



Thornton Transportation and Mobility Master Plan (TMMP)

Responses to May 20, 2021 Community Meeting Questions

Question	Response
On the themes, I do not see electric vehicles and charging stations?	Electric vehicles are part of a broader theme of incorporating technology and future trends, which will be identified in the TMMP.
What is your plan for E 88 th Avenue? The traffic on this street is atrocious and very dangerous.	The cross section depicting the number and type of lanes on 88 th Avenue will be determined as part of this planning effort. Scenario A proposes a 6-lane roadway and Scenario B proposes a 2-lane roadway with a protected bike lane. The final cross section could be either of those or something in-between, depending on the preferred scenario that is selected.
Can we get the orange sticks that are along bike lanes in busier areas like in Denver near the 16th Street Mall?	We are considering protected bike lanes on certain corridors, with vertical separation between people biking and people driving. Recommendation of protected bike lanes will be dependent on the preferred scenario.
Could bike lanes be used for electric scooters and bikes?	Bike lanes can be used by people riding electric scooters and electric bikes.
Can we get a wall along I-25 from 92 nd Avenue to 84 th Avenue to stop the traffic noise?	The Colorado Department of Transportation (CDOT) has 30% plans on I-25 from US 36 to 104 th Avenue that widens shoulders and enhances transit stations. CDOT is currently undergoing an environmental assessment to determine if areas of the corridor meet Federal requirements for a sound wall. Post Meeting: CDOT's consultant indicated they were not sure that this area meets the sound requirements as they used a travel model that became outdated in

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	2021. City staff is considering a sound study to include in the 2022 budget.
Are there plans for a light at the intersection of Holly Street and SH 7?	CDOT has acquired Highway Safety Improvement funds for safety improvements including a traffic signal and capacity improvements at the intersection of Holly Street and SH 7. The project is still a few years away from implementation. Post Meeting: CDOT indicated that the traffic signal and turn lane improvements may be constructed in 2023.
What is the estimated cost for each scenario?	During development of the preferred scenario, costs will be determined for 2030, 2050, and full build-out. The TMMP will not be a fiscally constrained plan, because the Capital Improvement Plan (CIP) is fiscally constrained. The CIP will be informed by the TMMP and the identified prioritization tiers.
Please update us about infrastructure at the Commuter Rail Station on 124 th Avenue and Claude Court.	The traffic signal at 124 th Avenue and Claude Court is currently being constructed and will be activated in June. The signal will also provide a protected pedestrian crossing north-south. The volume of the train bells will be lowered and timing shortened. Post Meeting: RTD completed lowering the train bell volume and shortened the duration of the bells to start 35 seconds before the train arrives and to end 35 seconds after the train arrives. Before the bells rang continuously as long as a train was stopped at the station.
I am concerned with all the new construction on Irma Drive and 120th Avenue and west of the Commuter Rail Station.	Irma Drive currently is not going to be extended but if Northglenn decides to extend Irma Drive north, the alignment will work with the Thornton road system.
Can we discuss McKay Road? It needs to be widened.	McKay Road was designed to potentially be widened to 6 lanes from 104 th Avenue to 112 th Avenue. The City has obtained cost estimates for the widening in the past, but it remains unfunded. McKay Road was recently classified as a Principal Arterial by the Denver Regional Council of Governments (DRCOG),

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	<p>which now makes it eligible for Federal grant funding.</p> <p>Designs for 104th Avenue to be widened to 4 lanes from Colorado Boulevard to US 85 are being completed. This will allow improvements at the intersection of McKay Road and 104th Avenue.</p>
<p>Will you be sharing the materials from this meeting on the city website?</p>	<p>Yes, this material is now on the website.</p>
<p>Who makes the final plan decision?</p>	<p>This plan will be presented to City Council for consideration and final decision on approval.</p>
<p>Was 136th Avenue to Hwy 85 in one of the plans and, if so, what is the timeframe this might get completed?</p>	<p>The city does not currently have a projected timeframe. This plan will provide a timeframe if the extension of 136th Avenue across the river is identified as a part of the preferred scenario.</p>
<p>Do you have data showing Thornton investment relative to growth?</p>	<p>Post Meeting: The city does not separate or distinguish between improvements and investments that are growth versus non-growth related. However, you can access the City's budget online at https://www.thorntonco.gov/government/city-manager/Documents/budget/Thornton%202021%20Adopted%20Budget.pdf.</p> <p>The majority of Thornton residents drive elsewhere to work, and the city hears from many Thornton residents urging the city to participate in the construction of regional improvements to facilitate their commutes. Please note that the majority of new local transportation improvements adjacent to new development are constructed and funded by the development.</p>
<p>Why do you use the term tradeoffs?</p>	<p>There is limited funding for transportation and therefore not all desired improvements can be made for all modes (i.e. biking, driving, walking). Increased</p>

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	<p>funding for one mode will result in less funding available for improvements for another mode. Similarly, there is limited right of way, and there are tradeoffs associated with how we use that space.</p>
<p>Will the Jump run from Boulder to Thornton anytime soon?</p>	<p>The design of SH 7 will include queue jump lanes for transit. Scenario B included dedicated lanes for transit on SH 7. Assessing the role of transit on SH 7 is in process but several years away.</p>
<p>Do we have any idea what RTD is planning for transit availability for Thornton?</p>	<p>The city is hoping RTD will bring back services that were cut as a result of the COVID-19 pandemic, including bus lines to connect to the N Line that were previously proposed. Thornton plans to conduct a Transit Study after the completion of the TMMP. On a recent tour of Thornton, RTD identified the potential for using smaller buses with more frequency in Thornton. RTD is currently studying fare structure and service changes as a part of the current Reimagine RTD planning effort.</p>