

➤ Appendix C

OUTREACH SUMMARY & MEETING NOTES



Appendix B. Outreach Summary & Meeting Notes

This appendix includes the following documents summarizing community and stakeholder outreach completed as part of the Thornton Vision Zero Action Plan in 2024:

- Community Engagement Summary (including phases, events, and promotional strategy)
- Survey #1 Results
- Survey #2 Results
- Internal Stakeholder Meeting Notes
- Regional Focus Group Meeting Notes



Thornton Vision Zero | Community Engagement Summary

At the start of this effort and in collaboration with project staff, the outreach team defined the following outreach goal. The primary outreach goal was to approach transportation safety issues in a way that garners the support of leadership and engages community members. It was equally important to ensure disadvantaged, underserved and underrepresented populations had a voice in providing authentic and meaningful community input to support the Thornton Vision Zero Action Plan.

The success of the outreach program were determined by our ability to achieve the following objectives:

- 100 website page visits or views.
- Attendance at two in-person outreach opportunities by 50 people.
- 250 survey responses with 50 of those coming from underserved communities.
- Get 15 groups/people to share our social media posts with project information through their channels.
- Adoption of the Vision Zero Action Plan by City Council.

Community Engagement

The Thornton Vision Zero outreach team conducted three phases of community engagement. In the first phase of outreach, the public was surveyed to best understand their transportation safety concerns and where those concerns were most prominent throughout the City of Thornton. In the second phase of outreach, we introduced the public to a variety of safety countermeasures that could be adopted as part of this project and gauged their opinion on the effectiveness of these countermeasures. In the final phase, we are asking the public to review the draft plan, provide any last comments and ask if they support the plan.

Survey 1 | Understanding Traffic Safety Concerns

From February 26 to April 7, 2024, community members and visitors were asked to share their traffic safety concerns. The City hosted an online survey, using Social Pinpoint to gather feedback and a pin map where people could note location-specific safety concerns. The survey was distributed via City social media channels and two emails were sent to various stakeholder groups including business groups, HOAs, and underrepresented communities.

Our team also tabled at the Eggcessible Eggstravanganza, Denver Premium Outlets, and outside Mi Pueblo Market and Thornton High School to encourage people to take



the first survey. The Eggcessible Eggstravanganza was a stand-out success, attracting 75 residents to stop at our table and becoming our highest-engagement event for the first survey. For this tabling, the outreach team created an "egg-board" to engage residents and give them an opportunity to leave comments, which proved effective in gathering feedback. Similarly, our outreach at Mi Pueblo Market and Thornton High School, which involved poster boards and strategic engagement after school, also proved successful since we were able to engage young drivers and non-English speakers.

At the end of this engagement phase, 307 people responded to our survey, giving us information on where community members felt unsafe traveling by foot, bike and/or vehicle.

Survey 2 | Developing Action Plan

From July 1 to July 31, 2024, community members were introduced to a variety of safety countermeasures that could be adopted as part of this project. The City hosted an online survey, using Social Pinpoint to request feedback regarding these safety countermeasures. The survey was again distributed via City social media channels and emailed to various stakeholder groups including business groups, HOAs, and underrepresented communities. Our team also tabled at Thorntonfest to promote the Open House. Thorntonfest proved to be the most successful outreach effort during the first two survey phases, with approximately 100 people visiting our table. Positioned near other city projects, we received valuable feedback from residents who stopped by to engage with our team and learn more about the project.

To encourage participation and create awareness about Thornton Vision Zero, we distributed bi-lingual Open House flyers to local businesses. The project team hosted an Open House at the Margaret Carpenter Recreation Center, a popular and conveniently located facility, on a Monday evening in late June, where project staff engaged in meaningful discussions with residents and several city council members. Approximately 12 people attended the open house despite heavy promotion of the event.

To foster more survey participation, the team identified tabling opportunities at the Healthy Farmers Market to distribute the second survey, which proved effective as a last-minute outreach effort. We tabled at this market for two consecutive Tuesdays in late July. However, we observed many repeat visitors, making this event more suitable for a one-time appearance in the future. Although foot traffic to our table was limited and the weather was very hot, we found that engaging with people directly in the



produce line was the most effective way to gather responses. We either gave the QR code to the community member or handed them our phone to ensure they took the survey. Another outreach tactic involved giving away a peach to each person who took the survey. We also used a spin wheel to entice families to our booth, enabling us to talk about the project with parents and caregivers. We also provided Spanish interpretation services during one of the engagements.

At the end of the comment period, 79 people responded to the second survey, which helped define which safety countermeasures should be incorporated into the City's Vision Zero Action Plan. Results were combined with input received during the open house.

Other Key Takeaways

The spin wheel proved essential in attracting participants at every event, along with giving out candy and involving kids in fun activities like exercises and songs. Also, having project poster boards at each event drew people to our table and allowed participants to identify areas of concern and tag their comments. Handing attendees our phone to take the survey was also an effective tactic and ensured that they completed it.

Stakeholder emails were greatly effective. We sent 23 emails throughout the project. They generated project awareness and education and strong stakeholder responses and engagement.

City events in Thornton were well-attended by community members and having the project manager's assistance in identifying and registering us for these events was extremely beneficial. Posting information and leaving poster boards at recreation centers also worked well for outreach.

Final Survey 3

The final survey gave respondents an opportunity for final comments on the draft plan and indicate their level of support. To promote our survey, the project team created a trailer video (see below) to educate the public on our drafted action plan. The survey was distributed via City social media channels and five emails were sent to various stakeholder groups including business groups, HOAs, and underrepresented communities. A total of 309 stakeholders received our emails promoting the survey.

English: <https://www.youtube.com/watch?v=S9G05bLopg0>

Spanish: <https://www.youtube.com/watch?v=RQ1IOjuGt-Q>



Events Recap Tables

The table below summarizes outreach for Survey 1.

Location	Date	Time	Stakeholder Group	Table Stops	Areas of concern	Photos
Mi Pueblo Market	Monday, March 18	3:30-5:30 p.m.	Underserved communities, Latino and immigrant communities	25	Washington from 88 th -104 th	Linked HERE
Thornton High School	Wednesday, March 20	3-5 p.m.	Teens	25	Washington from 88 th -104 th	Linked HERE
Eggcessible Eggstravaganza	Saturday, March 30	8:30 a.m. - 12:30 p.m.	Families, general public, Latino and immigrant communities	75	Same as above, plus more around event location (Thornton Parkway and York St) Holly and Colorado Additional comments linked HERE	Linked HERE
Denver Premium Outlets	Saturday, April 6	1-3 p.m.	General public	20	Speeding	Linked HERE

The table below summarizes outreach conducted at Thorntonfest to promote the Thornton Vision Zero Open House.



Location	Date	Time	Stakeholder Groups	Table Stops	Areas of concern	Photos
Carpenter Park Fields	Saturday, June 1	9 a.m.- 5 p.m.	Families and general public including some Spanish speakers.	100	168 th St. residential area near Cottonwood Lakes Blvd. and Colorado Blvd. Overall injury crashes seen each day in Thornton	Linked HERE

The table below summarizes the flyering done to promote the Thornton Vision Zero Open House.

Location	Date	Time	Stakeholder Groups	Flyers	Areas of concern	Photos
Margaret Carpenter Recreation Center	Monday, June 17	2:45 -5 p.m.	Families and general public including some Spanish speakers.	15	N/A	N/A
Mi Pueblo Market	Monday, June 17	2:45 -5 p.m.	Spanish speaking general public.	13	N/A	N/A
Thornton Arts and Culture Center	Monday, June 17	2:45 -5 p.m.	Families and general public.	12	N/A	N/A



Anythink Wright Farms Library	Monday, June 17	2:45 -5 p.m.	Families and general public.	10	N/A	N/A
American Furniture Warehouse (8501 Grant St, Thornton, CO 80229)	Monday, June 17	9 a.m.- 1 p.m.	Families and general public.	10	N/A	N/A
Trail Winds Recreation Center	Monday, June 17	9 a.m.-1 p.m.	Families and general public including some Spanish speakers.	10	Would be a great location to table in the future	N/A
Thornton City Pool	Monday, June 17	9 a.m.-1 p.m.	Families and general public.	10	N/A	N/A
Thornton Park Village Pool	Monday, June 17	9 a.m.-1 p.m.	Families and general public.	10	N/A	N/A
Regis University Community Center	Monday, June 17	9 a.m.-1 p.m.	General public.	2	N/A	N/A
Wagon Road Park-n-Ride	Monday, June 17	2:45 p.m.-5 P.m.		0	There was nowhere to place the flyer	N/A
Washington St. (84th St. - Thornton Pkwy)	Monday, June 17	9 a.m. -1 p.m.	General public.	5	Various businesses along corridor	N/A



North Suburban Medical Center	Monday, June 17	9 a.m. - 1 p.m.	General public.	4	N/A	N/A
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The table below summarizes outreach conducted at the Thornton Vision Zero Open House.

Location	Date	Time	Stakeholder Groups	Attendees	Areas of concern	Photos
Margaret Carpenter Recreation Center	Monday, June 24	6:30 - 8 p.m.	Families and general public.	14		

The table below summarizes outreach conducted at the Healthy Farmer's Market to promote Survey 2.

Location	Date	Time	Stakeholder Groups	Attendees	Photos
Margaret Carpenter Recreation Center	Tuesday, July 23	9 a.m.- 12 p.m.	Families and general public, low-income and undeserved communities.	25	Linked here.
Margaret Carpenter Recreation Center	Tuesday, July 30	9 a.m.- 12 p.m.	Families and general public, low-income and undeserved communities.	20	Linked here.

Multicultural Outreach Efforts

Gathering input from a diverse cross-section of community members involves not only providing information in English and Spanish, but also using diverse outreach channels and outreach strategies that are trusted by the Hispanic community. We researched and coordinated various multicultural outreach opportunities with local and regional



media outlets; conversing with nonprofit organizations and community leaders; and posting to specialized online groups/channels. Our team translated or reviewed translated outreach materials to ensure readability and inclusive and equitable engagement.

Survey 1, 2 and 3 and Open House

A media advisory was sent to the following media outlets:

- Univision
- Telemundo
- El Comercio de Colorado
- El Semanario
- La Voz Newspaper
- La Invasora 87.7 FM
- La Tricolor 96.5 FM
- Que Bueno 97.7 FM
- Hablemos Hoy Radio Show - 1150 AM
- KS 107.5 FM
- KMGH-TV (Denver7)
- KUSA (9News)
- Panamericana Media

Additionally, Open House invitations were sent to the underserved communities below:

- Hispanic Chamber of Commerce
- La Alianza Business Assistance Center
- Colorado Black Chamber of Commerce
- The Center for People with Disabilities
- Food for Hope
- Asian Chamber of Commerce
- North Metro Church
- WooRi Korean Church
- Ministerios Fuente de Vida
- Iglesia Cristiana Pentecostes
- Holy Cross Catholic Church
- Iglesia Orchard
- Assumption of the Blessed Virgin Mary Catholic Church



- Word Alive Church

As a result, Panamericana Media attended the event to record the meeting and interview key project staff and subsequently produced a video to create project awareness and promote participation in the second survey.

Additionally, outreach staff worked with Conecta Colorado (Panamericana Media's live show) to increase engagement with underserved communities:

- Participation in a live interview with [Conecta por la Mañana](#) on June 20 via YouTube and Facebook, to encourage attendance at the Open House.
- Social media investment to advertise the Open House. Conecta Colorado targeted all Thornton zip codes for four days. The social media ads reached 3,199 people with 11 clicks on the survey link.

Multicultural outreach staff conducted follow-up phone calls and emails to Hispanic media and other outlets to ensure they received the media advisory about the Open House.

After the Open House, outreach staff promoted survey 2 participation with digital and traditional media:

- On July 23, Conecta Colorado published [Ayuda a Salvar Vidas](#) con Thornton Vision Zero video.
- On July 25, outreach staff appeared on [Conecta Por La Mañana](#) to talk about the survey and invite community members to participate. This interview reached 454 people, a 17.3% increase over previous campaigns. 77 people interacted with the content, up 1.4% from the first survey, reflecting real engagement by the audience. Social media posts generated up to 207 impressions, indicative of relevant content within the local community.
- On July 25, Telemundo Denver aired [Nuevo plan de seguridad en Thornton busca reducir accidentes de tránsito](#) as part of their local 4 p.m. news show.
- On July 25, Telemundo Denver also aired [Plan busca mejorar la seguridad en las calles de Thornton para peatones, ciclistas, y conductores](#) on their 5 p.m. news show.

Plan Review and Evaluation:

We made great strides in reaching most of the outreach goals identified at the start of the project. Here is a recap of goals met or not met.



- Exceeded - 100 website page visits or views with the survey linked to the project website as nearly 400 people took the survey indicating that a large proportion of them visited the website.
- Exceeded - attendance at two in-person outreach opportunities by 50 people with tabling at Thorntonfest and Eggcessible Eggstravanaganza.
- Exceeded - 250 survey responses
 - Not met - 50 survey responses coming from underserved communities. We are unsure how many survey responses came from underserved community because Social Pinpoint translated any non-English responses into English.
- Not met - 15 groups/people to share our social media posts through their channels.
 - Difficult for us to track. Only one group reached out to us to share social media posts.
 - We did encourage the Traveling Public stakeholder group to reshare posts in our email communications.
 - Conecta Colorado shared our social media posts with their networks to reach the underserved communities.
- Adoption of the Vision Zero Action Plan by City Council.
 - The plan was adopted on Dec. 17, 2024.



Thornton Vision Zero

Survey #1 Summary

April 29, 2024

Introduction

The engagement period for the Thornton Vision Zero survey #1 was from February 26 - April 7, 2024. The goal of survey #1 was to understand the traffic safety concerns of Thornton residents and community members, and to gather demographic information from survey responders. Survey #1 had a total of four questions and included an interactive comment map for respondents to identify areas and issues of concern.

The survey #1 questions included:

- What is your primary connection to Thornton?
 - Live in Thornton
 - Work or own a business in the area
 - Visiting Thornton
 - Attending school in Thornton
 - Other
- If you live in Thornton, which ward do you live in?
 - Ward 1
 - Ward 2
 - Ward 3
 - Ward 4
 - I don't live in Thornton
- What are your top traffic safety concerns in Thornton? Please select up to three.
 - Speeding
 - Red light or stop sign runners
 - Drivers not yielding to pedestrians
 - Drivers and bicyclists not sharing the road
 - Inadequate or missing pedestrian crossings or sidewalks
 - Inadequate or missing bikeways (trails, bike lanes, etc.)
 - Unsafe turning or lane changing
 - Other drivers unexpectedly slowing or stopping
 - Obstructions that make it difficult to see far enough down the road when turning
 - Drunk or impaired driving
 - Distracted driving
 - Other (please specify)

Outreach and Community Input Plan

Thornton Vision Zero

- Which roadways in Thornton are you most concerned about getting into a crash or hit by a vehicle (whether walking, biking or driving)? Please select up to three.
 - 84th Avenue (from Huron St. to Washington St.)
 - 88th Avenue
 - Thornton Parkway
 - 104th Avenue (from I-25 to the South Platte River)
 - 120th Avenue (from I-25 to Quebec St.)
 - 128th Avenue
 - 136th Avenue
 - 144th Avenue
 - Huron Street (from 84th Ave. to 97th Ave.)
 - Grant Street (south of 104th Avenue)
 - Washington Street South (from 84th Ave. to 104th Ave.)
 - Washington Street North (north of 120th Ave.)
 - Colorado Boulevard
 - Holly Street
 - Quebec Street
 - I-25 (from 84th Ave. to CO 7)
 - E-470 (from I-25 to Quebec St.)
 - CO 7 (from I-25 to Quebec St.)
 - Other (please specify)

An open-ended question asked respondents to provide any additional ideas about improving traffic safety in Thornton. The survey concluded with asking respondents to provide demographic information such as annual household income, age and race.

The survey website included a separate interactive web map of community-sourced comments for respondents to provide additional input on traffic safety areas of concerns in Thornton. The purpose of this interactive map was to help the project team understand where traffic safety issues are occurring and to get ideas on opportunities to make improvements. Response categories for the interactive comment map included:

- Speeding is an issue
- Left turn issue
- Challenging to cross
- Barrier to bus stop
- Inspection issue
- Any other thoughts or concerns on traffic safety in Thornton

Promotion and Outreach

A press release and social media posts were published when the survey was open to promote the project and survey #1. A variety of sentiments were expressed during outreach and primarily centered on speeding and how it has gotten worse, the critical need to address safety concerns along the entire corridor of Washington Avenue from 88th to 104th Avenue, and key left-hand turn intersections in the south-east quadrant.

Outreach and Community Input Plan Thornton Vision Zero

Essential to promotion and outreach during survey #1 was gathering input from a diverse cross-section of community members involves not only providing information in English and Spanish, but also using diverse outreach channels and outreach strategies that are trusted by the Hispanic community. The survey was available in more than 10 languages and multicultural outreach staff contacted numerous organizations to broadcast the importance of participating in the survey. Multicultural outreach staff also communicated in Spanish at outreach activities ensuring an equitable and inclusive engagement process.

Four Thornton-area events were attended by project members in March and April to bolster survey #1 responses. Spikes in survey activity were detected on:

- March 4.
- March 18, which coincides with the Mi Pueblo Market tabling event.
- March 25, which coincides with the social media postings.
- March 30, which coincides with the Eggcessible Eggstravangza event.
- April 3, which coincides with the survey email reminder sent to all stakeholders.

The table below identifies Thornton-area events the project team attended to promote survey #1:

Location	Date	Stakeholder Group	Areas of concern
Mi Pueblo Market	Monday, March 18	Underserved communities, Latino and immigrant communities	Washington from 88 th -104 th
Thornton High School	Wednesday, March 20	Teens	Washington from 88 th -104 th
Eggcessible Eggstravanganza	Saturday, March 30	Families, general public, Latino and immigrant communities	Same as above, plus more around event location (Thornton Parkway and York St) Holly and Colorado Additional comments
Denver Premium Outlets	Saturday, April 6	General public	Speeding

Responses

Outreach and Community Input Plan Thornton Vision Zero

Through a mix of digital and in-person outreach, there was a total of 307 survey #1 responses collected from residents and visitors of Thornton across various demographics.

When it comes to respondents' ties to the area, the breakdown is as follows:

- Live in Thornton (233)
- Work or own a business in the area (29)
- Visiting Thornton (25)
- Attending school in Thornton (3)
- Other (6)

The ward that gathered the most responses was Ward 4 (76), followed by Ward 3 (68), Ward 2 (44), Ward 1 (29), and people who don't live in Thornton (25).

The top three traffic safety concerns in Thornton from respondents were speeding (183), red light or stop sign runners (135), and distracted driving (99).

The other safety concerns were ranked from highest as:

- Unsafe turning or lane changing (61)
- Inadequate or missing pedestrian crossings or sidewalks (59)
- Inadequate or missing bikeways (trails, bike lanes, etc.) (51)
- Drivers not yielding to pedestrians (49)
- Obstructions that make it difficult to see far enough down the road when turning (35)
- Drunk or impaired driving (33)
- Other drivers unexpectedly slowing or stopping (27)
- Other concerns (24)
- Drivers and bicyclists not sharing the road (18)

When asked which roadways in Thornton were most concerning regarding traffic safety, the top three included Colorado Boulevard (69), 136th Avenue (53) and Thornton Parkway (50).

The other roadways respondents were concerned about ranked from highest were:

- 104th Avenue (from I-25 to the South Platte River) (45)
- Other roadways (30)
- 144th Avenue (29)
- 128th Avenue (27)
- 88th Avenue (24)
- Quebec Street (24)
- Holly Street (21)

Roadways in the survey that had zero responses regarding safety include:

- 84th Avenue (from Huron St. to Washington St.)

Outreach and Community Input Plan Thornton Vision Zero

- 120th Avenue (from I-25 to Quebec St.)
- Huron Street (from 84th Ave. to 97th Ave.)
- Grant Street (south of 104th Ave.)
- Washington Street South (from 84th Ave. to 104th Ave.)
- Washington Street North (north of 120th Ave.)
- I-25 (from 84th Ave. to CO 7)
- E-470 (from I-25 to Quebec St.)
- CO 7 (from I-25 to Quebec St.)

A total of 143 comments were gathered from respondents with ideas on how to improve traffic safety in Thornton. The feedback covered specific intersections, neighborhoods and multimodal transportation.

