 mph	34 mph	33,300
South of 24th Ave	33 mph	34 mph	40,040
South of 20th Ave	35 mph	34 mph	35,310

Table 6: Weekend (Saturday) traffic speeds and volumes

Location on Sheridan	Northbound Speed (85th percentile)	Southbound Speed (85th percentile)	Average Daily Traffic (ADT)
South of 26th Ave	33 mph	33 mph	36,740
South of 24th Ave	35 mph	35 mph	37,490
South of 20th Ave	35 mph	34 mph	35,530

Existing Driving Facilities Map



Driving Facilities

- Traffic Signal
- Stop Sign
- Speed Limit Sign
- Speed Limit 35 mph
- Speed Limit 30 mph
- Speed Limit 25 mph
- Driveway

Mobility Assessment

People Driving

Parking

Privately owned off-street parking is available for nearly all of the businesses in the Sheridan Boulevard study area. Notably, the Edgewater Marketplace that contains King Soopers and Target has several acres of parking between 20th and 17th Avenues. A small lot at the southwest corner of Sheridan Boulevard and 25th Avenue offers 26 spaces of free public parking managed by the City of Edgewater. Two of these spaces are reserved for people experiencing disabilities. The lot also contains nine spaces for exclusive use of the Doll Hospital. There is also a public parking lot in the northwest corner of Sloan's Lake Park by the intersection of Sheridan Boulevard and Byron Place managed by the City & County of Denver that contains 32 spots.

North of 25th Avenue, about 21 on-street parking spaces exist along the west side of Sheridan, an uncommon feature of a state highway. Adjacent businesses primarily rely on these spaces.

Off-street parking for businesses north of 20th Avenue

On-street parking north of 25th Avenue

Access

Primary vehicle access to businesses on Sheridan Boulevard is via driveways along Sheridan Boulevard. All of the blocks to the west of the study corridor contain alleyways or access roads between Sheridan Boulevard and Ames Street for internal connectivity. Sloan's Lake Park covers nearly the entire east side of the study corridor from 25th to 17th Avenues with no vehicle access points. North of 25th Avenue, the east side of the roadway contains several more driveway access points for commercial and residential uses.

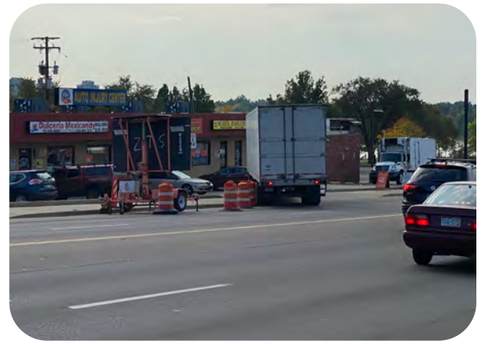
Driveway access north of 17th Avenue

Loading

Stakeholder and city staff feedback revealed that most deliveries occur in the alleys. However, delivery trucks and rideshare vehicles such as Ubers and Lyfts often utilize the auxiliary lane on the west side of Sheridan Boulevard between 25th and 17th Avenues to load.

Additionally, trucks have been observed parking in the two-way left-turn lane on Sheridan Boulevard. Trucks also utilize the driveways in front of the businesses which can create uncomfortable conflicts with pedestrians walking along the sidewalks.

Delivery truck stopped on Sheridan Boulevard



Delivery truck utilizing driveway north of 25th Avenue

Mobility Assessment

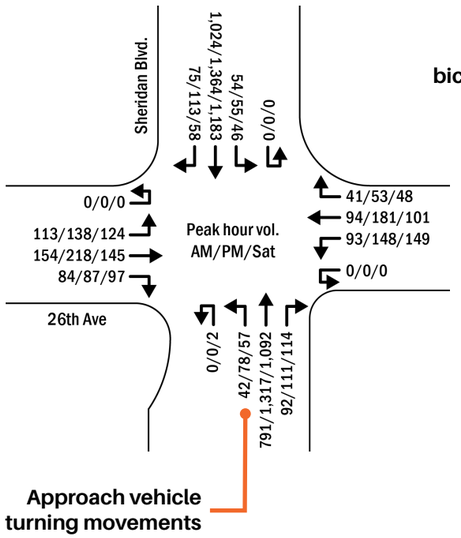
Turning Movement Counts

The following diagrams show the turning movements for vehicles, pedestrians, and bicyclists at the 6 intersections along Sheridan Boulevard. Data was collected in July 2021 on Tuesday AM and PM peak hours, as well as Saturday at noon. Pedestrian and bicyclist data was collected on the same Tuesday PM peak hour.

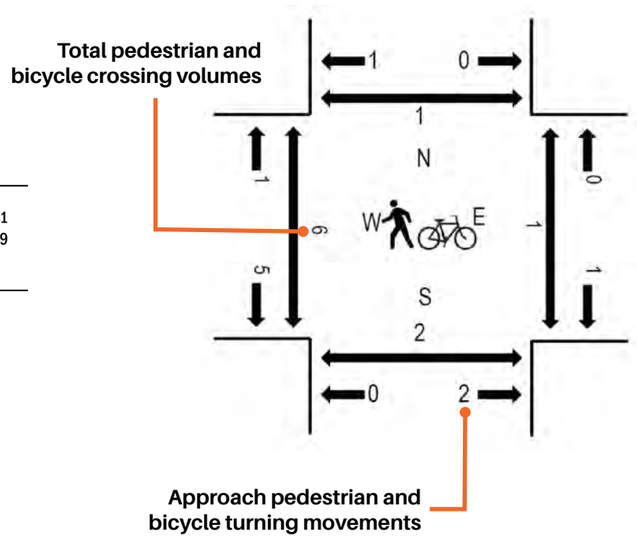
Although fewer pedestrians currently cross Sheridan Boulevard at 24th and 22nd Avenues compared to the signalized crossings along the corridor, there may be latent pedestrian demand at these intersections. Latent pedestrian demand refers to the idea that people may want to walk or cross in an area, but they choose not to do so because the current conditions are unsafe. Latent demand can be measured by observing adjacent land uses for specific activity generators such as transit stops, parks, trails, schools, and other areas where pedestrian activity may be anticipated. Based on this full existing conditions analysis, latent pedestrian demand most likely exists at the unsignalized intersections of 24th and 22nd Avenues.

