Sheridan Transit Ride-Along Notes

February 18, 2025

Biggest overall issue: challenges with passengers not paying, getting into confrontations with the driver, not speaking English, and not understanding passes.

Biggest safety issue for riders: SB at W 38th Avenue, it's hard to see pedestrians given the hill. Could we move the stop to be more visible?

General Notes

- South of W 2nd Avenue, the road is too narrow. Bus drivers must hang over into the other lane. This is very challenging for new drivers, who will see cars or trucks in that lane and out of concern, swerve to the edge and hit the curb.
- Traffic is worse at AM and PM rush hour and bad in both directions, north and south.
- Route 51 has seen an uptick in riders post-COVID.
- Biggest stops/transfers:
    - North of W 46th Avenue / I-76 industrial areas.
    - W Colfax Avenue.
    - Other major crossing routes (44, 38, and 20).
    - School south of W Alameda Avenue (mostly for the southern half of the route).
- Detour at W 48th Avenue to Harlan Street:
    - Takes a good bit of time but connects riders to Walmart and provides better pedestrian access.
    - Avoids a lack of sidewalks around Lakeside.
    - Strongly supported by Wheat Ridge historically.
- W 44th Avenue to W 38th Avenue: the road and sidewalks are so narrow that there is no way to deploy an ADA ramp and must rely on riders needing the ramp knowing where to go.

- The Edgewater section is much wider and better for drivers.
    - The stop at W 20th Avenue is in the right turn lane, which makes getting back into traffic difficult. This is likely being addressed through the Edgewater/CDOT project.
- Southbound just south of W Alameda Avenue, there is a light pole leaning into the street.
- Southbound at 6th Avenue, just north of the highway, there is a stop in a right turn lane / on ramp.
- South of 6th Avenue is very narrow (especially south of W 2nd Avenue), with very poor pavement. Half-concrete makes driving uneven.
- Very long distances between crossings south of W Alameda Avenue, including some bus stops without a nearby signalized crossing.