Key themes from the comments included:

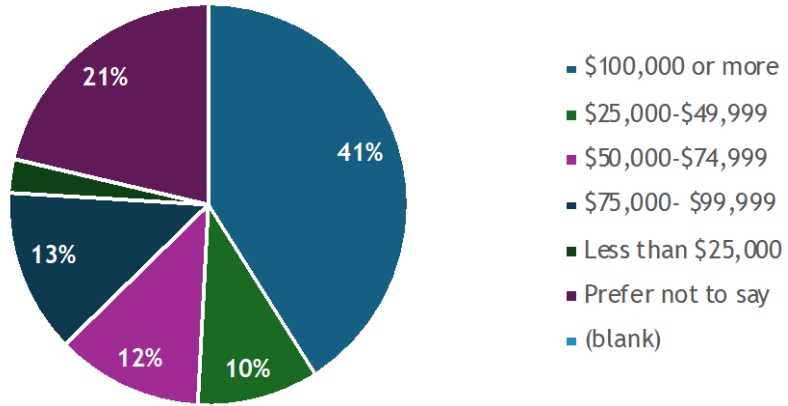
- **Traffic safety concerns**, regarding speeding, aggressive driving and running red lights
- **Infrastructure improvements**, such as adding more stop signs, traffic lights, speed bumps and bike lanes, as well as road maintenance suggestions including repaving and fixing potholes
- **Safety enforcement**, such as advocating for increased police presence and more traffic laws to deter speeding and other unsafe driving behaviors
- **Multimodal transportation**, including the promotion of alternate transportation methods such as walking, biking and public transit to reduce car dependency and improve safety
- **Intersection designs**, such as the benefits of alternative intersection layouts and roundabouts to improve traffic flow and safety, and the need for improved traffic signal timing
- **Bike and pedestrian safety**, including improved bike lanes and pedestrian crossings
- **Coordination with other cities**, such as improved traffic lights and bike lanes to stay better connected to other cities

Survey #1 Respondents Demographic Information

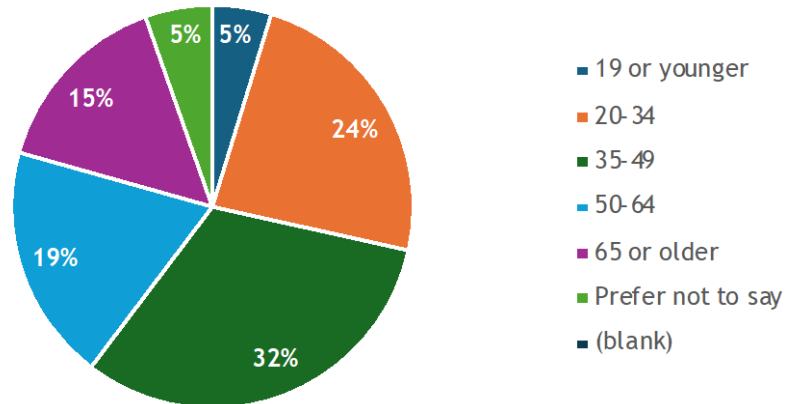
The charts below illustrate demographic information for survey #1 respondents including annual household income, age and race.

Outreach and Community Input Plan Thornton Vision Zero

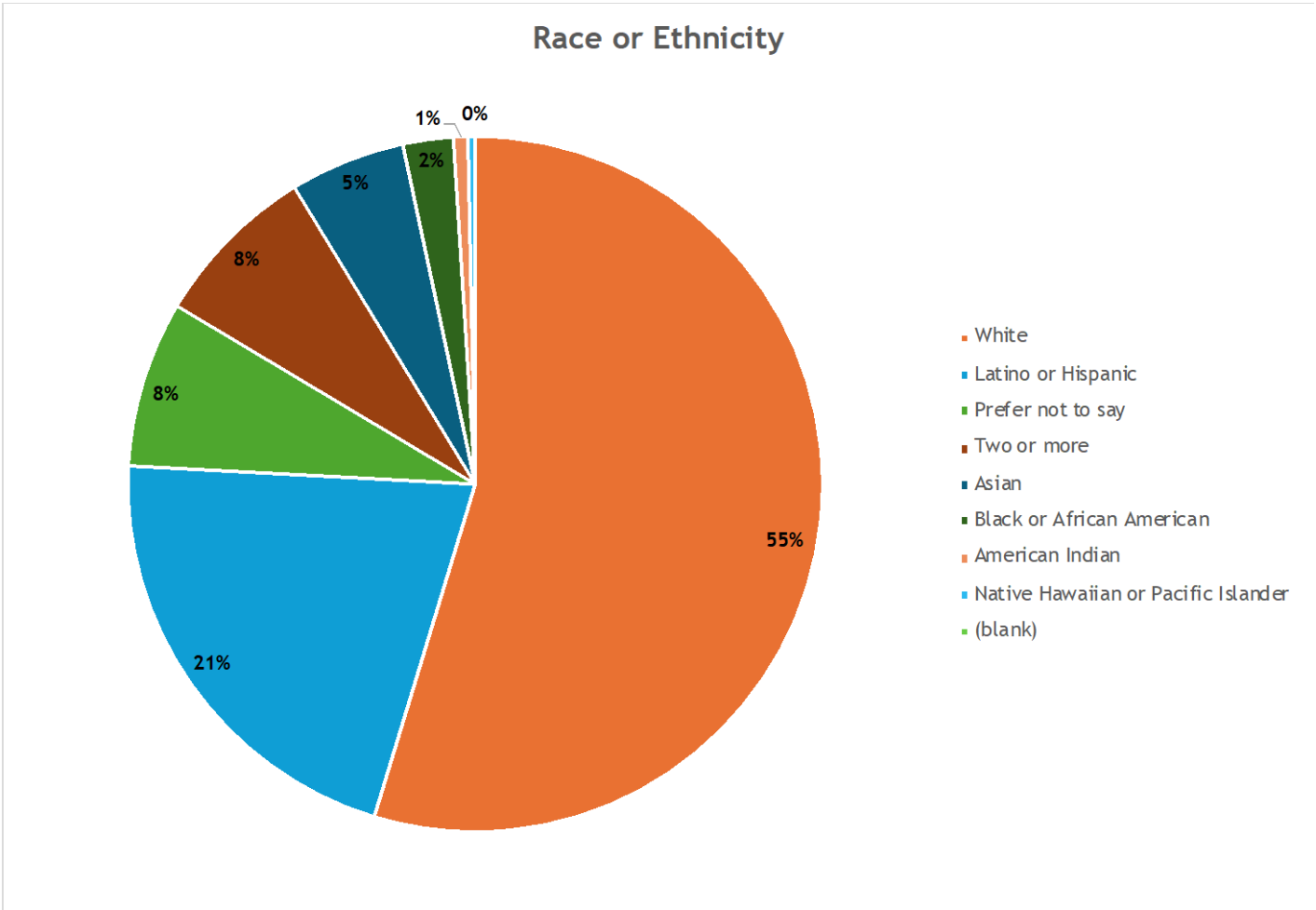
Annual Household Income



Age



Outreach and Community Input Plan
Thornton Vision Zero





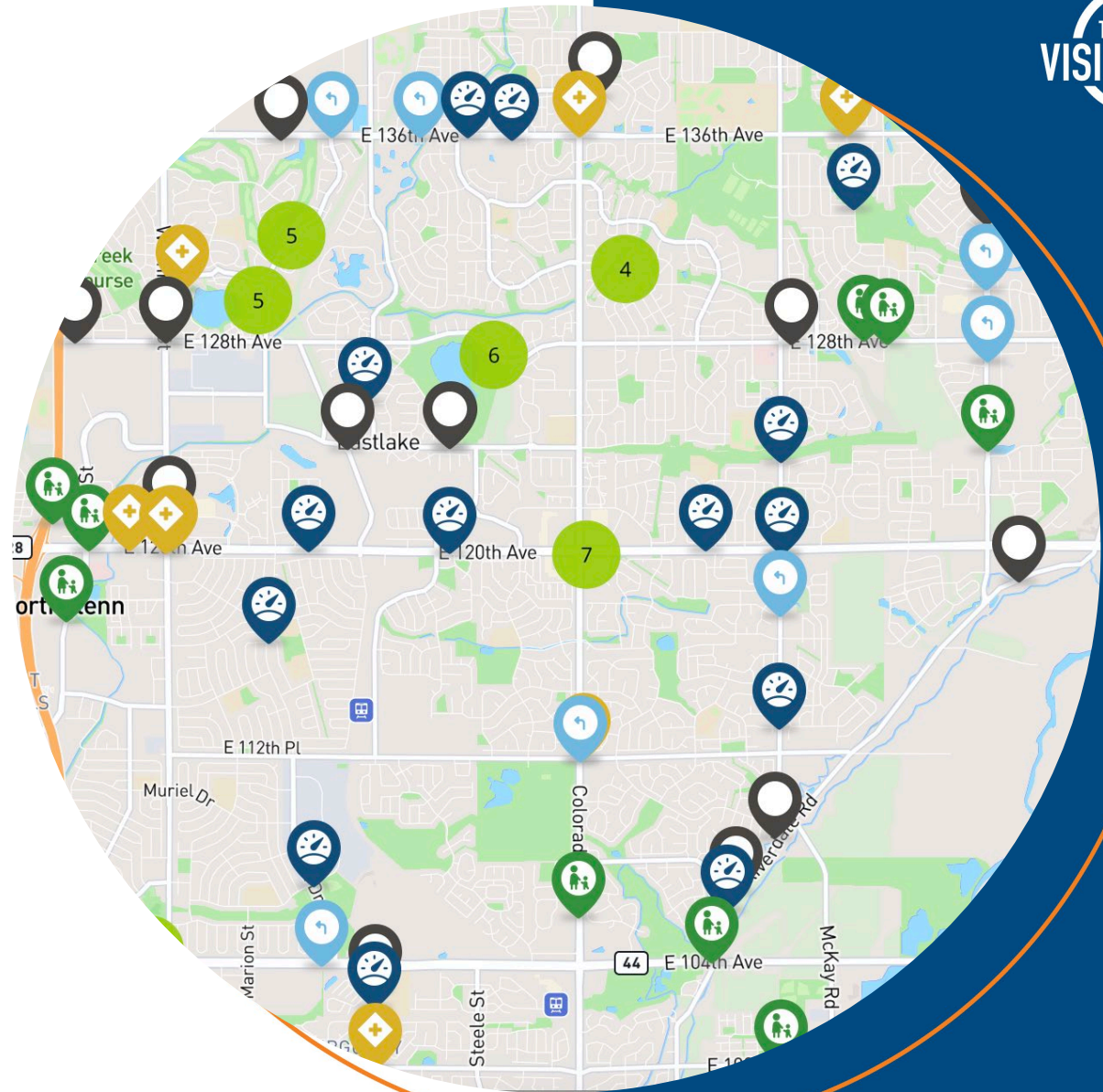
Survey #1 Summary of Findings

June 13, 2024

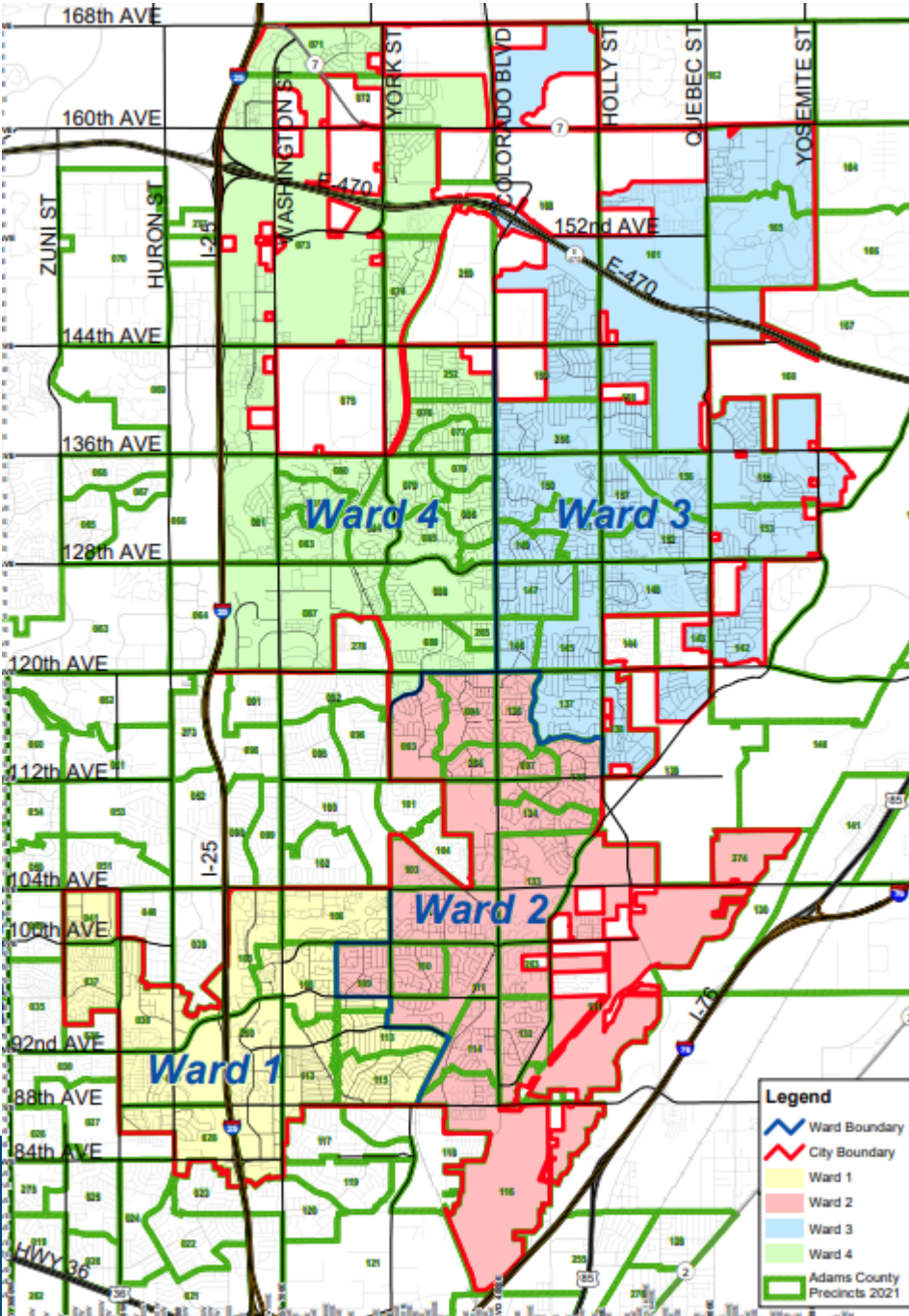
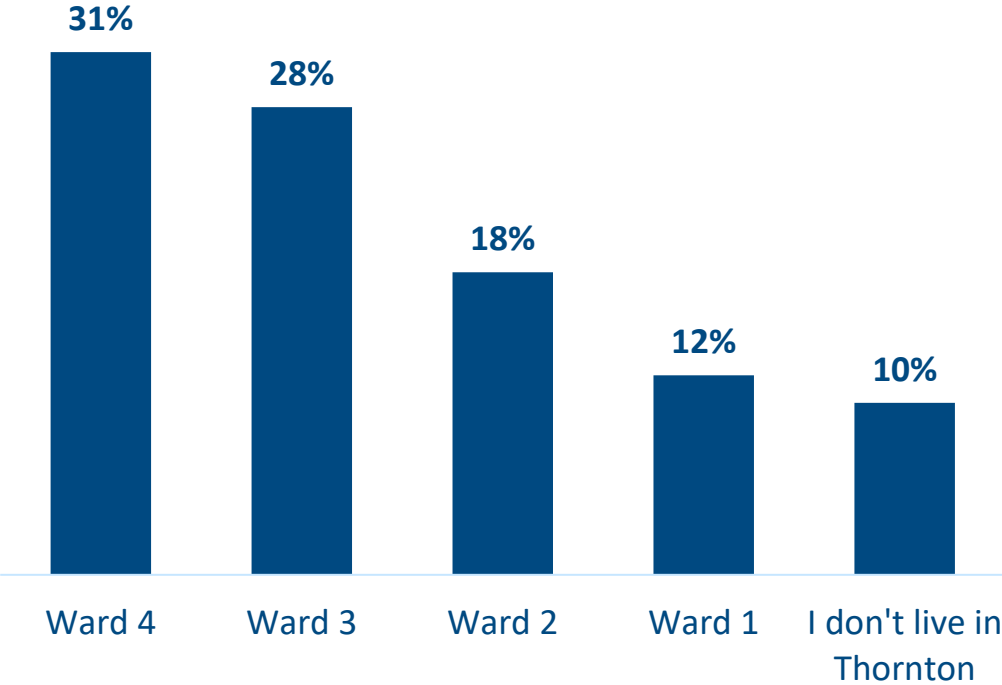
Travel Without Tragedy

Community Input Survey Results

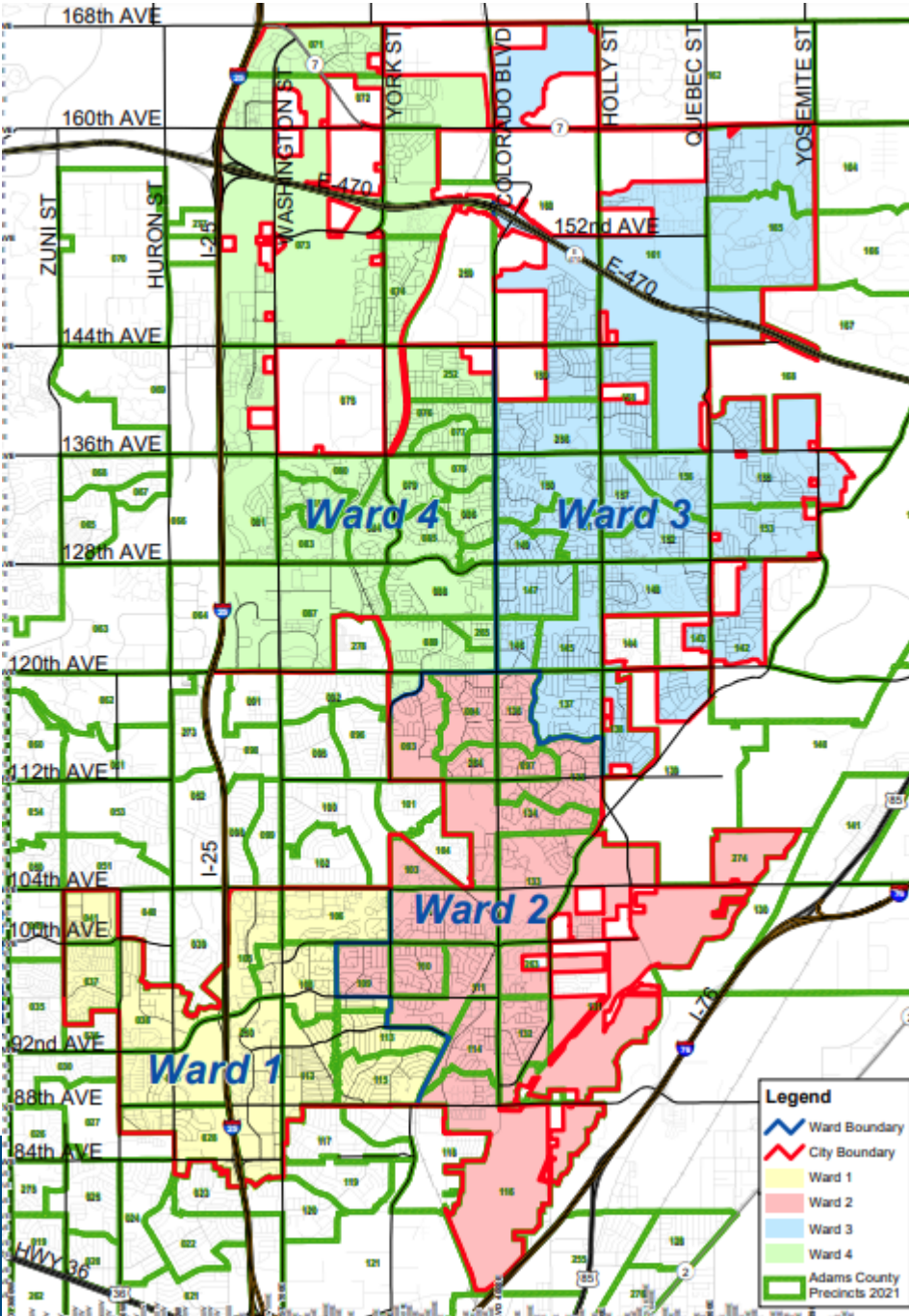
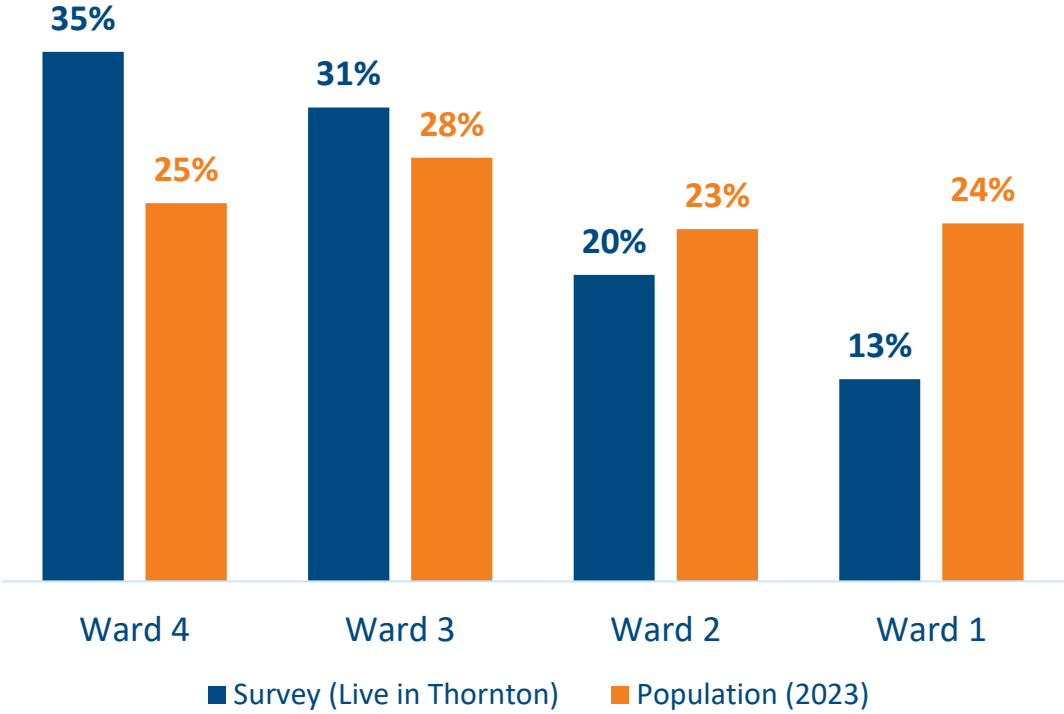
- What/where are the community's traffic safety concerns?
- Collected responses February 26 – April 7
- 307 survey responses
- 143 interactive map comments



Which ward do you live in?