LEGEND

Vehicles

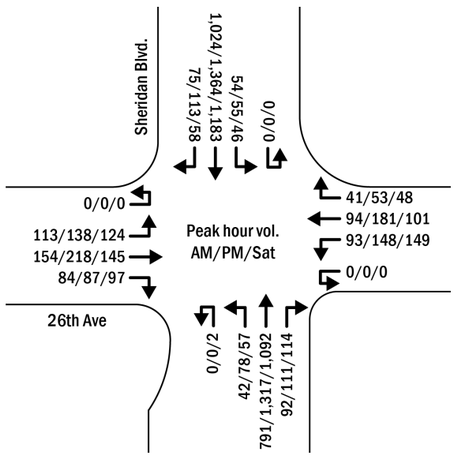


Pedestrians and Bicyclists

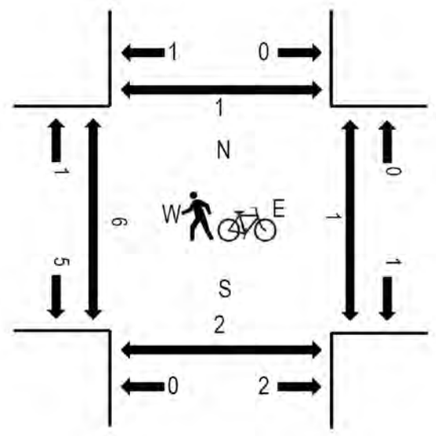


Sheridan Boulevard and 26th Avenue Turning Counts

Vehicles

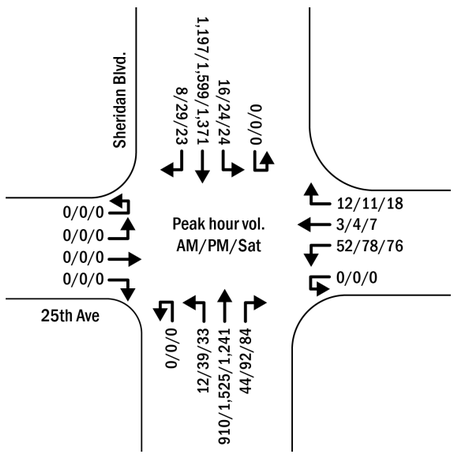


Pedestrians and Bicyclists

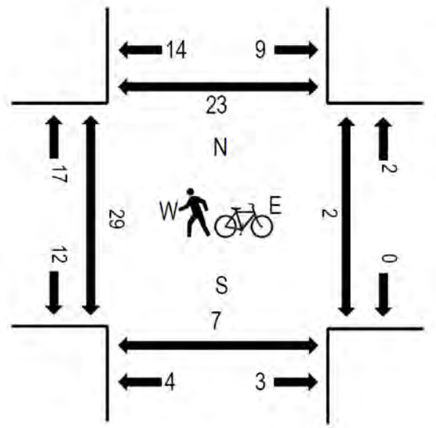


Sheridan Boulevard and 25th Avenue Turning Counts

Vehicles



Pedestrians and Bicyclists

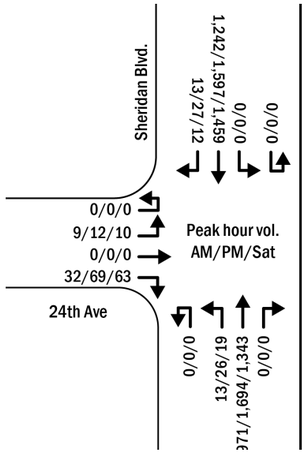


Mobility Assessment

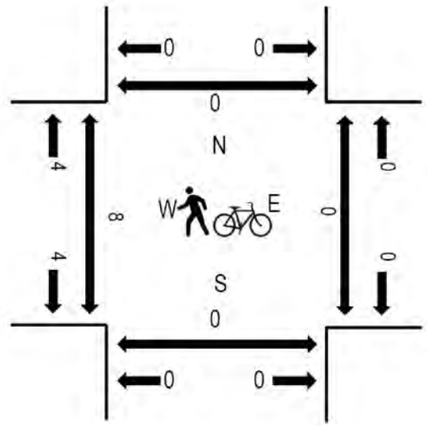
Turning Movement Counts

Sheridan Boulevard and 24th Avenue Turning Counts

Vehicles

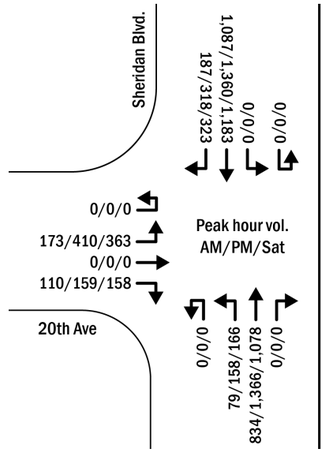


Pedestrians and Bicyclists

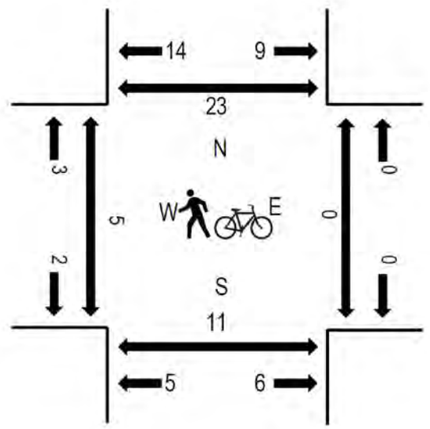


Sheridan Boulevard and 20th Avenue Turning Counts

Vehicles

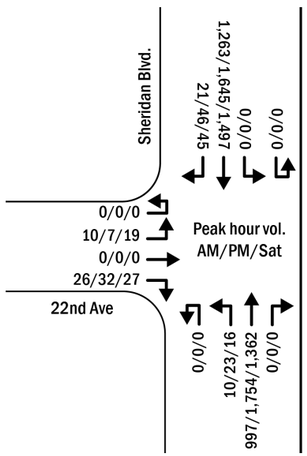


Pedestrians and Bicyclists

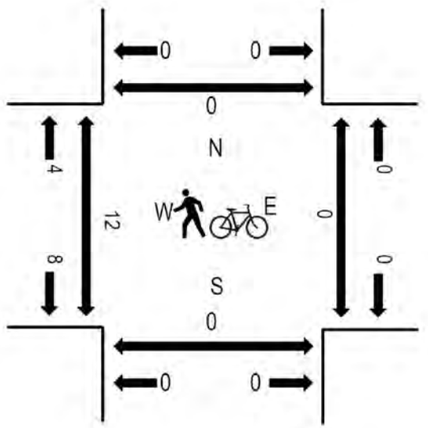


Sheridan Boulevard and 22nd Avenue Turning Counts

Vehicles

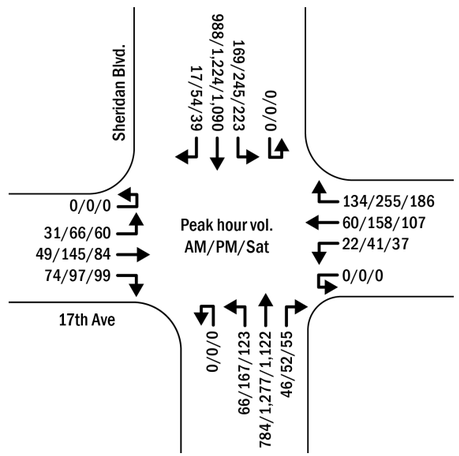


Pedestrians and Bicyclists

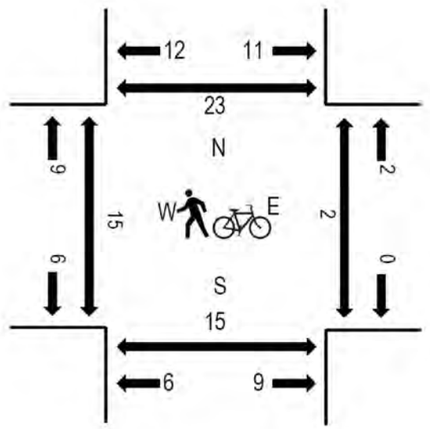


Sheridan Boulevard and 17th Avenue Turning Counts

Vehicles



Pedestrians and Bicyclists



Mobility Assessment

Traffic Operations Analysis

Summary

The project team conducted a traffic operations analysis for the Sheridan Boulevard study area using Synchro 11 software and signal plans from the City & County of Denver. Synchro 11 utilizes the Highway Capacity Manual, 6th Edition (HCM) methodology to assess the performance of signalized intersections. The following table outlines the data that was used to code the traffic model.

Table 6: Existing Conditions Synchro Assumptions

Data Category	Data Sources
Analysis Year	• Year 2021 (baseline existing conditions)
Time Periods	• Weekday AM peak hour • Weekday PM peak hour • Weekend mid-day peak hour
Turning Movement Counts	• Collected on Saturday, July 24, 2021 for weekend mid-day and Tuesday July 27, 2021 for weekday morning and afternoon peak hours
Signal Timing	• Signal plans from City & County of Denver
Roadway Speeds	• Sheridan Corridor- 85th Percentile Speed • Side streets- posted speed limits

Queues

The Highway Capacity Manual defines a Queue as: "A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue." The modeled 95th percentile vehicle queue length is used to estimate the extent of queued vehicles for an approach.