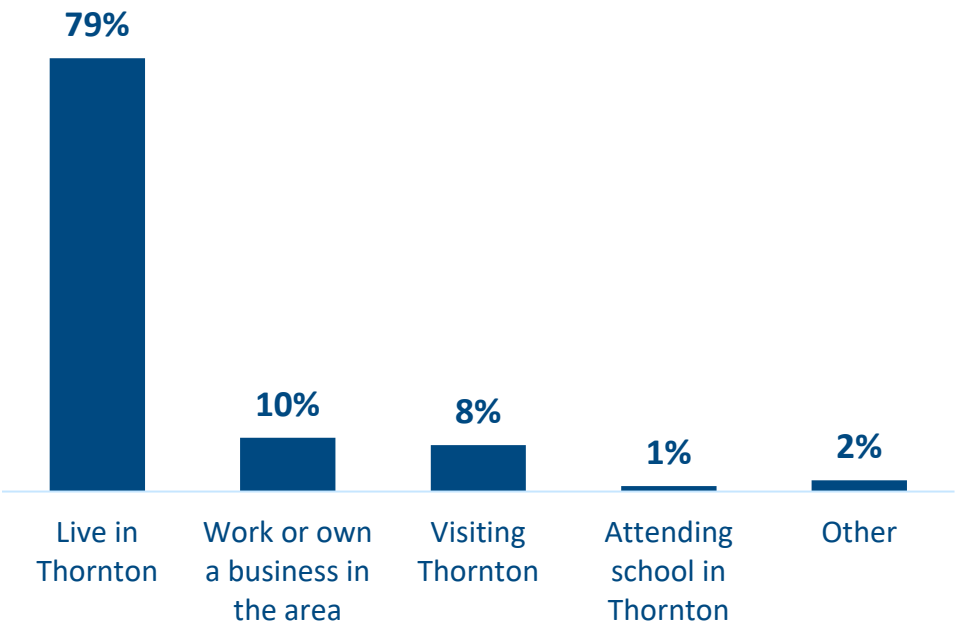
Which ward do you live in?



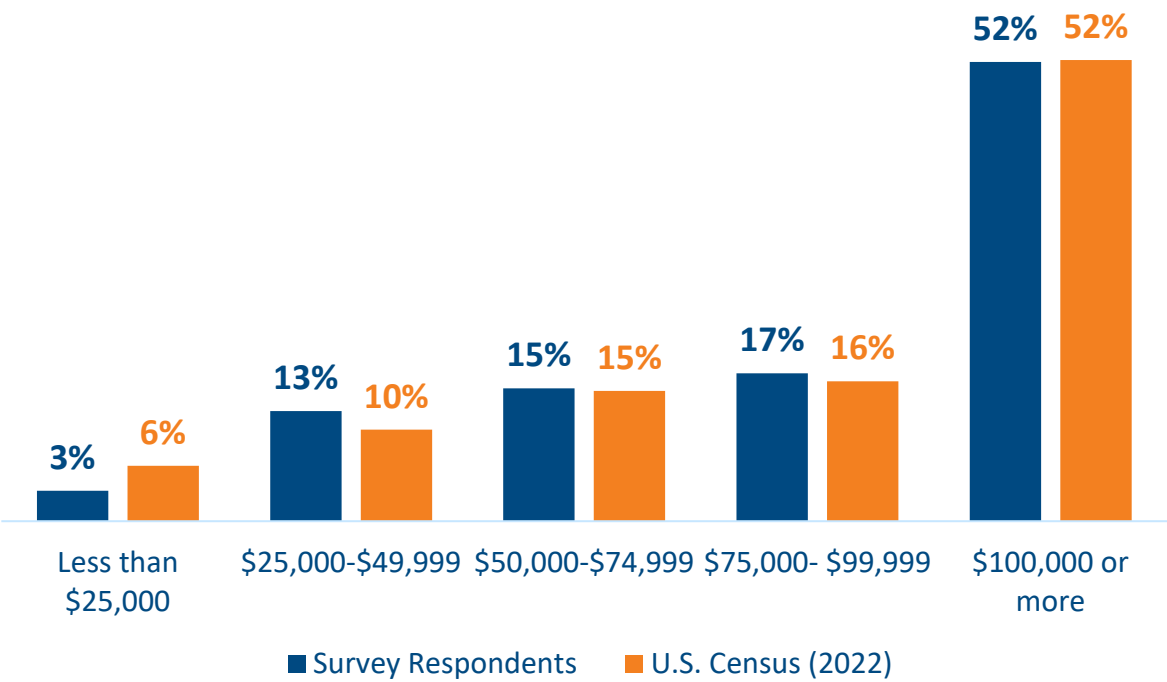
Who'd we here from?



Primary Connection to Thornton



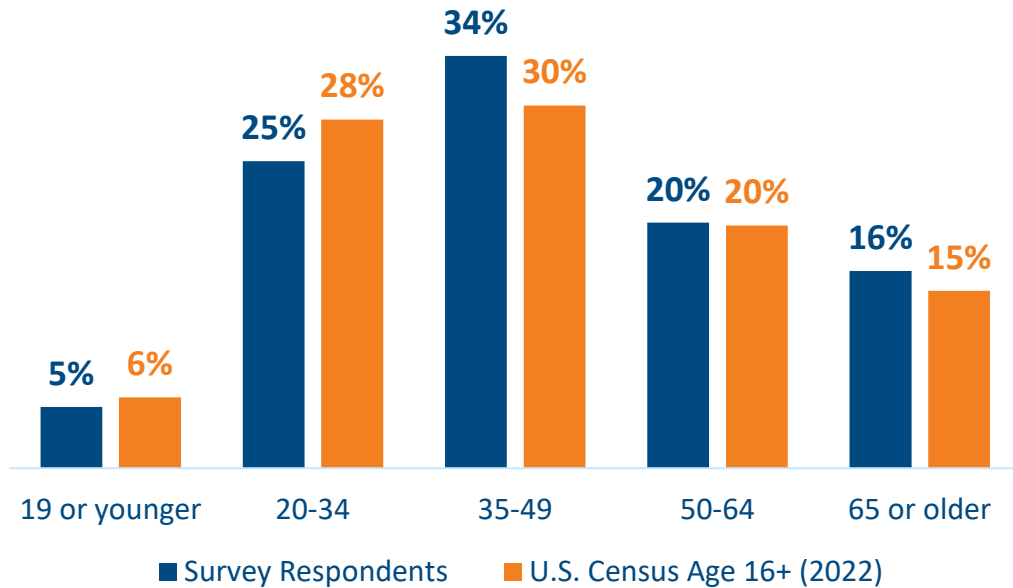
Annual Household Income



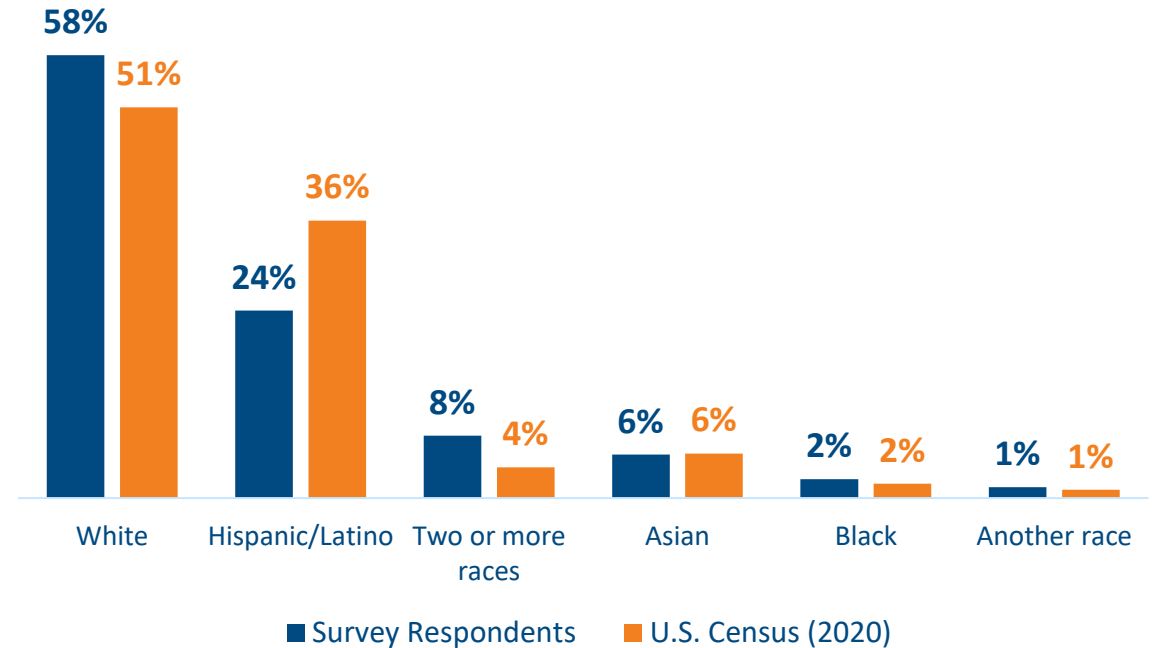
Who'd we here from?



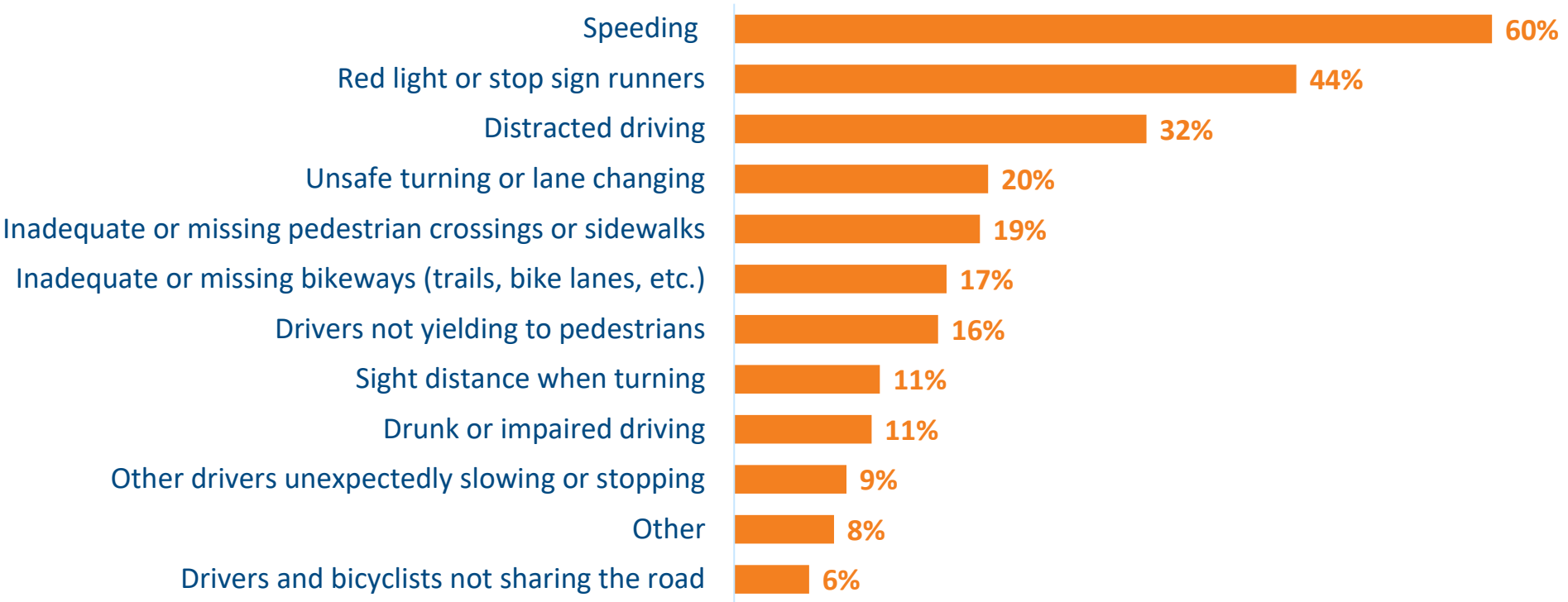
What is your age?



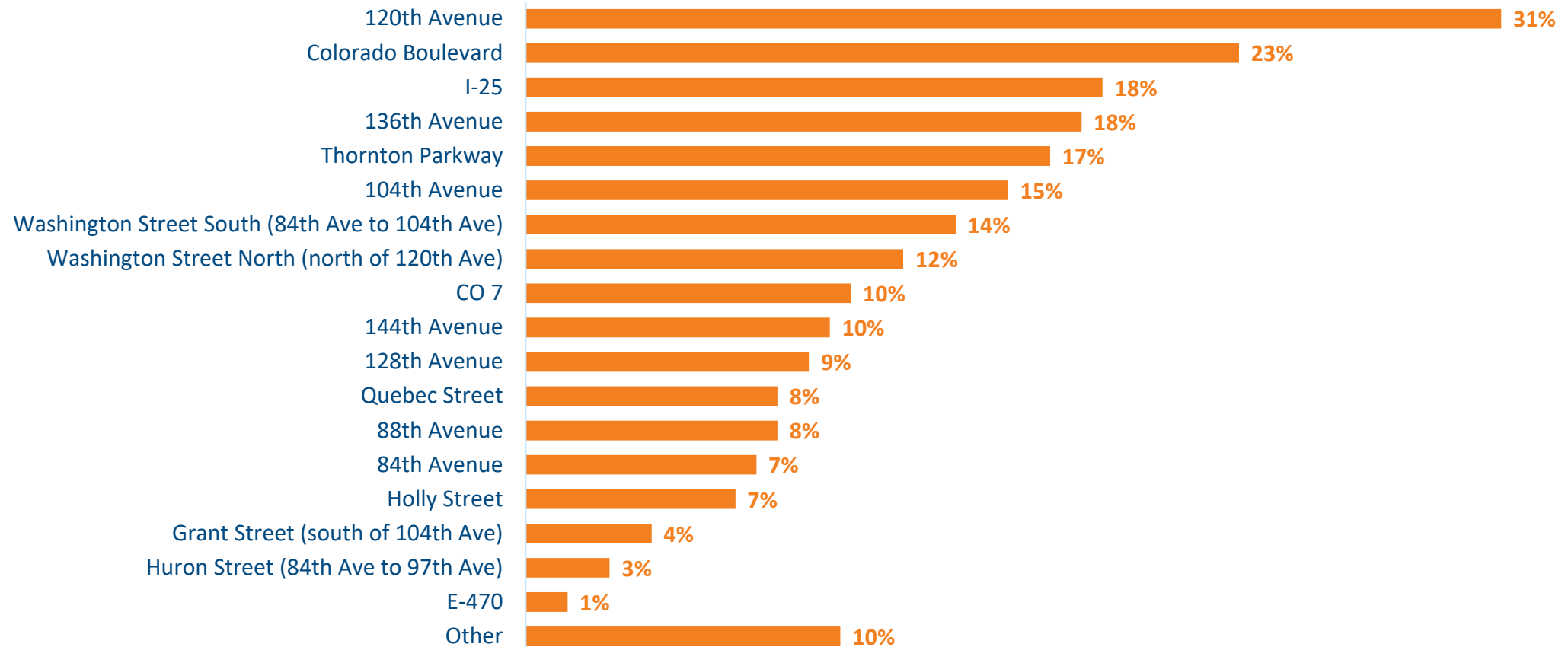
What race do you identify with?



What are your top 3 traffic safety concerns in Thornton?



Which roadways in Thornton are you most concerned about getting into a crash or hit by a vehicle? (all modes)



Key Themes

(147 open ended comments)

- Speeding, red light/stop sign running, distracted driving
- Enforcement of unsafe behavior
- More infrastructure
 - All-way stops and traffic lights
 - Speed bumps in residential neighborhoods
 - Bike lanes, trails, and sidewalks
 - Pothole repair
- Support more walking, biking and public
- Improved signal coordination
- Remove sight distance obstructions
- More pedestrian crossings of busy streets
- Traffic calming around schools

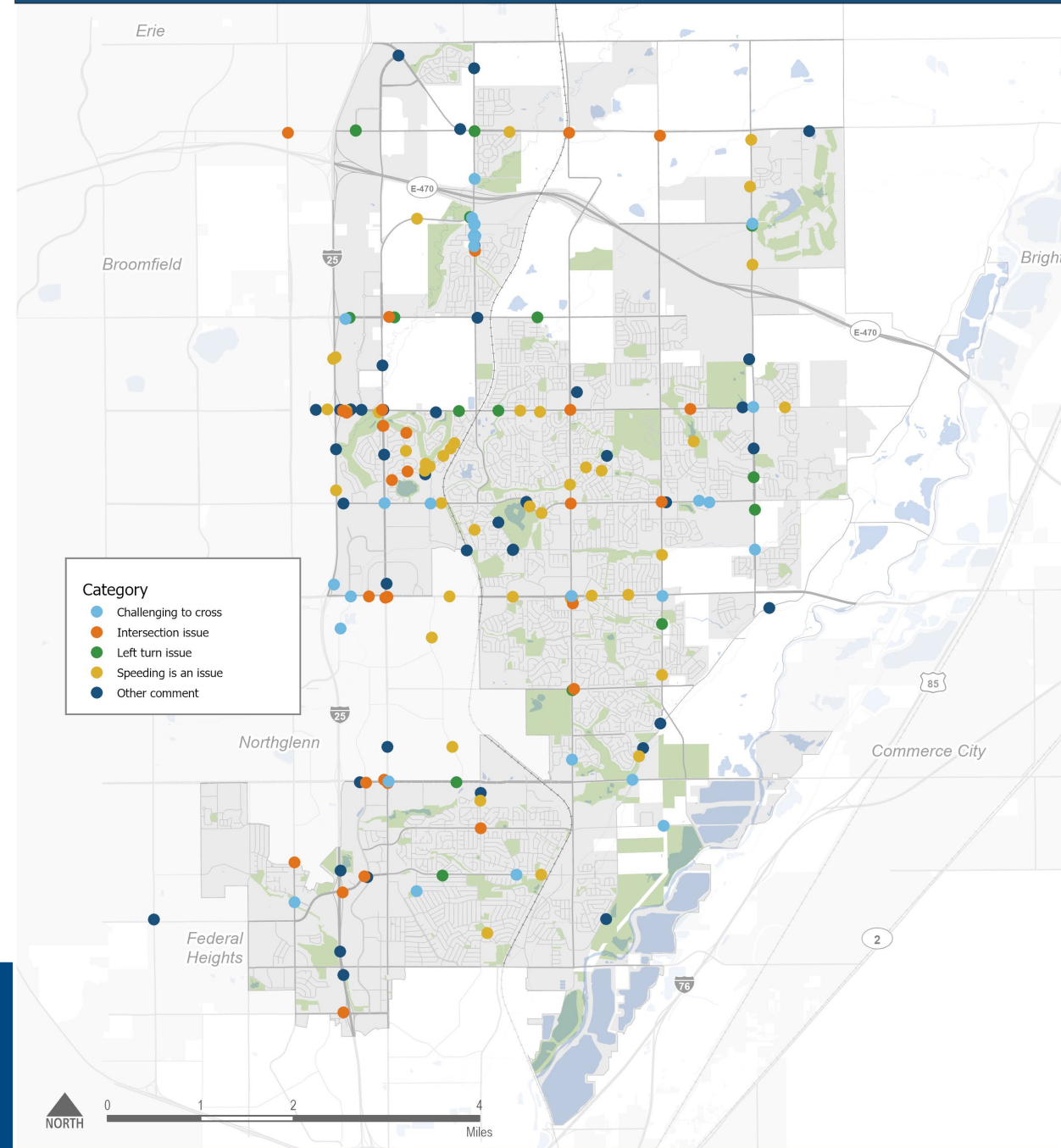
Interactive Map Comments



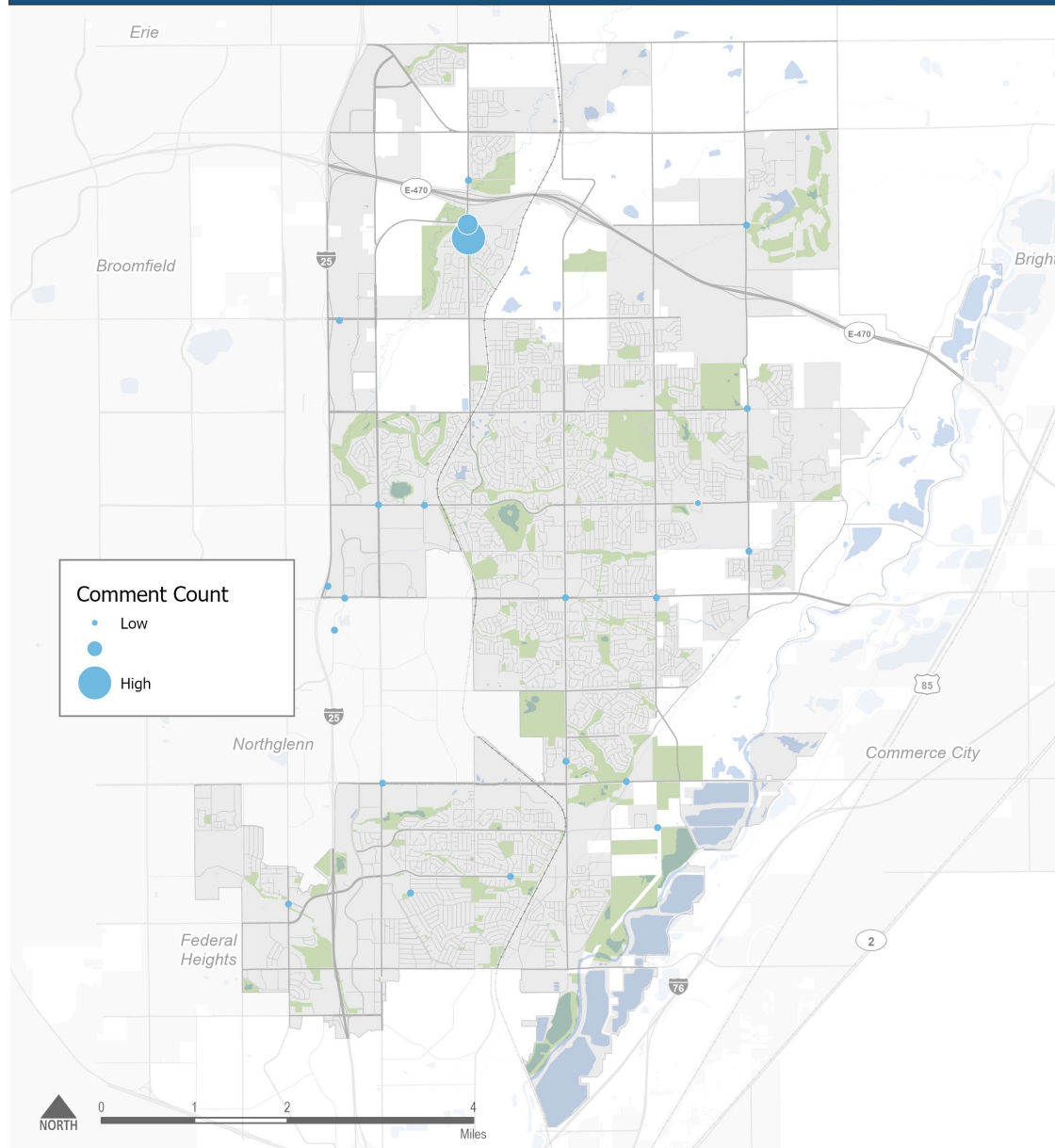
Common “Other” Comments:

- Missing pedestrian/bicycle infrastructure
- Traffic congestion
- STOP sign running
- Merging/lane changing issue
- Driver behavior

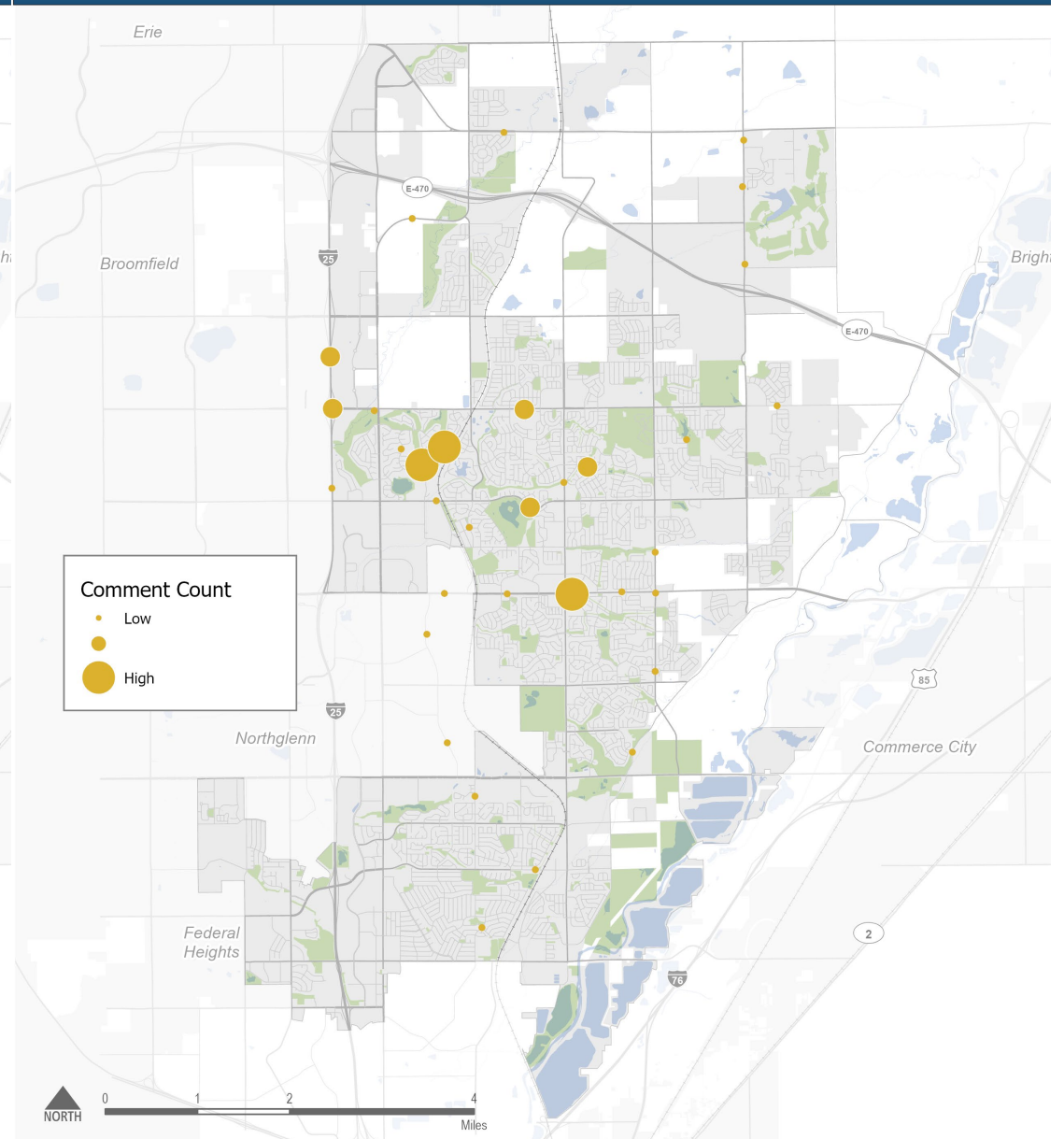
Interactive Map Comments



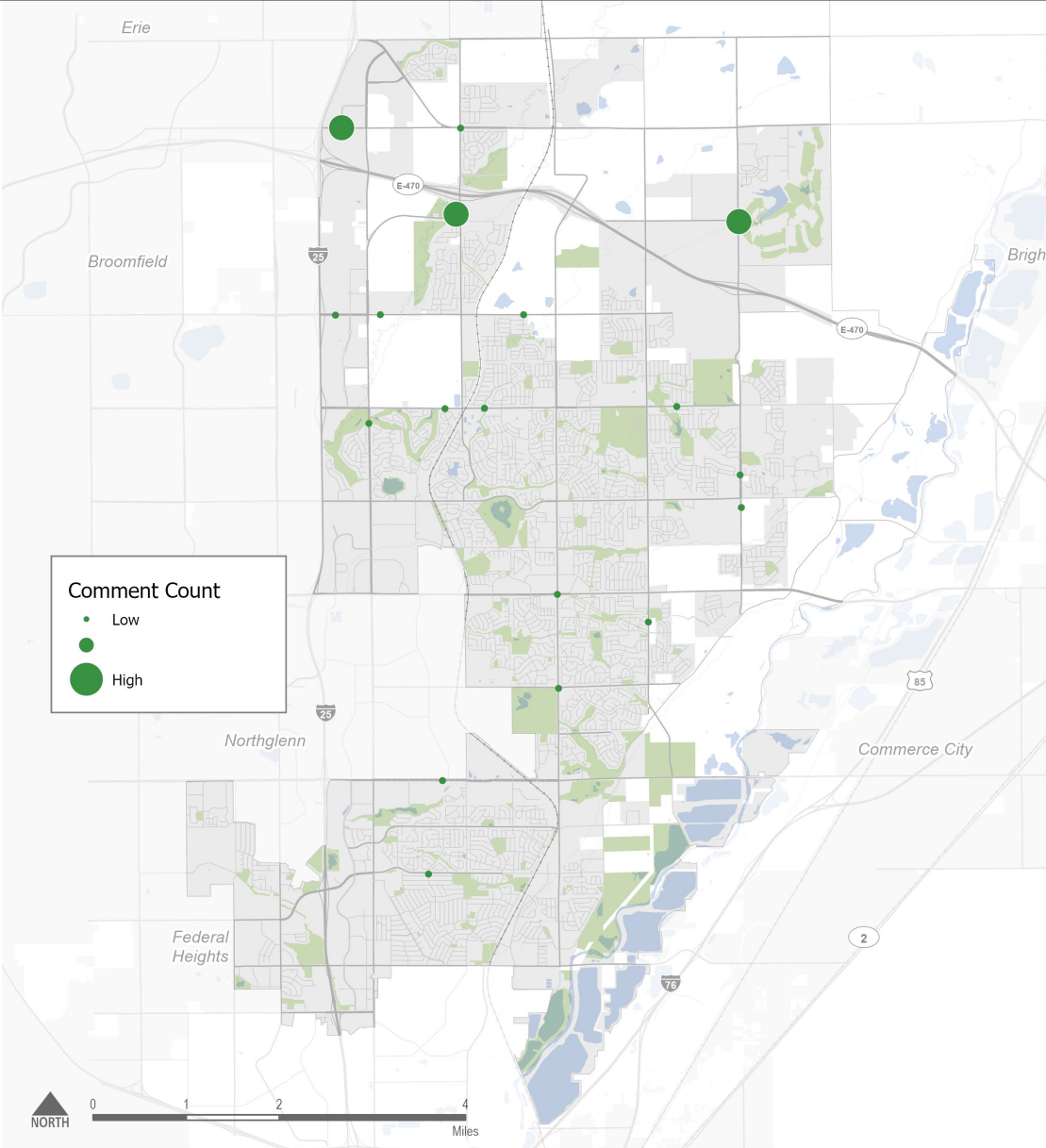
"Challenging to Cross" Comment Clusters



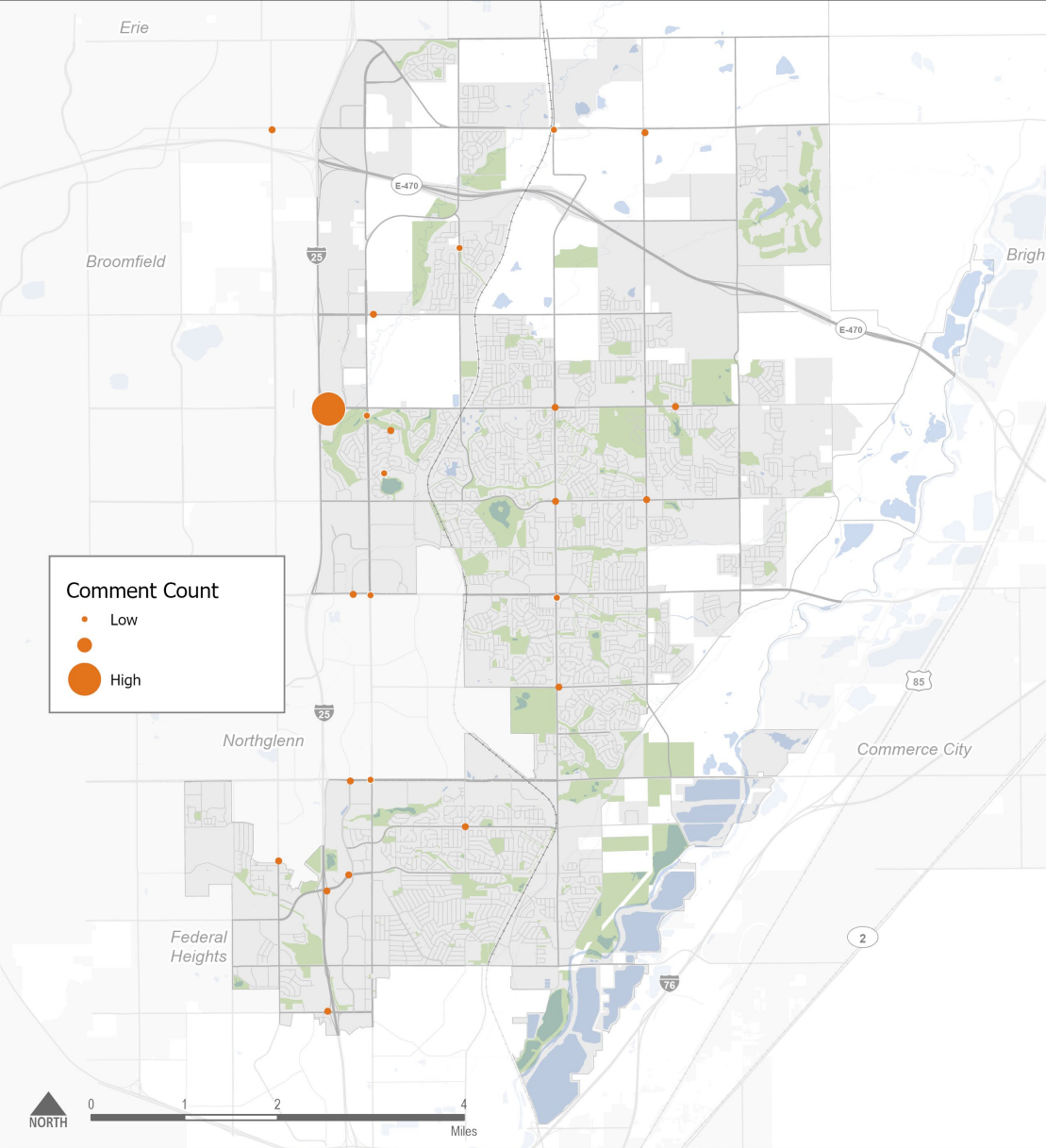
"Speeding is an Issue" Comment Clusters



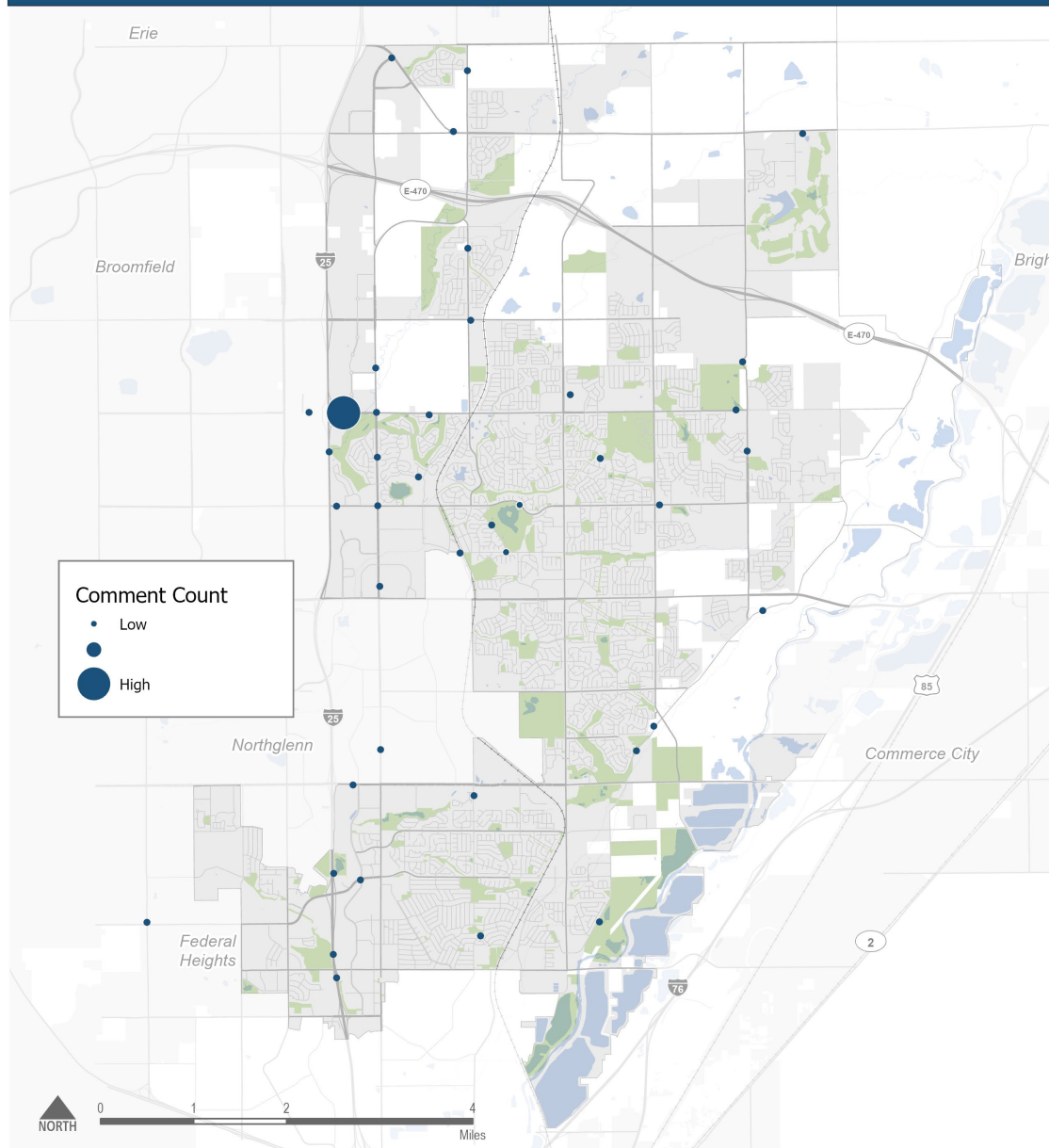
"Left Turn Issue" Comment Clusters



"Intersection Issue" Comment Clusters



"Other Issue" Comment Clusters



Common "Other" Comments

- Missing pedestrian/bicycle infrastructure
- Traffic congestion
- STOP sign running
- Merging/lane changing issue
- Driver behavior

If you have additional ideas about improving traffic safety in Thornton, please write them below.