Synchro processes queue lengths in relation to the modeled geometric and traffic-related conditions of each movement. The '#' before the length indicates that the 95th percentile queue exceeds capacity and the actual queue may be longer. The 'm' before the length indicates that traffic in this queue is metered by an upstream traffic signal.

Level of Service (LOS)

The Highway Capacity Manual defines LOS for signalized and unsignalized intersections as a function of the average vehicle control delay. LOS may be calculated for an intersection, or per movement or per approach for any intersection configuration. Signalized and unsignalized intersection LOS differ in their delay thresholds and are expressed in the form of an uppercase or lowercase letter, respectively:

Table 7: Level of Service Delay Quantities

	Average Vehicle Control Delay (seconds)	
LOS	**Signalized Intersection**	**Data Sources**
A	≤10	≤10
B	10–20	10–15
C	20–35	15–25
C	35–55	25–35
E	55–80	35–50
F	>80	>50

Mobility Assessment

Traffic Operations Analysis

Existing Corridor Operations

The Sheridan Boulevard study area contains six intersections, four of which are signalized and two of which are stop-controlled. About1,000 vehicles travel along the corridor in the morning peak hour, with closer to 1,500 during the midday and evening peak hours.

To better understand traffic operations along the corridor, the project team conducted a traffic analysis using existing volume data and lane configurations. The analysis focused on the morning and evening peak hours. Summaries of the analysis for each intersection are on the following pages.

All intersections currently operate in overall stable conditions, despite some turning movements creating delays. A notable issue is the large portion of vehicles that turn from side streets onto Sheridan Boulevard. At 24th, 22nd, and 20th Avenues, eastbound vehicles cannot continue straight due to presence of Sloan's Lake Park. These streets often have inadequate storage for the turning vehicles, causing traffic on these streets to back up and block driveways as more green time is allocated to service the traffic on Sheridan. This balancing of time between directions is a trade off that must be made as east-west volumes increase relative to overall volume, as at Sheridan Boulevard and 17th Avenue.

20th Avenue signalized intersection

Traffic along Sheridan Avenue

25th Avenue Signalized Intersection

26th Avenue and Sheridan Boulevard

The intersection of 26th Avenue and Sheridan Boulevard is a four-way signalized intersection. The intersection experiences higher eastbound and westbound left-turn volumes than the existing turn lanes have room for, which creates delays on 26th Avenue. Stakeholder feedback also pointed to issues with the eastbound left turn lane backing up past the double yellow line, causing potential impacts to westbound traffic.

Table 9: 26th Avenue & Sheridan Boulevard LOS and Queue Length

	AM Peak Hour (7:45-8:45)				Weekend Mid-Day Peak Hour (12-1)				PM Peak Hour (4:45-5:45)			
Movement	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue
EBL	114	51	D	129	124	53	D	128	136	66	E	#169
EBT	153	67	E	193	145	62	E	168	209	62	E	241
EBR	88	5	A	20	97	5	A	20	92	4	A	19
WBL	101	51	D	116	149	62	E	151	146	63	E	#174
WBTR	136	66	E	175	149	67	E	173	231	75	E	#295
NBL	40	6	A	10	57	9	A	28	90	36	D	m76
NBTR	883	15	B	299	1,206	15	B	206	1,447	17	B	397
SBL	56	9	A	35	46	9	A	28	58	15	B	34
SBTR	1,065	18	B	402	1,241	18	B	1241	1,495	27	C	617
TOTAL		**24**	**C**			**24**	**C**	**209**		**30**	**C**	

Movement Abbreviations

EB = eastbound
WB = westbound
NB = northbound
SB = southbound

+

L = left turn lane
T = through lane
R = right turn lane

Mobility Assessment

Traffic Operations Analysis

25th Avenue and Sheridan Boulevard

The intersection of 25th Avenue and Sheridan Boulevard is a four-way signalized intersection. Westbound left-turning volumes pose issues during the mid-day and evening peaks, where a larger portion of green time is dedicated to Sheridan Boulevard. Notably, this intersection features a 4-second east-west Leading Pedestrian Interval (LPI) phase. Stakeholder feedback indicated that pedestrians often run across Sheridan Boulevard here.

Table 10: 25th Avenue & Sheridan Boulevard LOS and Queue Length

	AM Peak Hour (7:45-8:45)				Weekend Mid-Day Peak Hour (12-1)				PM Peak Hour (4:45-5:45)			
Movement	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue
WBLTR	67	19	B	36	101	46	D	115	93	47	D	111
NBL	12	7	A	m7	33	5	A	m13	39	9	A	m21
NBTR	954	5	A	154	1,325	4	A	m146	1617	8	A	m273
SBL	16	5	A	m6	24	3	A	m3	24	3	A	m3
SBTR	1,205	10	A	#556	1,394	2	A	72	1,588	3	A	87
TOTAL		**8**	**A**			**5**	**A**			**6**	**A**	

Movement Abbreviations

EB = eastbound
WB = westbound
NB = northbound
SB = southbound

+

L = left turn lane
T = through lane
R = right turn lane

24th Avenue and Sheridan Boulevard

The intersection of 24th Avenue and Sheridan Boulevard is a three-way uncontrolled intersection, meaning there is only one stop sign and no traffic signal. There is also no eastern leg due to the presence of Sloan's Lake Park. Gaps in north-south Sheridan Boulevard traffic for eastbound vehicles are occasionally difficult to come by in the evening, but with such low turning volumes, the intersection remains stable throughout the day.

Table 11: 24th Avenue & Sheridan Boulevard LOS and Queue Length

	AM Peak Hour (7:45-8:45)				Weekend Mid-Day Peak Hour (12-1)				PM Peak Hour (4:45-5:45)			
Movement	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue
EBLR	40	11	B	6	66	14	B	14	81	16	C	20
NBL	15	12	B	2	20	14	B	4	26	15	C	6
NBT	967	0	A	0	1,358	0	A	0	1,694	0	A	0
SBT	1,238	0	A	0	1,434	0	A	0	1,597	0	A	0
SBR	15	0	A	0	20	0	A	0	27	0	A	0
TOTAL		**0**	**A**			**0**	**A**			**1**	**A**	

Movement Abbreviations

EB = eastbound
WB = westbound
NB = northbound
SB = southbound

+

L = left turn lane
T = through lane
R = right turn lane

Mobility Assessment

Traffic Operations Analysis

22nd Avenue and Sheridan Boulevard

The intersection of 22nd Avenue and Sheridan Boulevard is a three-way uncontrolled intersection, meaning there is only one stop sign and no traffic signal. There is also no eastern leg due to the presence of Sloan's Lake Park. Gaps in Sheridan Boulevard traffic for eastbound vehicles are occasionally difficult to come by in the evening, but with such low turning volumes, the intersection remains stable throughout the day.

Table 12: 25th Avenue & Sheridan Boulevard LOS and Queue Length

	AM Peak Hour (7:45-8:45)				Weekend Mid-Day Peak Hour (12-1)				PM Peak Hour (4:45-5:45)			
Movement	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue
EBLR	36	14	B	7	43	19	C	14	39	16	C	10
NBL	10	12	B	2	15	14	B	3	23	17	C	6
NBT	997	0	A	0	1,388	0	A	0	1,754	0	A	0
SBT	1,263	0	A	0	1,482	0	A	0	1,645	0	A	0
SBR	21	0	A	0	33	0	A	0	46	0	A	0
TOTAL		**8**	**A**				**A**				**A**	

Movement Abbreviations

EB = eastbound
WB = westbound
NB = northbound
SB = southbound

+

L = left turn lane
T = through lane
R = right turn lane

20th Avenue and Sheridan Boulevard

The intersection of 20th Avenue and Sheridan Boulevard is a three-way signalized intersection with no eastern leg due to the presence of Sloan's Lake Park. The signal cycle features an exclusive east-west pedestrian phase. Large eastbound left-turning traffic volumes, combined with the east-west pedestrian walk phase, strain the intersection's west leg despite there being two eastbound left-turn lanes. All other movements remain stable.

Table 13: 20th Avenue and Sheridan Boulevard LOS and Queue Length

	AM Peak Hour (7:45-8:45)				Weekend Mid-Day Peak Hour (12-1)				PM Peak Hour (4:45-5:45)			
Movement	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue
EBL	173	57	E	96	363	147	F	180	410	158	F	206
EBR	110	28	C	91	158	34	C	126	159	14	B	58
NBL	79	3	A	15	166	9	A	48	158	11	B	m47
NBT	834	2	A	56	1078	4	A	152	1366	4	A	221
SBT	1087	9	A	524	1183	5	A	139	1360	5	A	152
SBR	187	4	A	76	323	1	A	1	318	1	A	10
TOTAL		**10**	**A**			**21**	**C**			**22**	**C**	

Movement Abbreviations

EB = eastbound
WB = westbound
NB = northbound
SB = southbound

+

L = left turn lane
T = through lane
R = right turn lane

Mobility Assessment

Traffic Operations Analysis

17th Avenue and Sheridan Boulevard

The intersection of 17th Avenue and Sheridan Boulevard is a four-way signalized intersection. The amount of east-west traffic the intersection serves increases in the mid-day and evening peak hours. Without protected eastbound or westbound left turns, delay increases.

Table 14: 17th Avenue and Sheridan Boulevard LOS and Queue Length

	AM Peak Hour (7:45-8:45)				Weekend Mid-Day Peak Hour (12-1)				PM Peak Hour (4:45-5:45)			
Movement	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue	Volume	Delay(s)	LOS	95% Queue
EBL	31	19	B	21	60	54	D	81	57	52	D	82
EBTR	123	11	B	40	183	54	D	170	244	66	E	256
WBL	22	18	B	17	37	59	E	59	31	58	E	55
WBT	60	20	B	34	107	53	D	124	164	53	D	186
WBR	134	5	A	22	186	12	B	62	268	40	D	203
NBL	66	12	B	#38	123	7	A	47	136	13	B	53
NBTR	830	16	B	#275	1177	12	B	343	1346	19	B	486
SBL	169	19	B	#194	223	20	C	141	240	47	D	#213
SBT	988	14	B	#622	1090	7	A	135	1232	10	A	201
SBR	17	0	A	m0	39	0	A	m1	50	1	A	m6
TOTAL		**14**	**B**			**15**	**B**			**24**	**C**	

See previous pages for movement abbreviations key.

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Safety Assessment

Crash Analysis

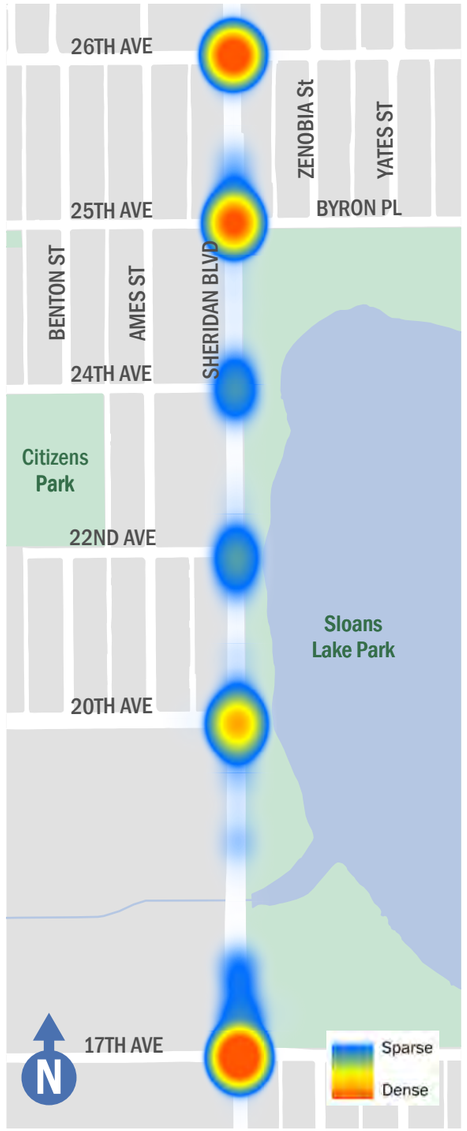
Analysis Tools & Methodology

Analysis of corridor crash data was performed using DiExSys Vision Zero Suite (VZS). VZS provides predictive, diagnostic, and analysis tools which reveal the nature and magnitude of the safety problems on the network, segment, and intersection levels. Its algorithms automatically correct for the regression to the mean bias using the empirical Bayes method.

VZS analysis for this study was performed using a five-year study period, incorporating crash data from years 2015 through 2019. Crash events that were reported as 'intersection related' and geocoded within 100 feet of the intersection on the major approach at study intersections were considered. The goal of this analysis is to screen the study corridor using a data-driven method to identify crash trends that can be targeted for mitigation. Crash frequency and severity, as well as notable crash trends, are summarized for the full study corridor and each intersection on the following pages.

As shown in the crash heat map, crash events are mainly concentrated around the intersections. The crash clusters extend north of 17th Avenue, south of 20th Avenue, and north of 25th Avenue- possibly due to increased turning traffic due to the commercial access at those locations.

Crash Heat Map (2015-2019)



26th Avenue and Sheridan Boulevard

Despite the density of crashes at 26th Avenue, there are **fewer** crashes than would be expected given the existing volumes, speeds, and roadway configurations, according to the DiExSys evaluation. There was a disproportionate share of broadside (22%) and approach turn (26%) compared to the statewide average for similar facility types (10% and 16%, respectively). All reported approach turn crashes in the study period occurred between the hours of 2:00 PM and 10:00 PM.

25th Avenue and Sheridan Boulevard

Crash frequency and severity were **higher** than expected for the study period; however, the roadway geometry recently changed to westbound one-way on the west leg, which likely has moderated some of the observed crash characteristics.

24th Avenue and Sheridan Boulevard

Crash frequency and severity were **lower** than expected for the study period. Three of the seven reported crashes at the intersection were sideswipe crashes with vehicles traveling in the same direction.

22nd Avenue and Sheridan Boulevard

Crash frequency and severity were **lower** than expected for the study period.

20th Avenue and Sheridan Boulevard

Crash frequency and severity were **lower** than expected for the study period. Despite this, there was a disproportionate share of broadside (24 percent) and approach turn (28 percent) compared to the statewide average for similar facility types (10 and 16 percent, respectively).

17th Avenue and Sheridan Boulevard

Crash frequency and severity were **higher** than expected for the study period. There was a disproportionate share of broadside (24 percent) and approach turn (26 percent) compared to the statewide average for similar facility types (10 and 16 percent, respectively). Fourteen of the sixteen total approach turn crashes involved a northbound or southbound vehicle at-fault. Additionally, all but one reported approach turn crashes in the study period occurred between the hours of 3:00 PM and 10:00 PM.