#	Comment
1	The amount of speeders in the Hunters Glen Neighborhood is unreal, so many. Its unsafe to even cross the street to get to the elementary school. My children along with the crossing guards have almost been hit numerous times. There needs to be more stop signs throughout that neighborhood. One at Corona and 132nd cir. another at 134th and corona and another at E 134th ave and PFC Jacob Wykstra st. This would help slow down the traffic in the neighborhood and reduce speeders.
2	People consistently drive significantly under the speed limit in both lanes. Making efficient and safe driving almost impossible. It is like everyone is scared to go more than 30mph for whatever reason. I am not asking people to speed, but simply do the speed limit.
3	More sidewalks and bike paths to encourage non-motor vehicle use.
4	Need traffic calming devices in 136. Southbound 136, left turn into Jacob Wykstra is dangerous due to oncoming traffic.
5	Trim trees and bushes for better visibility at corners
6	Repave roads, fix pot holes, having a better construction schedule to tends to traffic needs
7	Que alla mas seguridad (There should be more security)
8	Traffic patrol from local officers
9	Putting up a 4 way stop at 134th and Jacob Wykstra
10	intersection left hand turn
11	More patrol, less speeding
12	The side road by Washington St and the westgate community school is awfully dangerous. People don't wait for people turning into and out of the school. Instead drivers go around down the middle of the street where there isn't actually a lane. It's dangerous for the kids and also for the drivers. I've seen city vehicles guilty of trying to zip around that line instead of waiting and also private citizens and employees of local nearby businesses all do the same thing. I'm not sure what the best solution is but maybe expanding that road to have a long turn lane and a non turn lane going both directions. Or adding a roundabout for school drop off could help somehow.
13	I would like to see the flashing red stop signs put in place so that they are more visible. Also, if possible, more police presence to give tickets to violators. The police usually monitor this intersection only twice a year for a day.
14	There's a lot of urban sprawl and with that the city is very car dependent. We should explore ways of reducing car dependency and encouraging bike use, public transportation use, and greater walk-ability. In the short term we should at least reduce lanes/speed limits to reduce danger toward pedestrians.
15	Fine traffic violators!!!! Put a stop to the people that are not abiding by the rules. Without rules, we will have chaos!!!
16	Get the traffic light timed better.
17	Just need more traffic lights for busy streets.
18	136th and Washington to 144th and Washington does not have a bike lane especially for kids to bike to Stargate. It is a huge safety concern. There are no options for walking either without a sidewalk.

#	Comment
19	PLEASE put speed bumps in Hunters Glen. We have been asking for years, but have been told no due to fire trucks not being able to maneuver over them. I have noticed they are in several other residential areas and I truly feel we need them on our Maine streets like Jacob Wykstra, 134th Ave and Corona. We have a middle school and an elementary school in our neighborhood and speeding cars make it very dangerous.
20	We need to fix disappearing sidewalks along 120th, make biking trails possible connecting to Westminster, Brighton, Broomfield. Riverdale Rd needs to be expanded and provide lighting because it's extremely dark at night.
21	Follow strong towns concepts. For instance reduce lanes on Holly between 112 and 120 from 4 to 2 with middle turn lane and parking lane buffer to make it more pedestrian friendly. Zone homes on Holly with no parking minimums and allow residential and retail.
22	Widen Quebec street to accommodate the new residential housing that has and will be added
23	Birch and 104 needs a traffic light
24	Additional speed bumps?
25	More CCTV in the city
26	Just more safety
27	Better drivers
28	Crosswalks
29	Police presence in school zones
30	I think it's pretty safe. Thank you.
31	More cops near these areas
32	Speed bumps in residential areas
33	Better Red light timing along Thornton parkway and major roadways could lessen red light running
34	More police presence.
35	Signs telling pedestrians to cross only at cross walks. Don't know how to prevent this but drivers habitually try to beat the yellow lights.
36	The HOV lane southbound between 104th and 84th has gotten better but is still a hot mess due to illegal lane changes
37	Something will need to be done on 120th and Irma when the new apartments open. Traffic is a mess om 120th now. That's going to make it worse.
38	Electric bikes and scooters are becoming more popular. On a sidewalk they are dangerous to others and on the street cars are dangerous to them. What is a good long term solution for that??
39	We need to reimagine what we're doing with car infrastructure in this city. Not everything needs to be a 4 lane racing strip. In the case of 120th that wasn't enough, now it's 6 lanes, just in time for a pedestrian death the other day. 128th used to be a nice road by Eastlake, now it's a 4 lane vroom vroom with too tight of a roundabout. We need more pedestrian and bike infrastructure, and traffic calming measures. We shouldn't design our city with cars being the foremost thought every time.
40	Far too much distracted driving. Far too much speeding. Far too much tailgating if you drive the speed limited. Does not feel safe to bicycle!!!
41	There should be pedestrian crosswalks between major streets on major highways/ avenues. For example along 128 Ave between Holly and Quebec.

#	Comment
42	Reduced speed limits. A posted speed limit above 40 mph is UNSAFE on City streets. We have been residents of Thornton for 11 years.
43	Lower posted speed limits, especially around 120/Holly, near the library. 45 is unsafe in areas with a lot of pedestrian traffic.
44	We need more continuous bike lanes, and more pedestrian crossing options to help connect sections of the bike lanes and neighborhoods to each other. It would be nice to look into protected bike lanes, as well.
45	<p>Hi -</p> <p>I live at 9110 Clayton St. There is a 4 way stop sign at the corner of Moon Ct. and Clayton. I think only about 25% of the people stop at that stop sign. At night it seems like no one stops at it. About a year ago a speed bump was put at about 9130 Clayton St. That helped a little bit but I think if there was one on the other side of Moon Ct. on Clayton people would not blow through the stop sign at 40 mph.</p> <p>Also, maybe build the speed bumps up some. They are pretty easy to drive over at 30 mph. The one in front of the community pool is no joke. If you make them all like that things would be much better.</p> <p>Thank You!</p>
46	The exit/merge lane from south bound I25 as you merge onto west bound 84th. There should be at least be a yield sign coming off of the highway getting onto 84th. With Appliance Factory and now Dutch Brothers there is increased traffic and when you have west bound 84th traffic trying to exit at Dutch Brothers you have people slamming on their brakes in both lanes to try and accommodate each other
47	<p>While it would be great to see more enforcement in regards to impaired driving and distracted driving and a lower count of traffic related injuries and deaths, I ultimately see this initiative as a waste of tax payer dollars. Most of these accidents are a result of things beyond the control of government. Accidents are just that, accidents and are largely non-preventable. You cannot legislate your way to an accident free city/society. Even the stats you present as the reason for this initiative doesn't tell the whole story of why these deaths and injuries happened.</p> <p>The city of Thornton should actually spend that money on improving and up-keeping roads as well as enforcing the laws already in place without letting offenders off on technicalities. You know, things over which the city has actual control.</p>

#	Comment
48	<p>Place more 'yellow' blinking arrows that allow left turns especially on turns where there are long pauses of no traffic. For example, 144th & Grant eastbound on 144th and turning left onto Grant. Not every intersection should have these but there are many that should. This will help move traffic along and reduce frustration (and energy consumption).</p> <p>A city's infrastructure is one of its top duties. Efficient moving of traffic should be a key goal along with safety. The more efficiently you can move around a city, the more you will go to that city and want to live there. Zero deaths is a laudable goal however, it is not the top goal. If we wish to get to zero we could all stay home and wear bubble wrap or ban vehicles entirely so that everyone had to walk. We would achieve zero traffic deaths, yet fewer could serve on committees, get to school on time, or even make a living, We must look at the bigger picture. The job of a city is to provide a structure for the economic prosperity of its citizens. Everything should be done with safety in mind yet not to the detriment of creating an easily accessed and active environment.</p> <p>We should be challenging ourselves with both goals, not just one. What changes would make traffic movement more efficient (easier to get to school, faster to the shopping area) and improve safety at the same time? Those are the changes that should be adopted. Throughout the last 200 years, no one has chosen slower technology. Moore's 'law' predicted doubling of chip speed every 18 months and it has, leading to more productivity. No one wants Windows 7. Any city can improve safety or improve efficiency. The city that can do both will achieve a rare level of excellence and be repaid by solid growth.</p>
49	I live in Hunters Glenn. The stop light at 136th & Jacob wykstra is a "suggestion" Anyone who frequents the area leaving Hunters Glenn knows that they need to wait before entering 136th after the light has turned green. Every time there is at least one car that will run the red light and sometimes several. Speeding and aggressive driving on 136th ave is the normal.
50	Overgrowth of trees/bushes near intersections need to be cutback to provide better viewing of traffic.
51	Speeder and racer surveillance on 136th and Colorado
52	In general, I feel the traffic safety lies with the distracted/impaired drivers as I feel the roads themselves are generally safe. It would be helpful if potholes were filled quicker.
53	Would love to see more speed bumps in neighborhoods especially in front of my house where people are constantly driving way over the speed limit. A lot of children and elderly in my neighborhood due to the school up the street. I live on a 112 place And Birch.
54	Roundabouts are generally safe, but a lot of people fail to yield to people in the roundabout it seems the assumption is the oncoming traffic will go straight, and people are jumping into the roundabout without watching for turners. A lot of people are going very fast through them taking advantage of the fact that there's no stop sign or stoplight. This is especially unsafe in places where there are two lanes in the roundabout. It's relatively new and people probably just need more information about how to drive through them.

#	Comment
55	<p>Sidewalks in much of the city butt up right to the road. It's crazy...there is no space between so many sidewalks and the roadway. Red light runners are everywhere...it's awful. This is the driver's responsibility to obey laws, but there are so many lights with bad timing that it can take someone far longer than it should to go 5 miles. I drive a lot in Thornton and know this all too well.</p> <p>I live just south of 104th and York and have been here for 24 years. People rip through York going 45-50 mph all of the time. I pleaded with the city to improve York when a school was built (actually pleaded before the school was built), not to mention a few hundred new homes since I've lived here. Nothing has happened. A small Yield To Pedestrians sign went in that can barely be seen. It's a mess during school traffic. The shoulder is still dirt. A small path was paved on the east side of York, but it's already crumbling and cracking. It's a bit of a joke. I've called the city multiple times and have been told "keep calling." What? Fix it. It's a hazardous mess. I've been calling for years. Nothing changes. It's bad.</p> <p>Expand York and put in speed control bumps. Kids are in the area all day during the week and there is a bit of pedestrian and bike traffic as well. Fix it.</p>
56	<p>Hello Thornton,</p> <p>I believe several things can be improved in Thornton roads to reduce crashes and improve safety. The first is signal coordination. The offsets during AM peak hours southbound on Washington is terrible as well as the WB signal coordination across I-25 in the mid-day and peak hours on 136th. Particularly on Washington, with how the volumes look at a glance it seems that the major throughput volume is going southbound in the AM. The amount of stop and go traffic at closely spaced traffic signals have encouraged speeding, weaving and "trying to beat" the light which results in a lot dangerous driving behaviors. Secondly, there seems to not be enough alternative intersection layouts which could improve traffic safety particularly for pedestrians. The first new intersection that comes to mind is the new one by the meat warehouse north Washington. That corridor is designed to be a 6-lane road and seems to encourage speeding due to its high design speed. I feel like if new develop locations or existing arterials where signalized intersections can be converted to roundabouts or even consider installing SPUIs at interchanges or CFLs at large intersections, traffic flow and safety could be improved. Lastly, I believe there are some disconnects with the bike trail systems. It would be amazing to have either dedicated/delineated bike lanes or bike trails that connect transit hubs. There is currently not a safe way for bikers/transit users to access Wagon Road RTD without riding on shared roads with vehicular traffic. I also find that the existing dedicated bike lanes would benefit from a buffer whether that be physical (using flexible bollards) or striped. The bike lane along 136th is underutilized and bikers prefer to ride on sidewalks due to the high speed of adjacent vehicular traffic as well as lack of perceived protection for riders.</p> <p>Thank you for your effort in making Thornton Vision Zero as this is an amazing continuous effort improve safety in our beloved City.</p>
57	<p>Rec Light Cameras - it's time to enforce the traffic laws and enforcement of Red Light runners as well as Stop Sign runners has been lax. I'm well aware that my opinion differs from the Thornton Police Dept's regarding this subject. It is however "out-of-control"!</p>
58	<p>We have no sidewalks along Washington between 144th to hwy 7. We have too many semi-trucks entering and exiting the streets and highways around us we can't drive, walk or bike safely.</p>
59	<p>More law enforcement!</p>

#	Comment
60	Don't just concentrate on roads, bike paths and trails are important and friends that live in other parts of Thornton have the same issue with motor and dirt bikes riding on walking and bike paths. This is a problem waiting to happen.
61	Studies have been done on protected bike lanes for decades at this point. Were making new roads for cars and not including protected bike lanes, but think that things will improve.
62	Honestly the further north you go in the city the scarier it is to bicycle. Drivers up north are aggressive and seem to drive bigger vehicles. I know in the south parts of town there are issues with inadequate sidewalks and bike lanes for folks though. Connectivity for bike lanes, pedestrian walk ways m, and public transit are poor all over. The lack of density and poor zoning choices seem to be the primary cause for this. This makes it very difficult to be able to choose how we want to travel through the city. I feel forced into traveling by car. Why do we put almost all of the business right next to the highway? Why can't we have shops, restaurants, entertainment, and work opportunities on the east side of town? Why can't we have nice things to do actually IN our city, rather than just on the edge of it, designed for people who are just driving past us?
63	Road expansion must be even or ahead of development not as current process, which is years behind. Work ahead of bad statistics on using bad statistics to justify cause for improvements.
64	We need to work on the HOV lane on I-25 between 144th and 120th. The double white (fines) is causing major issues in traffic since the lines aren't working. Haven't been for awhile. For kids going to school at 150th and York (especially with development) there is going to be issues with kids and families that can't do a bus out of the neighborhoods. Having a crosswalk would help.
65	Police enforcement instead of just sitting at Eppinger and Grant
66	Pedestrian crosswalk midway between Holly and Quebec on 128. Regular consistent bus transit along 128 to Eastlake station. Increased bus stops along major roadways and avenues. Bus stops and transit at major public points of interests including rec centers and Anythink libraries and city/ county offices.
67	More use of speed bumps in residential areas! I've tried advocating for them in Notts Landing multiple times just to be shut down over and over. 115th Ave in our neighborhood is a raceway!!
68	More police presence consistently on Holly Street between 144th and 112th. Better monitoring and enforcement at 120th and Colorado.
69	more bikes/lanes separated from traffic/trails and easy bussing! it would keep more people off of cars in general :)
70	More speeding enforcement On cross streets (intersections) more time between red light going one way and green light crossing that street. Might prevent some crashes at intersections.
71	Often times the left turn lanes are not set back at all, so the traffic that is turning past the turn lane almost hits the car waiting to turn left. Why can't the turn lane be set back a bit to allow the crossing traffic to not hit the car in the left turn lane. Example - if I'm turning left from Washington to 120th and waiting at the light, the cars from 120th going east, but want to turn onto Washington almost hit the car waiting at the light in the east turn lane. This could be any N/S or E/W street in Thornton.
72	I noticed today that there is a new turn signal at 120th and Claude Ct, I love it! More of these type of changes would be most welcome (at some of our busiest intersections).
73	Patrol streets for speeding and running red lights - I see it every day!

#	Comment
74	Automatic fees for anyone driving with a California or Texas license plate during rush hour times.
75	Can we get an updated map of foot/bike paths? Bike lane barriers, I see tons on vehicles that wander into the bike lane and I am afraid to ride my bike in bike lanes on streets.
76	Fix potholes quickly so people don't try to dodge them. Please do not install more speed bumps. They are so annoying! And larger vehicles don't slow down much for them. Roundabouts are great.
77	CO 7 is riddled with pot holes - folks swerve to avoid them or hit their brakes suddenly. I am sure a long term fix is coming but leaving as is until then is just asking for more problems. Please at least keep the holes patched in a timely manner; this is not currently happening.
78	We need more traffic enforcement. The speeding in both directions on York between 124th and 128th is terrible. I literally have to run across the street to avoid being hit. I don't like speed humps, but maybe that's what is necessary.
79	Remind people that right on red is AFTER coming to a complete stop and looking both ways.
80	Adequate sidewalks. Connecting current sidewalk system to missing ones. Also, sidewalks in neighborhoods should be around 4' to allow adequate walking. I would also like to see streets with smaller widths to allow for a dieting and calming effect. We build our streets all as large boulevards that then require speed bumps due to building essentially highways into our neighborhoods.
81	Do not add any more roundabouts. They are more dangerous than a traffic light or even a 4-way stop. The state of New Jersey removed all of them years ago because of how dangerous they are.
82	<p>More education of how to properly merge (most conflicts/tense situations I've had driving in Thornton have been related to people not letting others into a lane when the lane's ending, such as the I-25 NB on-ramp off Thornton Parkway). Feels like a lot of drivers will suddenly slam on their brakes as well, but not sure how to fix this; it creates traffic snakes/potential rear end collisions though.</p> <p>Adequate bike infrastructure will keep bikes safer/away from cars. I had a bike use the leftmost turn lane on Washington going WB onto CO 7 last weekend and he was hard to see/was not in a safe spot so it made it awkward for everyone.</p> <p>I don't see many RRFBs around town, but would be worth looking into, especially where neighborhoods are divided by a larger roadway/areas where people walk to amenities like stores/parks/trails a lot.</p>
83	There are not enough police officers working traffic enforcement.
84	Abolish the right-on-red and all right-turn slip lanes except off the interstate if it's a CDOT requirement. Drivers do not stop on red and fly blindly through pedestrian crosswalks.
85	Bike routes extending to NE Thornton. Pave 152nd.
86	<p>I know it is a big ask, but more patrol cars to monitor traffic and cite offenders.</p> <p>My house faces Quebec at approximately 154 ave and Quebec is a racetrack for both personal vehicles and big gravel trucks. It is a only matter of time before there is a bad accident.</p>
87	Separate bike and vehicle lanes in higher traffic roads.

#	Comment
88	We need to parking permits. Some houses have 5 plus cars parked on the street. In some parts of the neighborhood that takes a up most of the bike lanes already setup. Which means bikes and scooters now have to use the sidewalk or street. Walkers who already don't have a lot of room get frustrated with bike/ Scooter riders. If bikes go in the street they risk getting hit by cars who don't know when bike/scooter riders have the right of way. I have experienced a lot fights between walkers, bike cyclists and drivers. All trying to get some where safely but not able to coexist in the same space.
89	More enforcement of speed limits and red lights (police presence, ticketing, red light cameras). Police street racing (especially Holly St between 128th and 136th).
90	higher police presence and more active police presence during high volume traffic times. Sometimes you see the police, but they are not actively engaged. (meaning not just sitting in their vehicles with their head down) And typically when you see the police they are speeding around you, they may be in route to a situation, but they may not be as well?
91	Expand Roadways prior to development activity not afterwards. Plan in advance ahead of traffic volume increases .
92	It doesn't seem like any of the improvements to 128th by Eastlake have helped. People still drive over the speed limit over there and oftentimes tail me or pass me too quickly. Also, speed bumps through the neighborhood roads (Summit Grove/Cottonwood Lakes) does not slow down drivers.
93	Bus routes or stops north of 136th Ave and up to CO Hwy 7.
94	Residential neighborhoods need speed bumps. Way too many people speed through the neighborhoods endangering kids at play and people just walking to get the mail.
95	We need a crosswalk across York so kids can safely walk to Silver Creek on the east side of York
96	There needs to be a crosswalk and light. There is no sidewalk available on the west side of York from Washington to Josephine. While there is a bus system in place during the school months children and families are still crossing York and in the summer time kids are running and biking across the street consistently. This is extremely dangerous for drivers and pedestrians.
97	* State HWY 7 between York and E 164th Ave: there needs to be additional speed limits signs along Hwy.7 east of York Street - the speed limit is 60mph, but there is no sign in this stretch until the speed drops to 50mph around E 164th Ave. This leads to many drivers going 35-45mph in a 60mph zone, which is both incredibly annoying to drivers following the speed limits and dangerous for the extra-slow drivers. * The right turn lane for Huron-> 160th (West edge of Amazon property has incredibly confusing lane stripes. It often looks like you cans turn sooner than you actually can, with the right turn lane being super awkwardly short just before the actual turn.
98	There should be better public instructions on how to navigate a traffic circle safely. Weeds along public road intersections that are allowed to be overgrown make it difficult to enter traffic safely. White lines that designate where cars should stop at a traffic light or stop sign should be further back from the intersection or you have to drive too far into the intersection to have an obstructed view of oncoming traffic.
99	Please make sure roads are good. So many potholes most places. Traffic around schools is very worst during school start and end times. Especially around Stargate School at 7-11 entrance on 144th. Please fix these 2 issues.