Safety Assessment

Crash Analysis

Corridor Analysis Tools and Methodology

A combination of VZS analytics and manual review of crash data provided by CDOT was used. For the purposes of analysis, the study corridor was defined as between 17th and 26th Avenues (mile posts 6.24 and 7.1). Similarly to the intersection analysis, review of the corridor was performed with the goal of identifying larger trends for mitigation. Unlike the intersection portion of the analysis, however, the trends being examined largely apply to the full corridor and are intended to identify prevailing issues and locations for further study. The same five-year study period, from 2015 through 2019, was used.

Corridor Snapshot

- **36** crashes resulted in injury or fatality.
- The majority of crashes resulting in injury or fatality were **rear-end crashes**.
- **Five** pedestrian mid-block crashes resulted in injury or fatality.
- Crashes are concentrated around intersections. The clusters extend north of 17th Avenue, south of 20th Avenue, and north of 25th Avenue, possibly due to increased turning traffic due to the commercial access at those locations.

Crash Types

Rear-End
A crash type that involves two vehicles in a position of one behind the other and collide, regardless of what movements(s) either vehicle was in the process of making with the exception of one or both vehicles backing

Sideswipe (same direction)
A crash type that involves two vehicles moving alongside each other and collide, with at least one of the vehicles being struck on the side

Sideswipe (opposite direction)
A crash type that involves two vehicles approaching opposite directions and intending to continue in opposite directions collide in a sideswiping manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway

Approach Turn
A crash type that involves two vehicles in the opposite direction, one turns into the path of the other

Broadside
A crash type that involves two vehicle approaching from non-opposing angular directions (i.e. T-bone)

Pedestrian
A crash type involving any person who is not an occupant of a vehicle or bicycle

Parked Motor Vehicle
A crash type in which a vehicle in motion collides with a parked motor vehicle whether occupied or not

Bicycle
A crash type involving any person who is on a vehicle upon which a person may ride and which is propelled by human power applied to pedals

Figure 1 shows the number of all reported crashes in the corridor, separated by crash type, per CDOT data. Rear-end crashes make up the plurality of crashes in the corridor, followed by a grouping of same-direction sideswipe, approach turn, and broadside crashes. Within the study period, 383 crashes were reported within the corridor.

Figure 1: All crashes by crash type

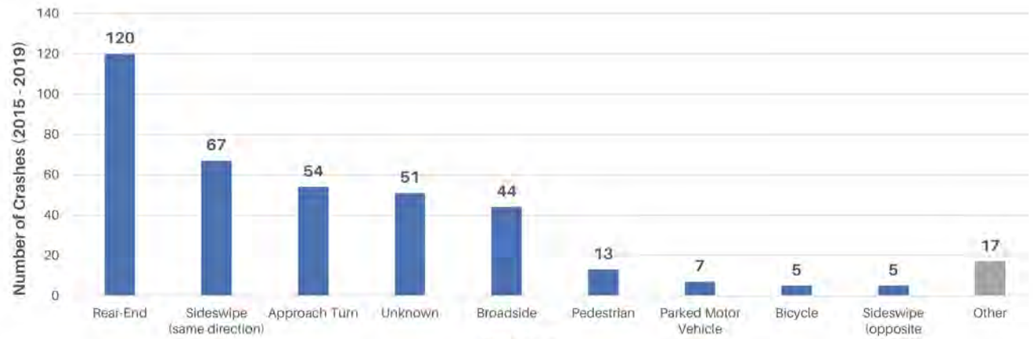
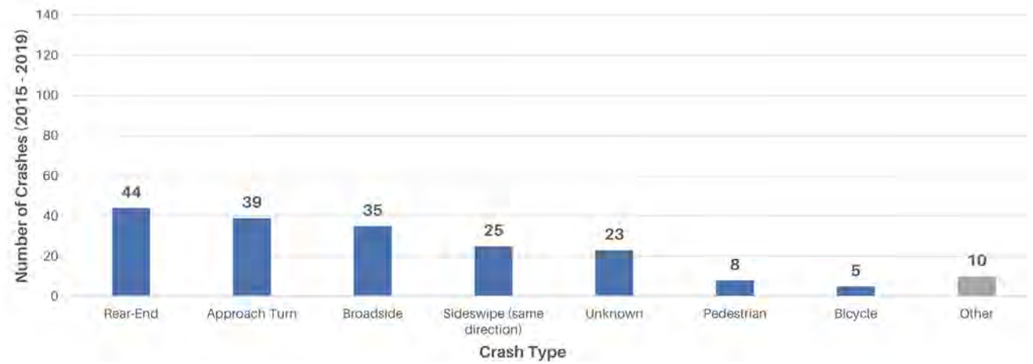


Figure 2 shows the same crashes but only considering those at intersections. The share of crashes that are rear-end crashes are reduced, and crashes that result from turn conflicts such as approach turn and broadside make up a larger part of the crash profile. Of the 383 total reported crashes, 189 were at an intersection or intersection-related.

Figure 2: Intersection and intersection-related crashes by crash type



Safety Assessment

Crash Analysis

Figure 3 shows all crashes that occurred within the study corridor, excluding intersection crashes. This further illustrates the trend of rear-end and sideswipe crashes making up a large part of total crashes outside of the intersections. Of the 383 total crashes, 194 of them were segment crashes. The performance of the auxiliary lanes on the southbound side of Sheridan Boulevard was a preliminary concern of the project team. Weaving to and from the lanes at high speeds was a potential issue that warranted examination of crash data.

Figure 3: Non-intersection crashes by crash type

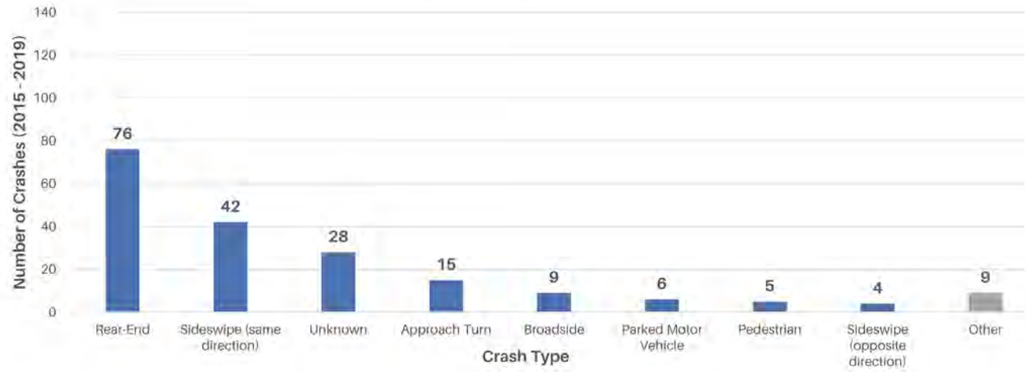


Figure 4 shows the predominant crash types throughout the corridor, separated by their respective injury classifications. The results from this analysis align with typical trends; sideswipe and rear-end crashes typically result in lower injury levels than bicycle, pedestrian, or angle (approach turn and broadside) crashes. Notably, the proximity of Sloan's Lake Park likely makes bicycle and pedestrian crossing movements more common than at roadways with a similar functional class.

Figure 4: Crashes by injury level

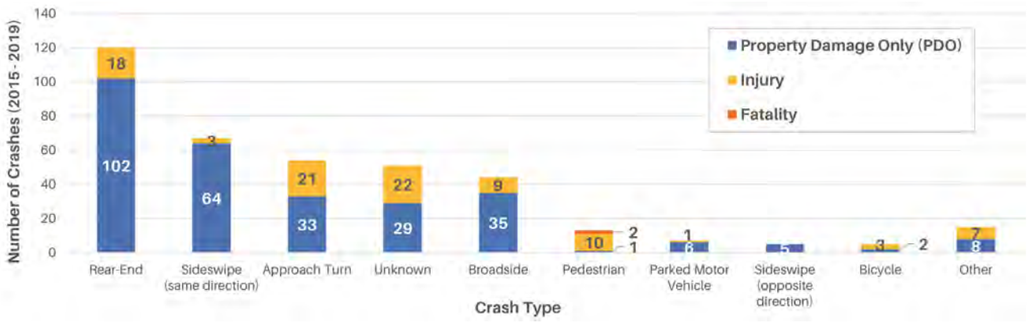


Figure 5 displays the crash numbers by reported mile post. The corridor is displayed with the 17th Avenue intersection at the left end, running north left-to-right and ending after the 26th Avenue intersection at the right end. Sideswipe and rear-end crashes were identified as byproducts of weaving in the auxiliary lanes. Upon mapping the crashes, it is evident there are not exceptionally large totals between the intersections in the middle of the corridor that would indicate unsafe operations in the auxiliary lanes.

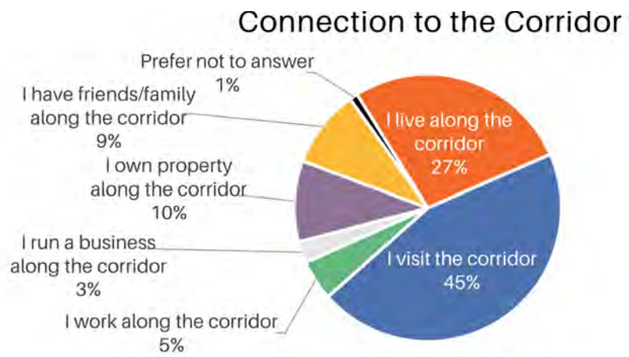
Figure 5: Rear-end and sideswipe crashes by street

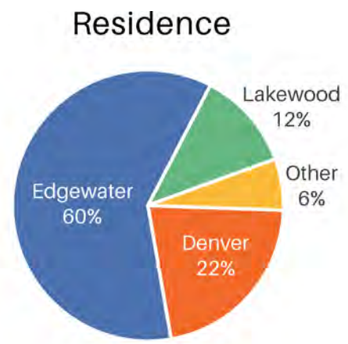
Needs Assessment

Community Input

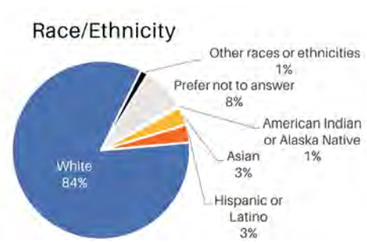
Community members were asked to provide feedback about Sheridan Boulevard through an interactive map program called Social Pinpoint from August 27, 2021 to September 29, 2021. Over this time period, the site had 1,305 total visits, 440 unique users, and collected 355 comments on the map. In addition to the map feedback, 212 users responded to the survey, which was offered in English and Spanish, and asked questions to learn about respondents.

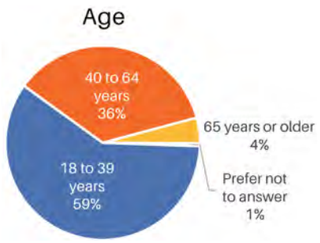
The charts below detail participants' survey responses about their connection to the corridor, where they live, their age, gender, and race/ethnicity. Of the 212 survey respondents, the majority either live along the corridor or visit the corridor. 60% of respondents live in Edgewater and 34% live in either Denver or Lakewood, which is likely due to Sheridan's proximity to both cities.

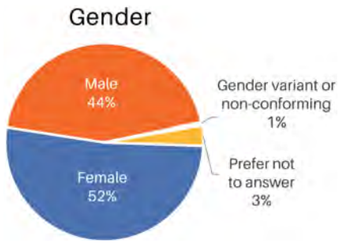




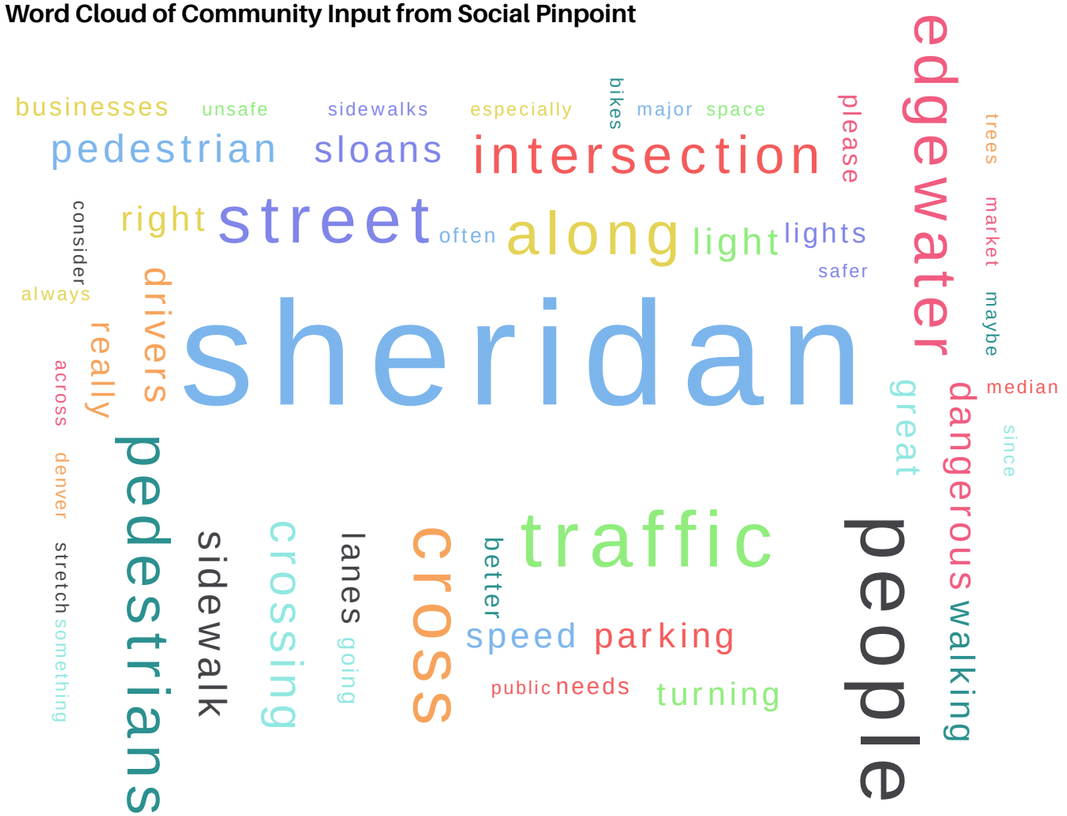
The majority of respondents were white and between the ages of 18 to 39, but a considerable percentage of respondents were 40 to 64 years old. The split between respondents that identify as male and female was almost exactly even.