#	Comment
100	There needs to be a crosswalk from the Fairfield neighborhood across York Street. We have many children that go to the elementary school over there. I see them running across the street because there is no way to access the crosswalk at the light at 150th from our neighborhood. They would have to walk west to the pedestrian trail, cross the bridge, then walk all the back to York on an unpaved path, cross the street and then head to school. It is not a reasonable expectation. We are easily walking distance and should be encouraging it. However, the current situation is extremely unsafe.
101	I notice many drivers pull right into crosswalks rather than in front of them. Educate drivers? Or signage?
102	Raise punishment for drivers who speed/run red lights. Raise the age to be a licensed driver to 25. Impose drivers license tests to be renewed/taken every 5 years.
103	Speeding is the biggest issue I see. Few follow the posted speed signs and heaven forbid you are going the posted speed they will follow so closely as to push you out of the way and I fear a rear end collision.
104	There appears to be limited traffic re-enforcement in areas such as 84th and Washington and this is an area for frequent car accidents. Cars run red lights here all the time.
105	Stiffer fines and Cameras to alleviate right light runners.
106	Need to partition off bike lanes from drive lanes with barriers
107	Potholes must be repaired Lanes clearly painted More police patrol cars Use of. cameras Well designed turn lanes (example: Colorado and CO 7) Stop light discipline (no running the red)
108	Landscaping at some turning locations blocks view to oncoming or turning vehicles.
109	If you ever watch the entrance ramps to I25 at 104th or 84th Avenue, people do not use the traffic lights to get on the highway, they ignore them. So what is the point of using them?
110	We might need a stop light at 112th Dahlia.
111	Enforcement of red light laws. Red light running is rampant.
112	More nine lanes!
113	We need a crosswalk for pedestrians on York St at 152nd from the Fairfield neighborhood.
114	Thornton needs more bike paths and bike lanes like Denver has!! Thornton is not biker friendly and I wish it was.
115	Need a pedestrian crosswalk at 151st and York for children to cross York St from the Fairfield neighborhood to get to the elementary school across the street
116	Please add a cross walk for kids to cross York street from the Fairfield community as there is no safe cross walk on that street at (E 151st ave and York street) crossings.
117	The light on York and 150th Ave changes too fast for those traveling North and South. Would love a walking path/sidewalk for the west side of York and 150th. There is currently no safe walking path for that stretch.
118	Stop light on 152nd and York, people are always speeding south of E470 towards Washington on 152nd. Cross walk from silver creek elementary across York street to the Fairfield neighborhood, there is no way for the kids to safely cross because there is no sidewalk on the west side of York street from a further south existing cross walk

#	Comment
119	Thornton generally has a good system of trails. The main problem I have with walking or biking in Thornton is where trails cross a major road the crossings are not safe. I also feel generally that drivers speeding is a problem across Thornton. North of 120th has a better trail system in my experience.
120	As the neighborhoods grow, Thornton needs to add additional stoplights.
121	Large row of trees providing barrier between road and sidewalk.
122	Quebec and Heritage Drive (152nd stop sign only) is becoming increasingly busy and speeding on Quebec and trying to leave the neighborhood, will cause a fatal accident at some point
123	It's difficult and dangerous to cross the street at 151st and York Street.
124	We have a farm that has a fence along York street and 151st. It does not allow you to walk to the crosswalk to get to the elementary school across the street. You would have to walk on to York to pass their house which is too dangerous for anyone therefore we are unable to cross the street out of our neighborhood which is Fairfield neighborhood.
125	Connect Grand View Ponds to the bike path across 104th and Riverdale. The only way to get there is to put my life in hands and many times I choose not to bike in that direction because crossing 104th is dangerous. Also shared bike lane and vehicle roads with bright lines and signs isn't the answer, dedicated bike paths from neighborhoods to grocery stores would be very helpful
126	Please add a stop light at York and 152nd Please add a stoplight at 136th and Leyden Please clear obstacles that make it difficult to see when turning onto 136th from Leyden (south of 136th) Please add crossings and pathways from the Fairfield community to communities to the east and north of us (including north of E470.
127	More police presence and monitoring
128	Yellow lights warning for Red light Cameras. License Plate readers.
129	Add pedestrian crosswalk at bike path on summit grove parkway near albion circle. People speed as they come around the curve toward Colorado Blvd.
130	Coordinated traffic lights with Westminster
131	Inattention cell phone use is rampant. Tougher laws there Discourteous and angry aggressive driving in general. Its scary now. Way better mental health for anger management.
132	More traffic calming features More bikeways Narrower streets More speed enforcement More safe crossings
133	I think one of the worst areas is I 25 north going from Thornton Parkway all the way to like 144th. It just seems like since they put in the fast lanes that cars just go crazy with their speeds there. And also cars speed and we have so so many accidents on the stretch of the highway and it never seems to be Policed at all.

#	Comment
134	<p>There's a disturbing number of incidents of late-night/early morning car thefts and attempts. while not a traffic problem per se- it indicates that there is a significant criminal element scouting out the city looking for opportunities for crime. Routine enforcement of speeding, reckless driving observed, outdated registration, unsafe vehicle, etc. could help in apprehending criminals with open warrants, etc. that are infiltrating the city looking for trouble.</p> <p>Would love to see trails or safe bike lanes connect the Todd Creek area with the Platte River trail and the Dry Creek Trail. That means getting across E470 and/or Riverdale Rd.</p> <p>60 MPH is too fast a speed limit on Hwy 7. There's just too much traffic on it anymore.</p> <p>We need a traffic light at Quebec and 152nd. Probably Quebec and Ehlers also. The increase in traffic is making these intersections unsafe.</p>
135	I appreciate traffic police assertively enforcing traffic infractions.
136	Stronger laws (or at least use the laws we already have) and bigger fines/jail time for frequent violators - drunk driver, distracted driving, leaving the scene of the accident, vehicle/pedestrian, etc.

Survey #1 comments provided on the interactive map.

#	Concern	Location	Comment
1	Challenging to cross	E 128th Ave/Jasmine St	No pedestrian crossing at the intersection of four Thornton city trails midway between Holly and Quebec.
2	Challenging to cross	Quebec St/E 124th Ave	very dangerous
3	Challenging to cross	Colorado Blvd/E 120th Ave	There is a fair amount of pedestrian traffic here. Many of the people are wheel chair bound because of the nearby therapy center and a lot of other foot traffic come off the bus stops.
4	Challenging to cross	E 128th Ave/Monaco Way	No pedestrian crossing across 128 for a mile or more between major intersections
5	Challenging to cross	E 136th Ave/Quebec St	pedestrian crossing difficult to navigate. missing ped ramps/walks
6	Challenging to cross	E Thornton Pkwy/Saint Paul St	Feels unsafe crossing here, especially with vehicles turning right into community
7	Challenging to cross	Holly St/E 120th Ave	Low visibility of vehicles as a crossing pedestrian. Low visibility of pedestrians as a turning vehicle.
8	Challenging to cross	Dorothy Blvd/Carrol Ct	We can't cross the street due to speeding, drivers not stopping etc
9	Challenging to cross	York St/Fillmore St	Please provide a cross walk so kids can walk to school
10	Challenging to cross	York St/E 151st St	There needs to be a crosswalk and light. There is no sidewalk available on the west side of York from Washington to Josephine. While there is a bus system in place during the school months children and families are still crossing York and in the summer ti
11	Challenging to cross	York St/E 151st St	Need a pedestrian crosswalk here
12	Challenging to cross	York St/E 151st St	No cross walk to get to school across York St
13	Challenging to cross	York St/E 151st St	Popular spot to elementary school to trail to silver creek that is dangerous to cross.
14	Challenging to cross	Colorado Blvd/E 106th Ave	There is no crosswalk between 104 & 107 which makes walking to business/parks difficult
15	Challenging to cross	York St/E 150th St	I live in the Fairfield community and it's unsafe to walk south along York without a sidewalk. Would love the addition of a sidewalk along York.
16	Challenging to cross	Washington St/E 128th Ave	Crossing this intersection is very challenging. Distracted drivers, multiple turning lanes, turns on red (while pedestrians in the crosswalk). Not enough safety for pedestrians or cyclists.
17	Challenging to cross	E 104th Ave/Washington St	Intersection with a lot of pedestrian and bike traffic. Very fast car speeds, multiple turn lanes (with distracted drivers) and little visibility or safety for pedestrians.

#	Concern	Location	Comment
18	Challenging to cross	E 128th Ave/Lafayette St	This a crossing for two schools and a walking/bike path. Fast car speeds, multiple turn lanes, and little safety features. I worry especially for children crossing 128th.
19	Challenging to cross	E 120th Ave/Grant St	This is a crossing for a major bike and walking trail which is a hazardous crossing. High speeds, multiple turn lanes and very little pedestrian or biking safety
20	Challenging to cross	Quebec St/E 152nd Ave	Increasing and Speeding Traffic
21	Challenging to cross	Riverdale Rd/CO-44	It's so dangerous to cross on foot or bike here
22	Challenging to cross	York St/E 156th Ave	Narrow Bridge makes crossing on bike or foot dangerous
23	Challenging to cross	York St/Fillmore St	Unsafe to cross on bike or foot
24	Challenging to cross	E 152nd Pkwy/York St	No pathways along York or 152nd. Unsafe to bike or walk in this area.
25	Challenging to cross	I-25/I-25 NB On Ramp	Not City issue but need on ramp lights for better traffic flow
26	Challenging to cross	E 144th Ave/Lincoln St	Going east bound, you need to get across two lanes to make a right turn at Grant Street, can be challenging with traffic coming off I-25 ramp.
27	Intersection issue	E 136th Ave/Lincoln St	Merging off the highway
28	Intersection issue	E 136th Ave/I-25 NB Off Ramp	Freeway exit'ers do not respect flow of traffic and veer out into traffic to cross street to enter mall/food. Would be nice if raised barrier could be installed to guide exiting traffic further down the street so that mall entrance would be restricted.
29	Intersection issue	E 100th Ave/York St	Drivers often do not stop for Red lights.
30	Intersection issue	Colorado Blvd/E 160th Ave	Speed, and visibility make this a tragic location and it need attention soon.
31	Intersection issue	Holly St/Highway 7	This intersection badly needs a traffic light. It is dangerous with vehicles attempting to make left turns from Holly onto 160th - they speed to try to take advantage of breaks in traffic.
32	Intersection issue	E 104th Ave/Washington St	Red light runners all of the time heading north. I've called both Thornton and Northglenn streets about this several times. It's a hazard. Fix the light timing.
33	Intersection issue	E 128th Ave/Holly St	Red Light running is a common occurrence
34	Intersection issue	Colorado Blvd/E 120th Ave	Red Light running is out of control
35	Intersection issue	E 136th Ave/Colorado Blvd	Red Light running is a common occurrence
36	Intersection issue	E 128th Ave/Colorado Blvd	Red Light running is out of control

#	Concern	Location	Comment
37	Intersection issue	Colorado Blvd/E 120th Ave	Red light running and speeding
38	Intersection issue	E 104th Ave/Grant St	People often change lanes the last minute on 120th at this intersection making a right turn difficult from Grant to 104th.
39	Intersection issue	Huron St/Fred Dr	Red light/Fire Station warning indicator cause confusion, very common to see southbound Huron red light at 97th run by confused drivers, residential traffic entering Huron at risk.
40	Intersection issue	E Thornton Pkwy/Civic Center Dr	Worried about being rear ended when turning right into City Center complex - people go fast behind me and may not realize there's a turnoff. Also hard to turn right going WB because of fast/high traffic at rush hour
41	Intersection issue	Washington St/E 120th Ave	The rightmost lane ending fairly abruptly causes issues with cars trying to get over to the other two lanes
42	Intersection issue	York St/E 150th St	While driving southbound on York St, I've observed many times this signal simply goes red, even there is no traffic waiting on 150th to turn left, or even when there are no pedestrians to cross. Better to look into this light and fix if required.
43	Intersection issue	E 144th Ave/Dry Creek Commons	Drivers exiting from this businesses onto 144th are blocking the westbound 144th Ave lanes. Especially during Stargate school morning students dropoff/peak time this area around the school is so messy.
44	Intersection issue	Huron St/W 160th Ave	Confusing right turn lane stripes from Huron onto EB 160th Ave.
45	Intersection issue	York St/E 150th St	This light changes too fast. The car driving west on 150th doesn't even have to stop at the light and it turns red too quickly for those traveling south/north
46	Intersection issue	Colorado Blvd/E 160th Ave	No left turn lane and MANY accidents or people avoiding to yield to cars waiting to turn left
47	Intersection issue	E 136th Ave/Leyden St	With all the new traffic on 136th it has made it increasingly difficult and unsafe to exit the neighborhoods to both the north and south.
48	Intersection issue	E 120th Ave/Pennsylvania St	Right turn out of the parking lot makes this nervous to cross
49	Intersection issue	E 112th Ave/Colorado Blvd	running red light
50	Left turn issue	E 136th Ave/PFC Jacob Wykstra St	Southbound 136, left turn into Jacob Wykstra is dangerous. You are like a sitting duck as North and Southbound cars speed by you very close.
51	Left turn issue	E 144th Ave/Dry Creek Commons	Light skips around 8:00 am causing backups
52	Left turn issue	E Thornton Pkwy/Russell Way	People speed on Thornton pkwy and the traffic is heavy. Moving away from the park or pool with children on board it's difficult to turn left. We're often forced to go right then

#	Concern	Location	Comment
			back around and even that can be difficult because people come down the hill f
53	Left turn issue	Grant St/E 160th Ave	Please add light at Grant and 160th. Left turning onto 160th is taking lot of time.
54	Left turn issue	Quebec St/E 131st Ave	left turn & straight thru access nearly impossible
55	Left turn issue	Grant St/E 160th Ave	While turning left on Grant St to Eastbound 160th Ave, its very difficult as traffic increased, and during evening sunset times we can't see traffic coming from west to east. Better to add lights at this intersection for safe left turn.
56	Left turn issue	Highway 7/York St	Southbound York St is width restricted. Not enough room to safely turn. Many near misses if you're in the left turn lane.
57	Left turn issue	E 104th Ave/Irma Dr	lacking proper warning that left lane is turn only - causing back ups going east
58	Left turn issue	E 144th Ave/Madison St	There is no traffic control and with the 2 lanes now on East-West of 144th, it's a hazard to enter into 144th
59	Left turn issue	E 144th Ave/Lincoln St	Traffic from the inner left turn lane on 144th onto the Amazon property backs up badly several times a day because staff only use one lane to turn. Between this, the right turn onto Lincoln Street, and the traffic coming off of I-25, it's a mess.
60	Left turn issue	E 152nd Pkwy/York St	Stoplight needed. Due to speed of traffic on 152nd turning onto York is sometimes dangerous
61	Left turn issue	E 136th Ave/Leyden St	Stop light needed. Traffic moves quickly and field of vision is impaired by landscaping
62	Left turn issue	Washington St/E 134th Ave	The wait for this left turn onto Washington is incredibly long. It's impossible to then catch the left turn light from Washington onto 136th due to the timing. It takes over 5min to get onto W-bound 136th from E134th.
63	Speeding is an issue	Corona St/E 132nd Cir	Speeding is out of control in the neighborhood
64	Speeding is an issue	PFC Jacob Wykstra St/E 134th Ave	More often than not cars are going well over the posted 25mph limit. Many kids live in this neighborhood and ride their bikes along this road or are walking to/from the near by school. Cars also cut through the neighborhood using this road.
65	Speeding is an issue	PFC Jacob Wykstra St/E 134th Ave	Around rush hour people drive through going 30-40MPH
66	Speeding is an issue	Colorado Blvd/E 120th Ave	Dangerous intersection
67	Speeding is an issue	Cottonwood Lakes Blvd/Ash St	Need traffic calming by this crosswalk
68	Speeding is an issue	I-25/I-25	I-25 southbound from 144th to 84 is a race track. Tons of speeders. Lots of tailgaters. More accidents than other highways impeding commerce, hindering safety.

#	Concern	Location	Comment
69	Speeding is an issue	Clayton St/Moon Ct	High School Students use this area to show how fast their car can go. Woo hoo - they can press down the gas pedal!!
70	Speeding is an issue	Gilpin St/Irma Dr	Irma gets speeders who tailgate. I'm usually driving, but as a pedestrian I would feel unsafe.
71	Speeding is an issue	York St/E 103rd Ave	It's a mess with the school. There is a blind hill here and people speed all of the time. Traffic during school drop/pick times is awful with dozens of cars parked on the dirt adjacent to the road. I've called the city multiple times on this. Fix it.
72	Speeding is an issue	Cottonwood Lakes Blvd/Bellaire St	We have multiple speed bumps but they don't actually slow anyone down. It's dangerous for children playing and walking to and from school.
73	Speeding is an issue	E 136th Ave/Trenton St	Speeding & red light running
74	Speeding is an issue	E Thornton Pkwy/Steele St	Few cars on here go WAY faster than 40 MPH on here
75	Speeding is an issue	Quebec St/E 159th Ave	Speeding on Quebec, even some racing
76	Speeding is an issue	E 133rd Pl/Locust Ct	This is the only neighborhood in the area without speed bumps making it a favorite route for hurried drivers in the morning.
77	Speeding is an issue	E 128th Ave/Monroe St	Speeding is an issue on 128th between Colorado and Washington
78	Speeding is an issue	E 128th Ave/Claude Ct	Cars speed on 128th especially during rush hour. Many kids and pedestrians along the road on the sidewalks.
79	Speeding is an issue	Highway 7/York St	Speeding is excessive on this strip between York and Colorado. People race to get in front of other cars before it goes to one lane. It's very scary.
80	Speeding is an issue	I-25/I-25	Speeding in the express lanes both North and South is excessive
81	Speeding is an issue	Riverdale Rd/Elm Dr	Shared lane with road with a sharp turn makes this nerve racking, move the bike path inward
82	Speeding is an issue	E 152nd Pkwy/Washington St	Street racing often occurs on this road
83	Other comment	E 124th Ave/Fillmore Ct	Stop sign runners!
84	Other comment	Fillmore St/E 126th Way	Drinkers and litter bugs. (Shooters and other alcohol containers) people sitting in their vehicles, drinking and then throwing their alcohol containers out the window.
85	Other comment	E 124th Ave/Fillmore Ct	Stop sign runners!!!!
86	Other comment	E 136th Ave/Washington St	No safe bike lane or pedestrian lane
87	Other comment	E 136th Ave/Grant St	Too much Mall/Food traffic

#	Concern	Location	Comment
88	Other comment	W 136th Ave/Orchard Pkwy	Too much traffic
89	Other comment	E 136th Ave/I-25 NB On Ramp	Too much traffic
90	Other comment	E 136th Ave/Lincoln St	Too much Mall/Food traffic
91	Other comment	E 128th Ave/Lincoln St	Posted speed is too low.
92	Other comment	I-25/I-25	Drivers do not move over to the right when traveling less than prevailing traffic speed.
93	Other comment	Washington St/E 140th Ave	Posted Speed is too low.
94	Other comment	Marion Dr/E 130th Ct	Parking causes restricted traffic access during school hours.
95	Other comment	Riverdale Rd/Elm Dr	Need lighting on Riverdale and make it a 4 lane road
96	Other comment	Washington St/Garland Dr	Washington is extremely congested during all hours of the day
97	Other comment	Federal Blvd/W 92nd Ave	Crime in area. Speeding. Driving without lights on after dark.
98	Other comment	York St/E 165th Ave	No sidewalks or safe way to connect these neighborhoods
99	Other comment	I-25/I-25	Dangers lane changers
100	Other comment	Clayton St/Moon Ct	People dont stop at stop sign
101	Other comment	E 144th Ave/York St	The bike lane on 144th Ave ends just past York, making it impossible for bicycles and vehicles to safely share the road when heading east.
102	Other comment	York St/E 103rd Pl	Kids everywhere and cars everywhere. York has not been improved in 25+ years despite hundreds of new homes in the area and a K-8 school. Fix it.
103	Other comment	E 136th Ave/Franklin St	Bike lanes along 136th is heavily underutilized due lack of biker protection and high adjacent vehicular speeds. flexible bollards or striped buffer may increase utilization and avoid bikers from riding on sidewalks (even though its legal in Thornton)
104	Other comment	Washington St/E 132nd Ave	Southbound signal coordination in the AM can be improved to reduce speeding between intersections
105	Other comment	Riverdale Rd/Bellaire St	Too many ghosts
106	Other comment	Washington St/E 128th Ave	My mother was hit by a car here while riding her bike, she was in the crosswalk and had the signal to cross.
107	Other comment	Summit Grove Pkwy/Cottonwood Lakes Blvd	I don't understand what the bike lane is doing at the intersection here. It ends abruptly at the sidewalk bump out, forcing cyclists either out into traffic or onto the side