Word Cloud of Community Input from Social Pinpoint

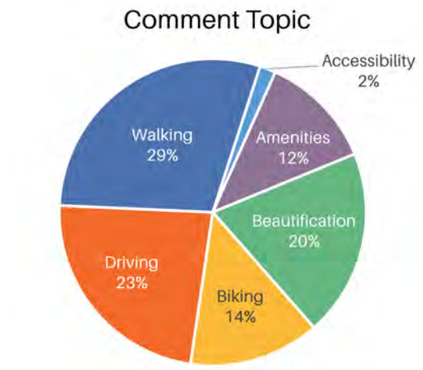


Needs Assessment

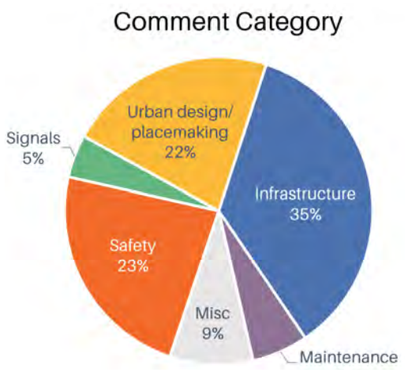
Community Input

Sheridan Boulevard
Multimodal Corridor Plan
Sheridan Blvd between W 17th Ave and W 26th Ave

Community members were asked to provide feedback by selecting a topic and placing their pin on the map to make a comment or suggestion. A variety of topics were discussed, with driving, walking, and beautification being the top three.



These comments were then categorized further to highlight which aspects of the boulevard they were addressing. Infrastructure was the most discussed category, with safety and urban design/placemaking also highly commented on.



26th Avenue

Lack of safe bike infrastructure
- Desire for bike facilities in all directions

Lack of safe walking infrastructure
- Sidewalks are too narrow
- Cars rush by too fast to be comfortable
- Not ADA compliant

Perception of many crashes at this intersection

25th Avenue

Excitement and support of the 25th Ave placemaking project

Support for bike infrastructure
- Desire to build upon existing bike facilities
- 25th/Byron is a major bike connection

Desire to prioritize people walking and biking
- Traffic calming measures and increased visibility needed to prevent more crashes

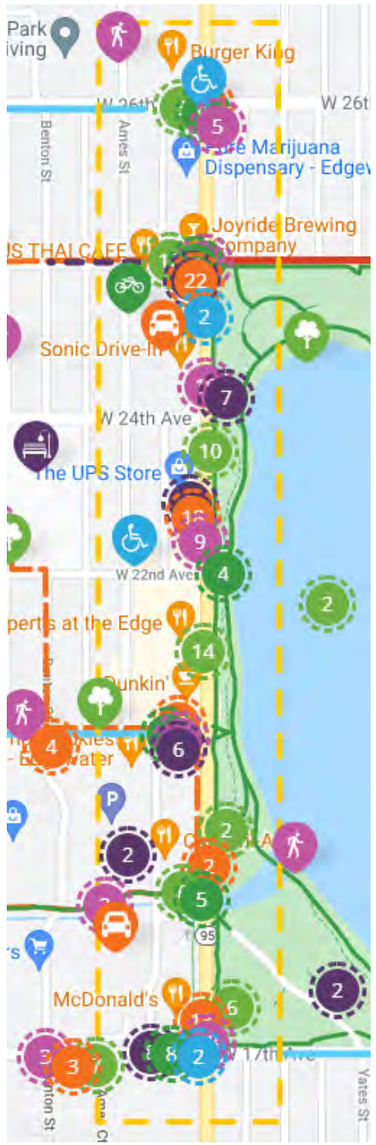
24th Avenue

Lack of pedestrian crossing locations and amenities
- Desire for better lighting
- Desire for pedestrian crossing or safe walkways
- Too many driveways and curb cuts on west side of corridor making walking unpleasant

Safety concerns due to speeding cars
- Traffic calming desired

Desire for more placemaking
- Utilize businesses on west side of corridor

Social Pinpoint Map



22nd Avenue

Lack of pedestrian crossing locations and amenities
- Desire for better lighting
- Desire for pedestrian crossing or safe walkways

Safety concerns due to speeding cars
- Traffic calming desired

Desire for more placemaking
- Edgewater does not feel like it is “close to the water” due to Sheridan
- Desire for more landscaping and beautification

20th Avenue

Lack of pedestrian crossing locations and amenities
- Desire for pedestrian bridges or safe walkways
- More incorporation of Edgewater Loop Trail

Safety concerns due to cars speeding and running red lights
- Traffic calming and buffer trees desired
- Many near-misses of people walking and biking perceived

Desire for more placemaking
- Edgewater Public Market provides an opportunity to be an enjoyable destination to get to

17th Avenue

Lack of pedestrian and bike facilities
- Desire for pedestrian enhanced crossing (tunnel or bridge)
- Desire for more connected bike lanes

Safety concerns
- Traffic calming and signal timing adjustments desired
- Maintenance needed in many spots

Desire for more placemaking
- Opportunities for beautification and activity near Sloan’s Lake Park

Needs Assessment

Summary

The following maps call out areas of opportunity and gaps along Sheridan Boulevard. Each section highlights specific areas where improvements could be made and identifies recommendations to be considered.

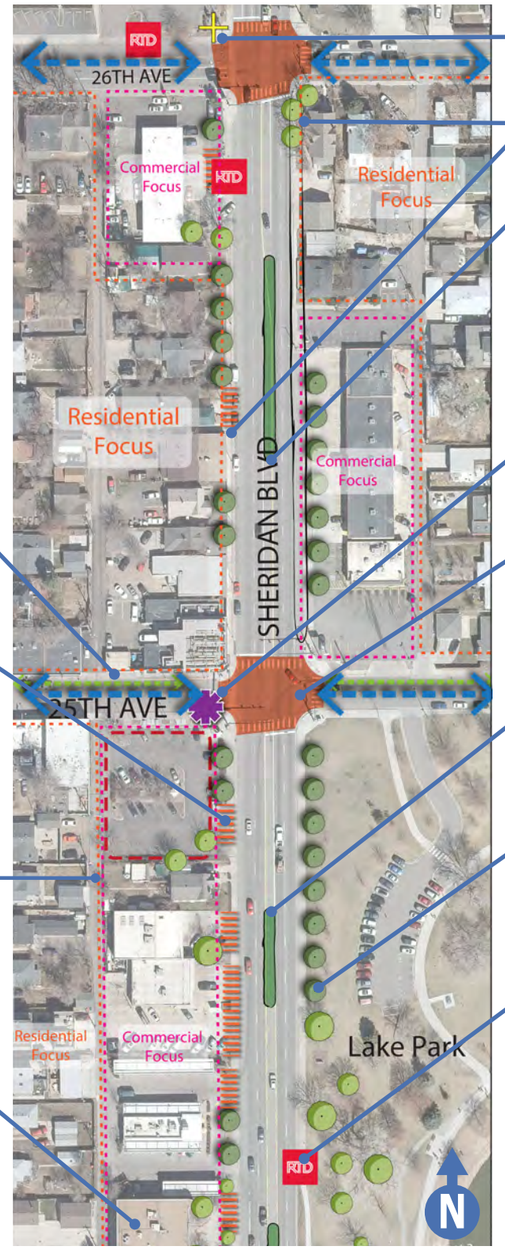
26th - 24th Avenues

Despite the parallel parking between 26th Avenue and 25th Avenue on the west side of the street, the constrained nature of the northern section has restricted the addition of many public realm amenities or corridor beautification, except the consistent pedestrian streetlights, which are located on the street edge.

When forming recommendations, consider:

- Edgewater or Sheridan Boulevard Branding Opportunity
- Improve Sidewalk Conditions
- Existing Edgewater Gateway Sign to Remain
- Build Off of Proposed 25th Avenue Streetscape Improvements
- Long-term Redevelopment Opportunity (If Parking Needs Are Met Elsewhere on 25th)
- Primary Adaptive Reuse / Redevelopment Opportunity

Needs Assessment Map - 26th - 24th



Build off of proposed 25th Avenue streetscape improvements

Improve ADA accessibility at driveways and intersections

Investigate alley operations and functionality to improve circulation for all modes of travel (vehicles, deliveries, pedestrians, and bicyclists

Primary adaptive reuse/ redevelopment opportunity

Edgewater or Sheridan Boulevard branding opportunity

Improve sidewalk conditions for people walking

Consider median opportunities where feasible and supported by data

Existing Edgewater gateway sign to remain

Consider intersection improvements to reduce crossing distance and exposure time for vulnerable users

Consider median opportunities where feasible and supported by data

Plant trees in amenity zone between sidewalk and street

Improve transit stop amenities and comfort

Needs Assessment

24th - 20th Avenue

The central section of the corridor suffers from an excessive number of driveways and as result, is fragmented in nature. While there are many vegetation buffers throughout, they separate the pedestrian from the existing businesses rather than the continuous right turn lane. On the Sloan's Lake Park side of the roadway a tree lawn exists, but street trees are inconsistently planted.

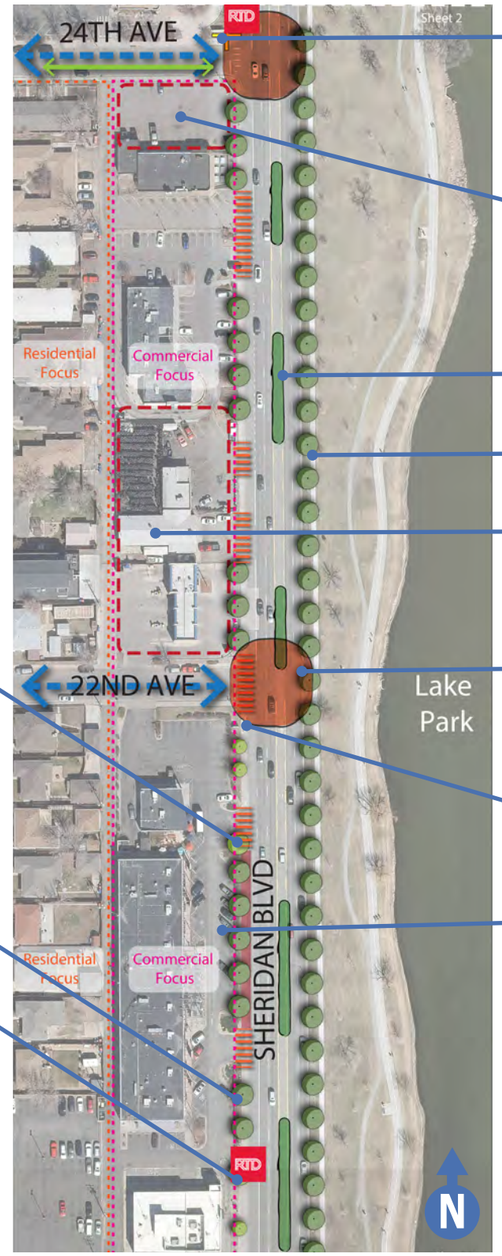
When forming recommendations, consider:

- Neighborhood Focused Gateway Opportunity
- Explore Parking Reconfiguration to Allow for Outdoor Gathering / Dining
- Long-Term Redevelopment Opportunity, Pending Existing Use Viability
- Explore Enhanced Paving & Amenities at Existing Gathering Spaces

Legend

- Intersection Improvements (Improve Crossing Safety, Geometry & Timing)
- Driveway Crossing Improvements
- Existing Gateway Sign
- Proposed Wayfinding Location
- Bus Stop - Improve User Comfort
- Existing Trees to Remain
- Expand Street Tree Canopy
- Bike Lane Connection
- Improve Neighborhood Bike & Pedestrian Connections
- Evaluate Median Opportunities

Needs Assessment Map - 24th - 20th



Neighborhood-focused gateway opportunity

Explore parking reconfiguration for outdoor gathering/dining

Consider median opportunities where feasible and supported by data

Plant trees in amenity zone between sidewalk and street

Long-term redevelopment opportunity, pending existing use viability

Consider intersection improvements to reduce crossing distance and exposure time for vulnerable users

Evaluate HAWK signal & crossing location between 22nd & 24th
(650 ft to Nearest Designated Crossing)

Explore enhanced paving & amenities at existing gathering spaces

Improve ADA accessibility at driveways and intersections

Improve sidewalk conditions for people walking

Improve transit stop amenities and comfort

Needs Assessment

20th - 17th Avenue

The southern section of the corridor benefits from a detached sidewalk and partial vertical separation with consistent streetlights and street trees providing a few uniform elements throughout.

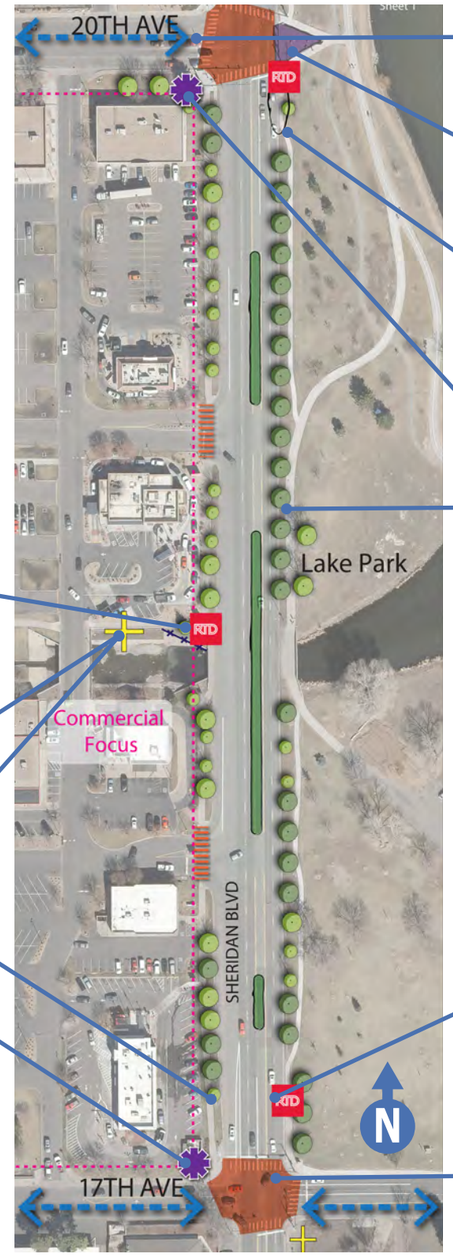
When forming recommendations, consider:

- Gateway Plaza Opportunity
- New Community Entry Signage with Neighborhood Focused Wayfinding Opportunity
- Recommend Sidewalk Improvements at Attached Walk
- Add Guardrail at Top of Drainage Structure
- Explore Large Commercial Wayfinding Opportunity and Attached Gathering Space
- Sloan's Lake Corridor Segment/ Neighborhood Branding Opportunity

Legend

- Intersection Improvements (Improve Crossing Safety, Geometry & Timing)
- Driveway Crossing Improvements
- Existing Gateway Sign
- Proposed Wayfinding Location
- Bus Stop - Improve User Comfort
- Existing Trees to Remain
- Expand Street Tree Canopy
- Bike Lane Connection
- Improve Neighborhood Bike & Pedestrian Connections
- Evaluate Median Opportunities

Needs Assessment Map - 20th - 17th



Opportunity for community entry signage with neighborhood focused wayfinding

Gateway plaza opportunity

Recommend sidewalk improvements at attached walk

Existing Edgewater gateway sign to remain

Plant trees in amenity zone between sidewalk and street

Add guardrail at top of drainage structure, a grade-separated connection to Sloan's Lake Park, and beautification elements

Explore large commercial wayfinding opportunity

Create attached gathering space

Improve sidewalk conditions for people walking

Existing Edgewater gateway sign to remain

Improve transit stop amenities and comfort

Consider intersection improvements to reduce crossing distance and exposure time for vulnerable users