#	Concern	Location	Comment
			walk, both of which are difficult and dangerous to navigate during school pickup
108	Other comment	E 136th Ave/Lincoln St	Vehicles going from Lincoln to 136th have nearly t-boned me while en route to the I-25N on-ramp. This might be a sight issue/seems to only happen when it's dark.
109	Other comment	Quebec St/E 132nd Ave	Dangerous road lane reduction.
110	Other comment	Quebec St/E 138th Ave	Dangerous curve
111	Other comment	E 128th Ave/Holly St	No public bus route to Eastlake along this major avenue
112	Other comment	E Thornton Pkwy/Grant St	difficult to get from I25 all the way over to make a left on Grant
113	Other comment	I-25/I-25	There seems to always be a crash somewhere between 104th and 88th each morning. I don't know if there needs to be a lane rearrangement or a change in onramps, but its ridiculous.
114	Other comment	E 128th Ave/Cook Cir	People wandering into other lanes when going through the roundabout
115	Other comment	Claude Ct/E 124th Ave	Cars turning right into me when I have a walk signal
116	Other comment	E 136th Ave/Olive Way	left turn into King's made confusing with striping and plastic markers. drivers leaving King's are entering the turn lane to enter King's. very dangerous at night due to low light levels.
117	Other comment	E 138th Ave/Colorado Blvd	Stop signs for North/South travel but not East/West travel, users generally do not stop when entering the shopping center from 138th.
118	Other comment	Washington St/Highway 7	Bicycle was using left turn lanes here, but there's no bike infrastructure on WB CO 7 so it was awkward for them/unsafe
119	Other comment	E 104th Ave/Grant St	Hard to merge into right turn lane to go onto Grant when coming EB on 104th. Some drivers don't let others in.
120	Other comment	I-25 NB On Ramp/E Thornton Pkwy	Many vehicles on the highway do not let incoming cars zipper merge here
121	Other comment	Riverdale rd/Quebec St	No signage for cyclist sharing the road.
122	Other comment	Highway 7/E 160th Ave	There needs to be a speed limit sign for the 60mph zone between York and E 164th Ave. Frequently, drivers turning off York onto WB Hwy.7 go 20+ mph UNDER the speed limit, which is dangerous.
123	Other comment	Washington St/Thorn creek Crossing Parking Lot Rd	two left turn lanes but then merges as soon as you turn into the shopping area causing back ups

#	Concern	Location	Comment
124	Other comment	E 128th Ave/Cook Cir	Often see drivers yielding when they don't need to or not yielding when they should (may be helpful to add instructional signs around the turnabout)
125	Other comment	York St/E 150th St	No sidewalk/multi-use path, two sidewalks just end awkwardly.
126	Other comment	Highway 7/Ulster St	The quality of this road is likely to cause accidents. People try and drive without hitting all of the damaged parts of the road and are driving in the emergency lanes in order to do this.
127	Other comment	Holly St/Riverdale Rd	Rough terrain for road bikes
128	Other comment	E 84th Ave/Washington St	Barrier to bus stop
129	Other comment	E Thornton Pkwy/Russell Way	Barrier to bus stop



Thornton Vision Zero

Survey #2 Summary

Sept. 9, 2024

Introduction

The engagement period for the Thornton Vision Zero survey #2 was from July 1 - July 31, 2024. The goal of survey #2 was to hear feedback on drafted recommendations and prioritize strategies to address the traffic safety concerns of Thornton residents and community members. Survey #2 included seven questions and an interactive comment map for respondents to identify specific areas for recommended safety improvements.

Survey #2 questions included:

- How supportive are you of the draft recommended safety improvements?
 - Very supportive
 - Mostly supportive, but I have a few concerns
 - I have a lot of concerns
- If you have concerns about the draft recommendations, please feel free to comment below.
 - Comment box
- How important are each of these factors when prioritizing project locations?
 - The project is on the high injury or high risk network.
 - The project is located in an area with high equity need.
 - The project is in a location of concern previously identified by the community.
 - The project has a high return on investment (relatively low cost for greater improvement in crash fatalities and serious injuries).
- Do you have any other comments or feedback on draft safety recommendations?
 - Comment Box
- If you are interested in receiving Thornton Vision Zero project updates or follow up opportunities, please provide your email address:
- What is your primary connection to Thornton? Please select one.
 - I live in Thornton
 - I work or own a business in Thornton
 - I visit Thornton
 - I attend school in Thornton (or my children attend school in Thornton)
 - Other
- If you live in Thornton, which Ward do you live in? (Ward Map)

Outreach and Community Input Plan Thornton Vision Zero

- Ward 1
- Ward 2
- Ward 3
- Ward 4
- I don't live in Thornton

Promotion and Outreach

A press release and social media posts were published in July to promote the project and survey #2. The survey was also promoted in Thornton's weekly T-Mail E-Newsletter in July.

Essential to promotion and outreach during survey #2 was gathering input from a diverse cross-section of community members. This involved providing information in English and Spanish and using diverse outreach channels and strategies that are trusted by the Hispanic community, such as Spanish media. The survey was available in more than 10 languages and multicultural outreach staff contacted 20 organizations to broadcast the importance of participating in the survey. Multicultural outreach staff also provided Spanish interpretation services at outreach activities, ensuring an equitable and inclusive engagement process.

Multicultural organizational outreach included:

Project team members attended two Thornton-area events in July to encourage residents to take survey #2. Spikes in survey activity were detected on:

- July 23 and July 30, which coincides with the Healthy Farmer's Market.
- July 31, which coincides with the survey email reminder sent to all stakeholders.

The table below identifies Thornton-area events the project team attended to promote survey #2:

Location	Date	Stakeholder Group
Healthy Famers Market	Tuesday, July 23	Families and general public, low-income and undeserved communities
Healthy Famers Market	Tuesday, July 30	Families and general public, low-income and undeserved communities

As a part of the multicultural outreach, project staff worked with Hispanic media outlets (traditional and digital) to promote survey #2:

- On July 23, Conecta Colorado published [Ayuda a Salvar Vidas con Thornton Vision Zero video](#).
- On July 25, we appeared at [Conecta Por La Mañana](#) to talk about the survey and invite community members to participate. This interview reached 454

Outreach and Community Input Plan Thornton Vision Zero

people, a 17.3% increase over previous campaigns. 77 people interacted with the content, up 1.4% from the first survey, reflecting real engagement by the audience. Some social media posts generated up to 207 impressions, indicative of relevant content within the local community.

- On July 25, Telemundo Denver aired [Nuevo plan de seguridad en Thornton busca reducir accidentes de tránsito](#) as part of their local 4 p.m. news show.
- On July 25, Telemundo Denver also aired [Plan busca mejorar la seguridad en las calles de Thornton para peatones, ciclistas, y conductores](#) on their 5 p.m. news show.

Responses

Through a mix of digital and in-person outreach, there were 79 responses to survey #2 from Thornton residents and visitors reflecting various demographics.

When it comes to respondents' ties to the area, the breakdown is as follows:

- Live in Thornton (48)
- Work or own a business in the area (14)
- Visiting Thornton (9)
- Attending school in Thornton (1)
- Other (2)

Ward 3 garnered the most responses (20), followed by Ward 2 (11), Ward 4 (11), Ward 1 (7), and people who don't live in Thornton (4). 26 people did not answer the question.

How supportive are you of the draft recommended safety improvements?

- Very supportive (61)
- Mostly supportive, but I have a few concerns (17)
- I have a lot of concerns (0)

How important are each of these factors when prioritizing project locations?

- The project is on the high injury or high risk network.
 - Very important (64)
 - Neutral (5)
 - Unsure (8)
 - Not important (1)
- The project is located in an area with high equity need.
 - Very important (37)
 - Neutral (25)
 - Unsure (11)
 - Not important (5)
- The project is in a location of concern previously identified by the community.
 - Very important (52)
 - Neutral (18)

Outreach and Community Input Plan Thornton Vision Zero

- Unsure (7)
 - Not important (1)
- The project has a high return on investment (relatively low cost for greater improvement in crash fatalities and serious injuries).
 - Very important (37)
 - Neutral (28)
 - Unsure (4)
 - Not important (8)
- If you have concerns about the draft recommendations, please feel free to comment below.
 - Total comments (26)
 - Key themes
 - Some do not support the use of red-light cameras.
 - Wish the city was more walkable/bikeable.
 - More emphasis on the driver than punishment.
 - Need more emphasis on police enforcement.
 - Minimize car-pedestrian interactions.
 - Educate citizens on Thornton Vision Zero goals and the roll out of recommendations.
- Do you have any other comments or feedback on draft safety recommendations?
 - Total comments (18)
 - Key themes
 - Supportive of drafted recommendations.
 - Do not increase yellow light time length.
 - Would like to see more details on drafted recommendations.
 - Speed control is vital.
 - Better maintenance and improvement of roads.
 - More pedestrian and bicycle safety measures.



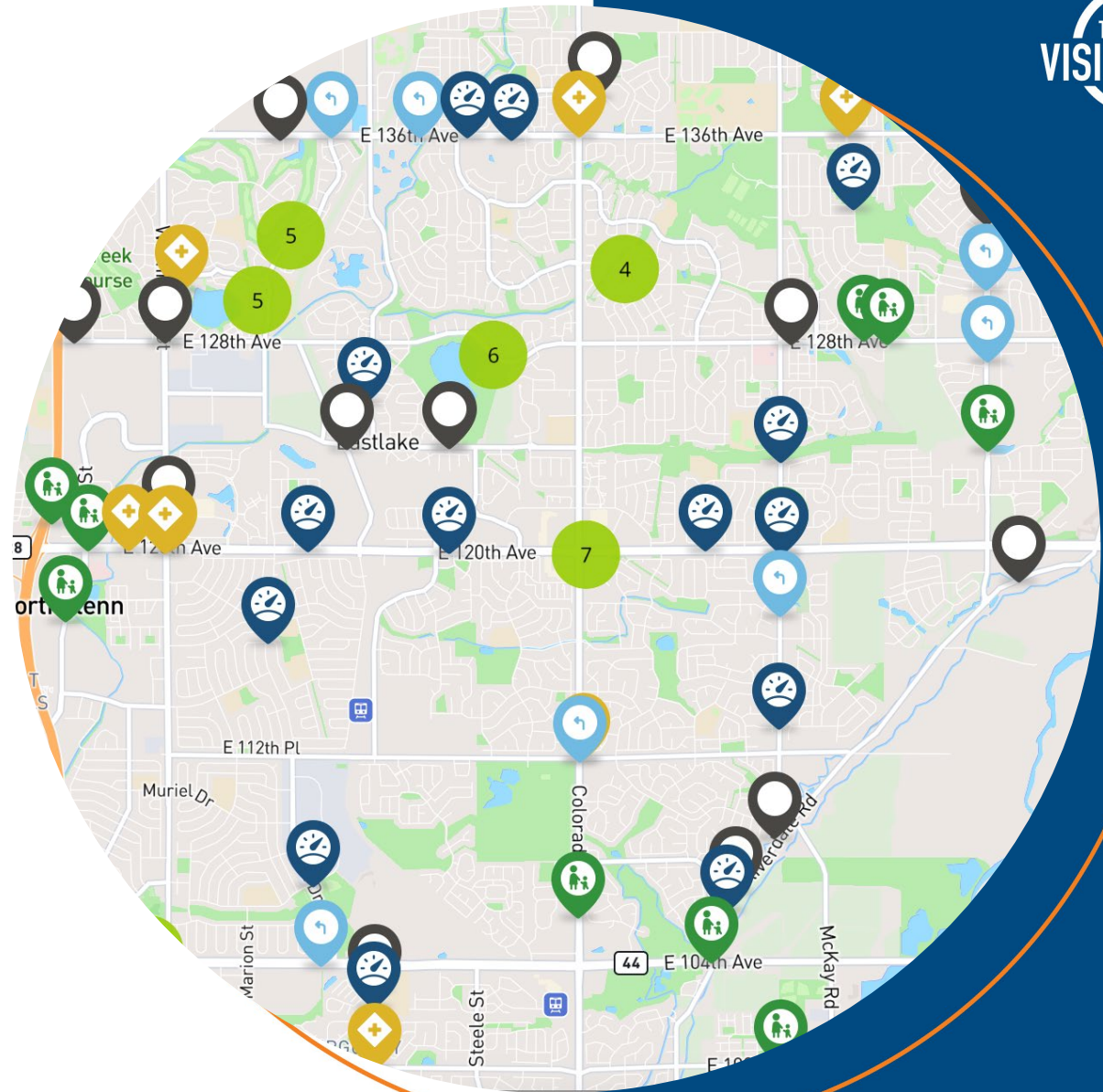
Survey #2 and Open House Summary of Findings

August 2024

Travel Without Tragedy

Round 2 Community Input

- Vetting priorities and proposed solutions
- Community Open House June 24th
- Survey Open July 1 – 31
- 79 survey responses
- 47 interactive map comments
- 12 open house participants





Community Open House

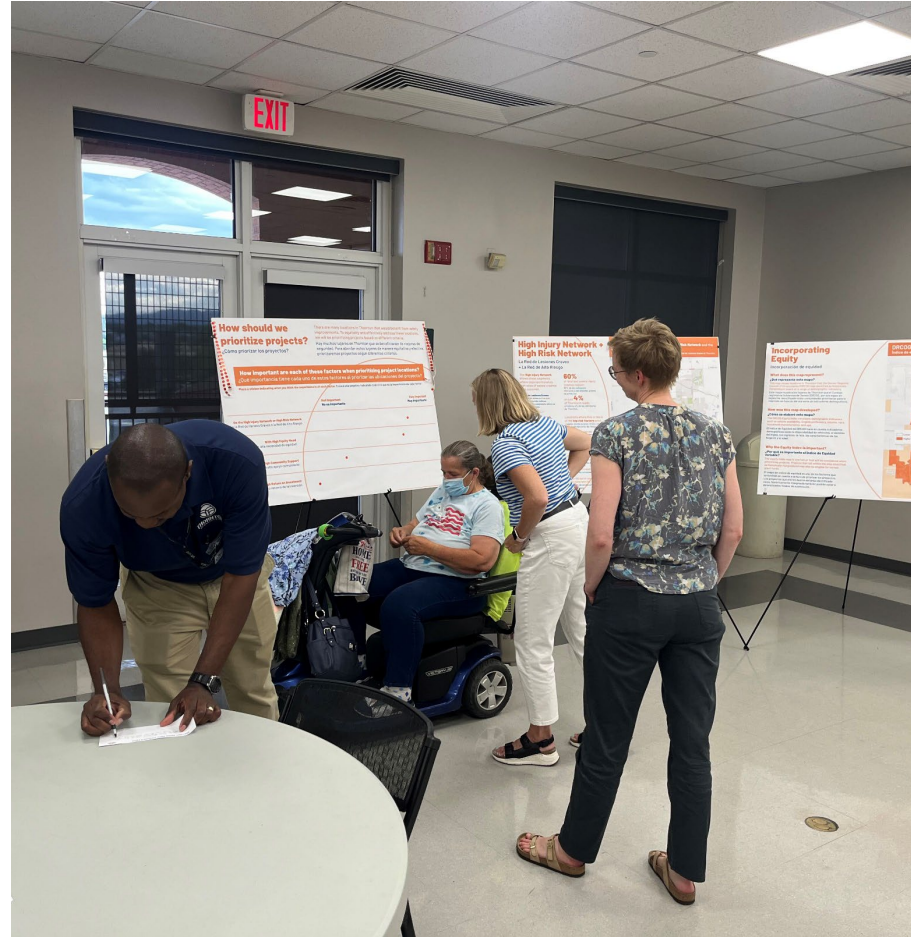
June 24th, 2024

Margaret W. Carpenter


Recreation Center

Community Open House

Margaret Carpenter Recreation Center - June 24th, 2024



Community Open House – Input Received

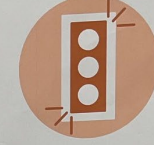


Signal Timing

Coordinación de la coordinación de los señales

Intended to improve: Pretende mejorar:

Red Light Running Crashes Colisiones por saltarse semáforos en rojo




Improve Signal Visibility

Mejorar la visibilidad de las señales

Intended to improve: Pretende mejorar:

Red Light Running Crashes Colisiones por saltarse semáforos en rojo



Red Light Cameras

Cámaras de semáforo en rojo


Intended to improve: Pretende mejorar:

Red Light Running Crashes Colisiones por saltarse semáforos en rojo

washington & 136th

128th by York to Colorado

84th + Washington



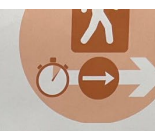
Tighten Turn Radius

Giro/Cruce a la derecha más cerrado

Intended to improve: Pretende mejorar:

Side-street Crosswalk Crash Colisión en una acera lateral

Right Turn Pedestrian Crash At Signalized Intersections Colisión de peatones en giro a la derecha en intersección señalizada

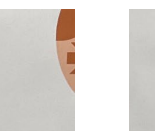


Leading Pedestrian Interval (LPI)

Ventaja de paso peatonal

Intended to improve: Pretende mejorar:

Right Turn Pedestrian Crash At Signalized Intersections Colisión de peatones en giro a la derecha en intersección señalizada



Shorter Distance

Acortar la distancia

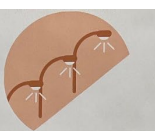
Intended to improve: Pretende mejorar:

Pedestrian Crossing The Signal Peatón o ciclista que cruza una calle principal sin señalización

Pedestrian Crossing Street At Unsignalized Location Peatón o ciclista que cruza una calle principal sin señalización

120th + Colorado Blind turns

88th + Washington




Lighting

Iluminación

Intended to improve: Pretende mejorar:

Run-Off-The-Road Crashes Salirse de la carretera



Speed Management

Gestión de la velocidad

Intended to improve: Pretende mejorar:

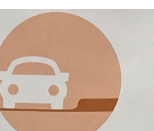
Run-Off-The-Road Crashes Salirse de la carretera

Red Light Running Crashes Colisiones por saltarse semáforos en rojo

Pedestrian Or Bicyclist Crossing Major Street At Unsignalized Location Peatón o ciclista que cruza una calle principal sin señalización

Broadside Or Left Turn Crashes At Unsignalized Intersections Or Driveways Colisión lateral o de giro a la izquierda en una intersección sin señalización o en una vía de circulación

Pedestrian Or Bicyclist Crossing Against The Signal Peatón o ciclista que cruza en sentido contrario a la señal



Raised Median

Camellón elevada

Intended to improve: Pretende mejorar:

Run-Off-The-Road Crashes Salirse de la carretera

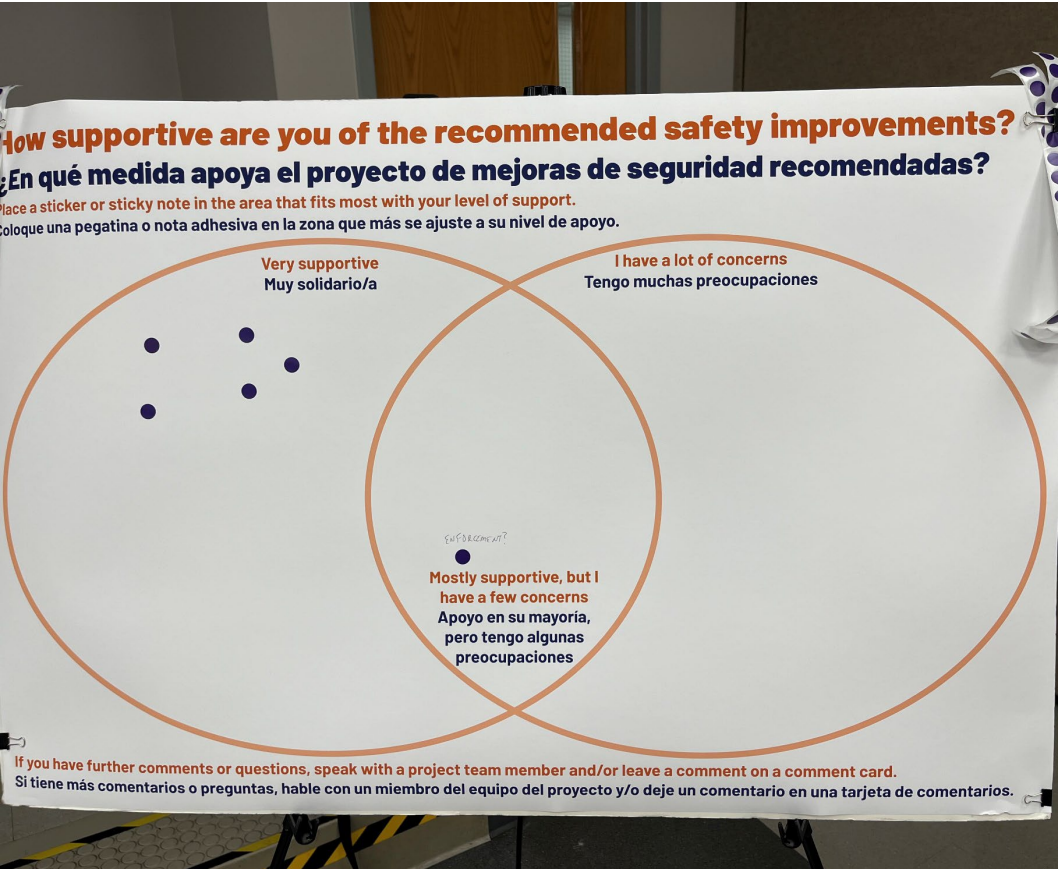
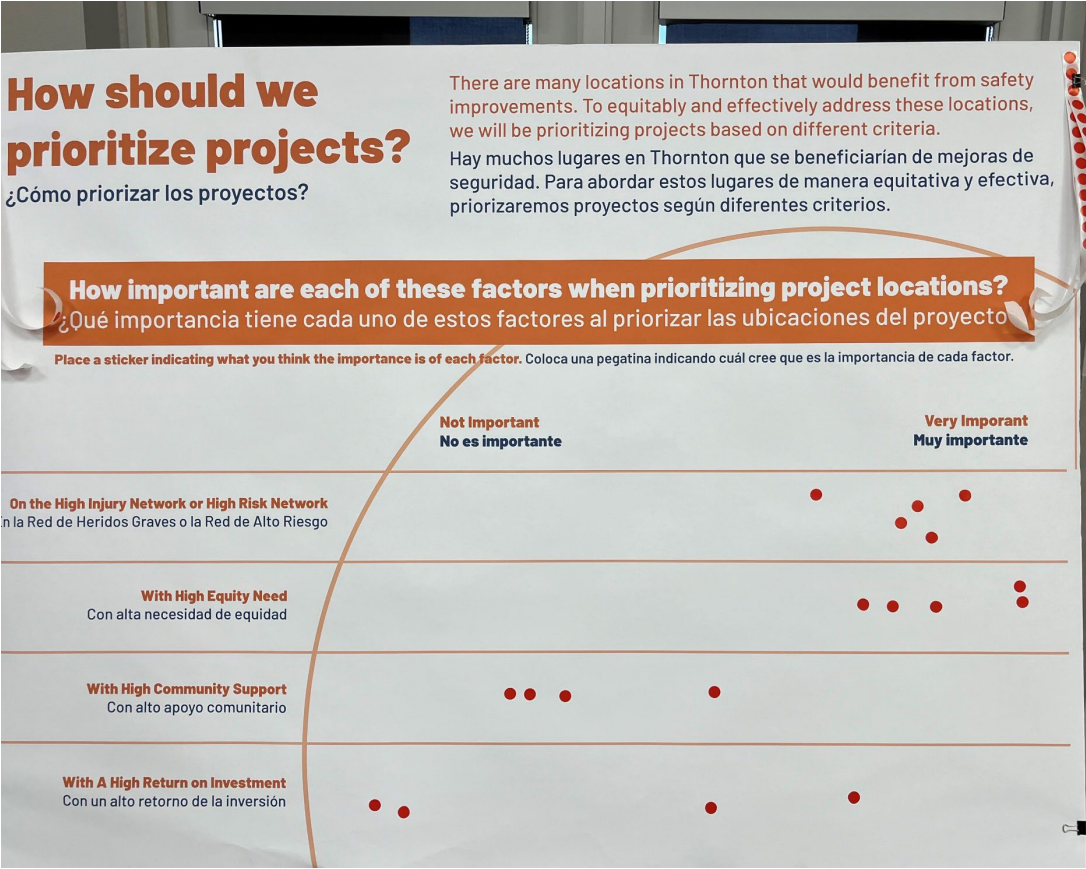
99th Ave

Vine St + 95th Ave, South of Thornton Pkwy Speed + no signals

Thornton Pkwy

Everywhere

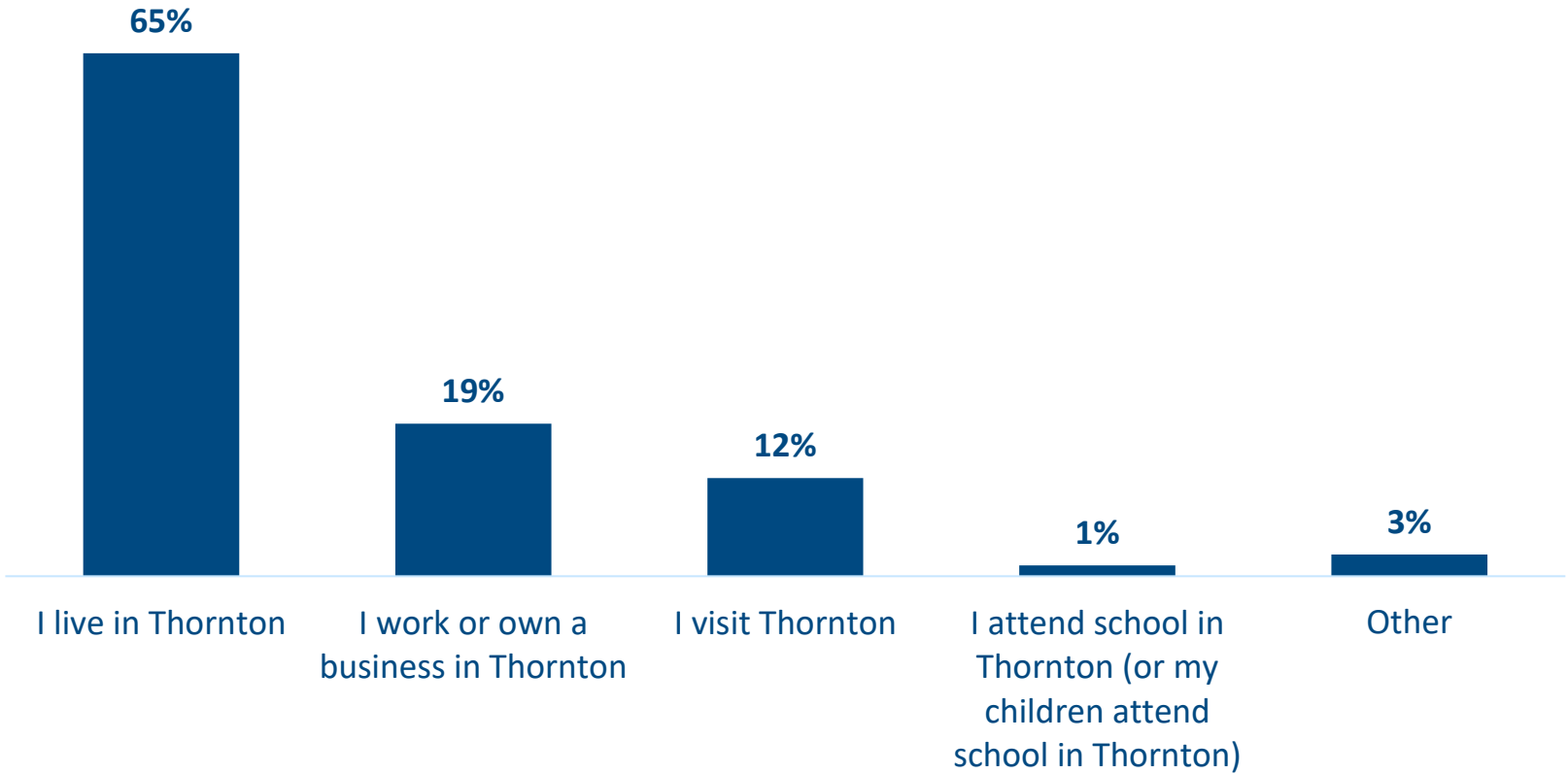
Community Open House - Input Received



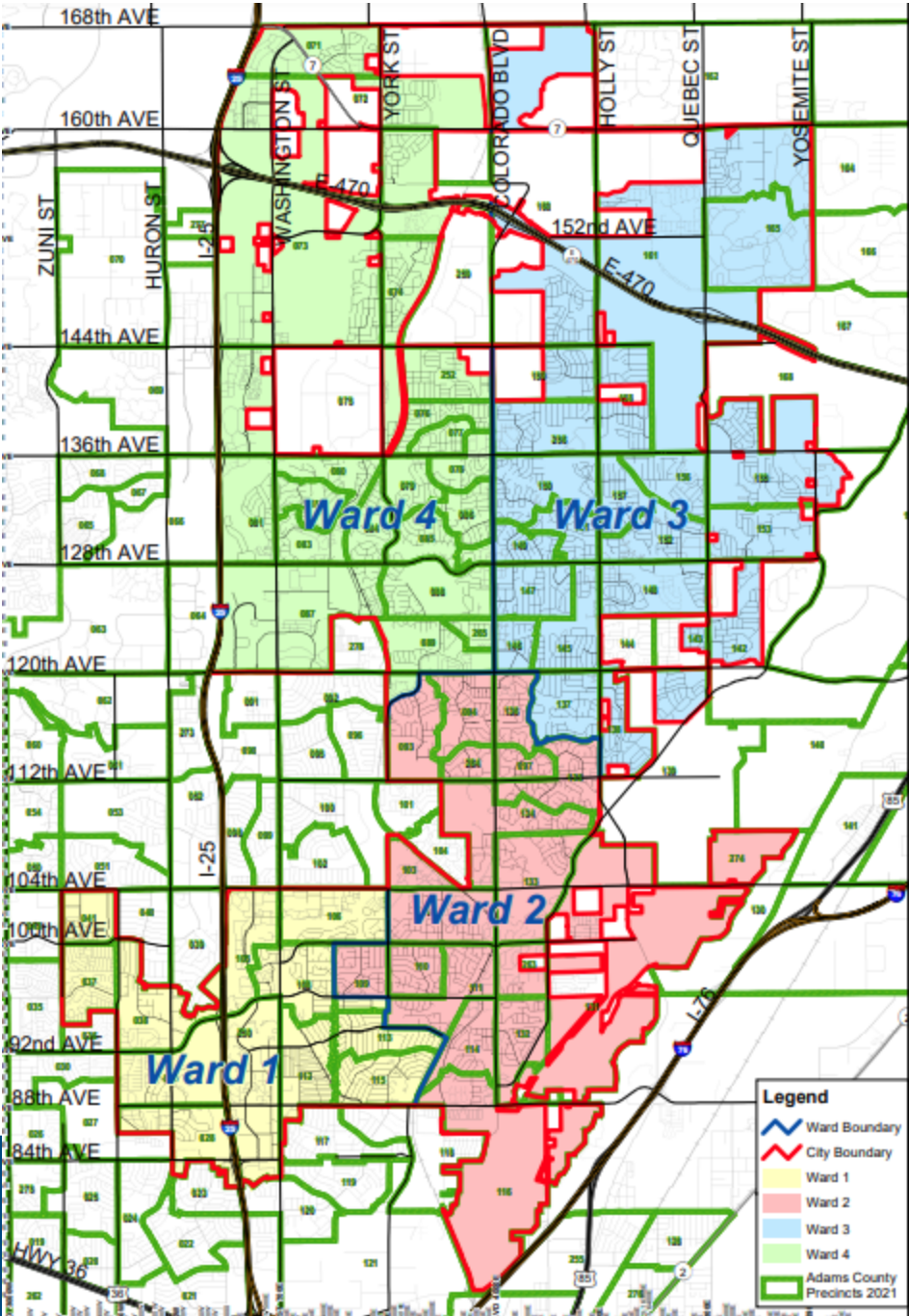
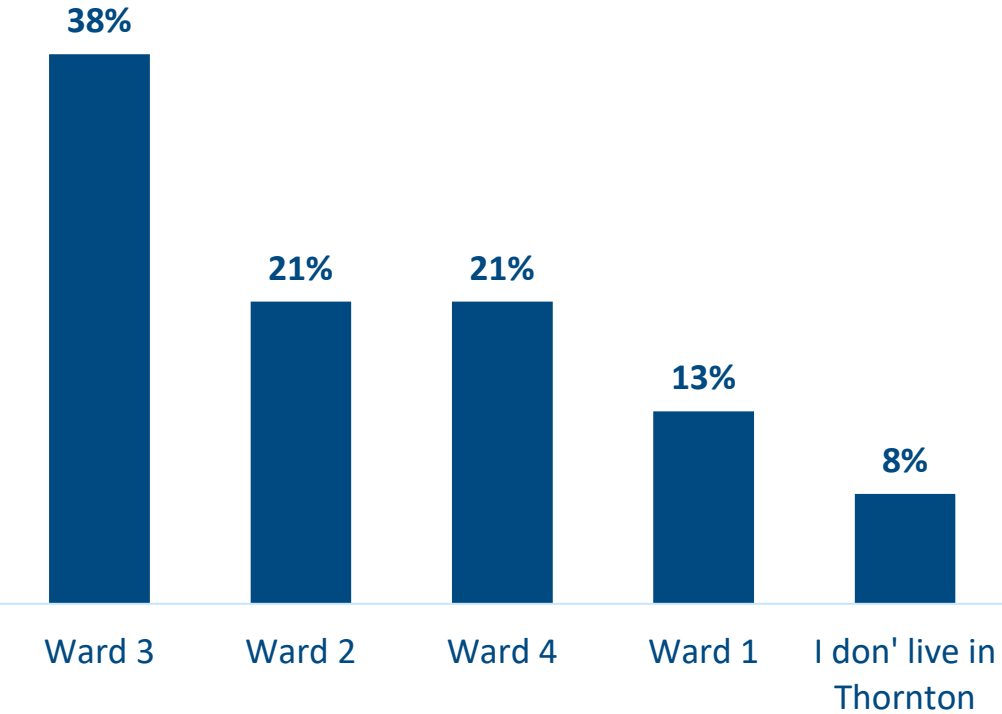
Survey #2 + Open House Responses



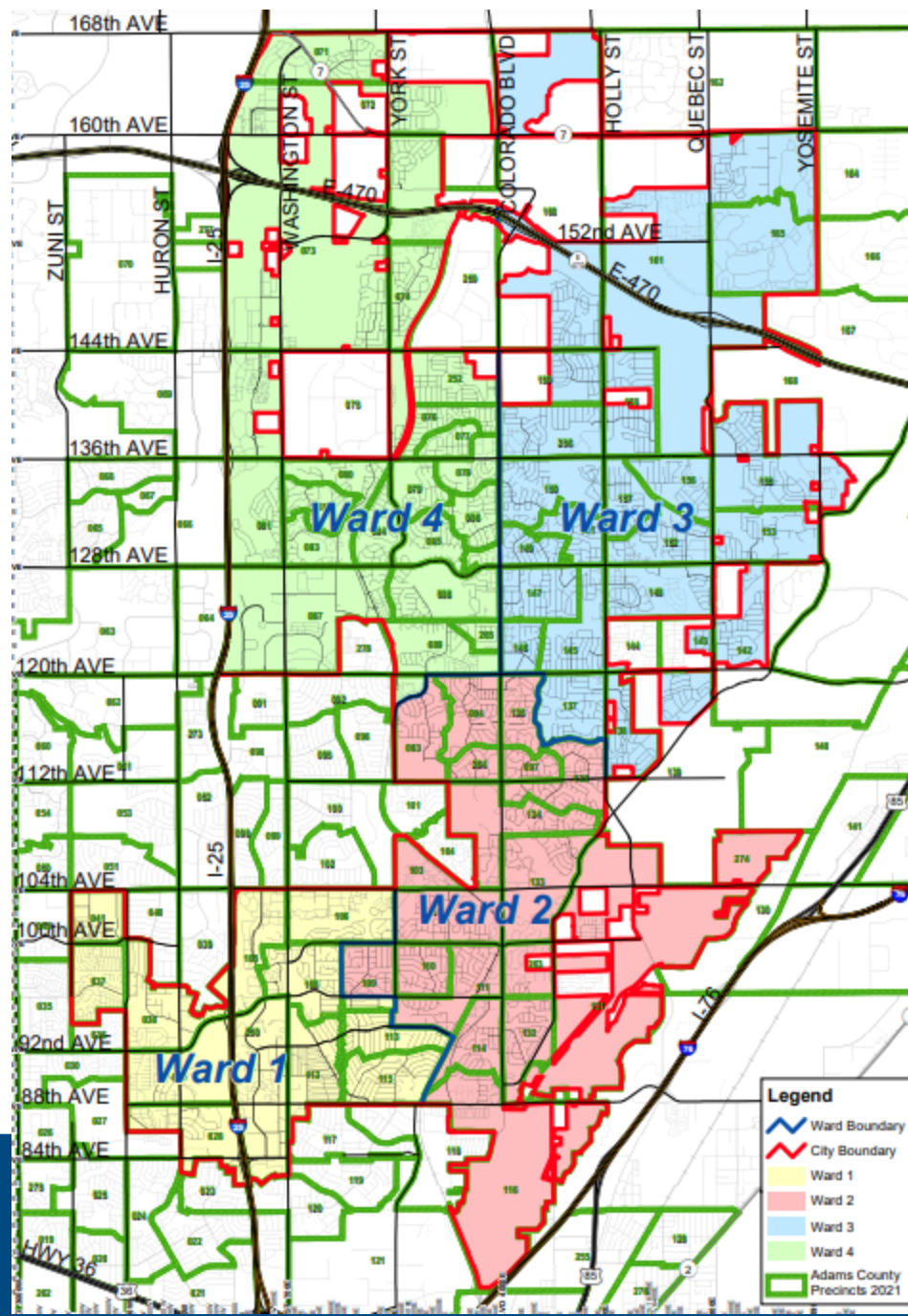
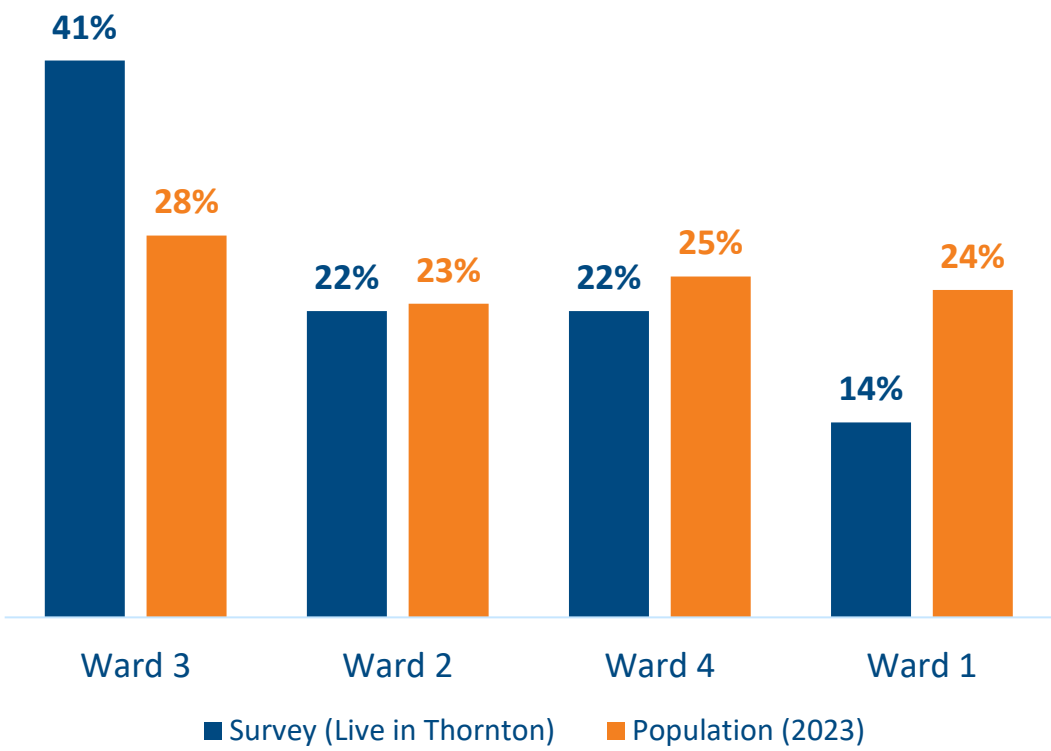
What is your primary connection to Thornton?



Which ward do you live in?



Which ward do you live in?

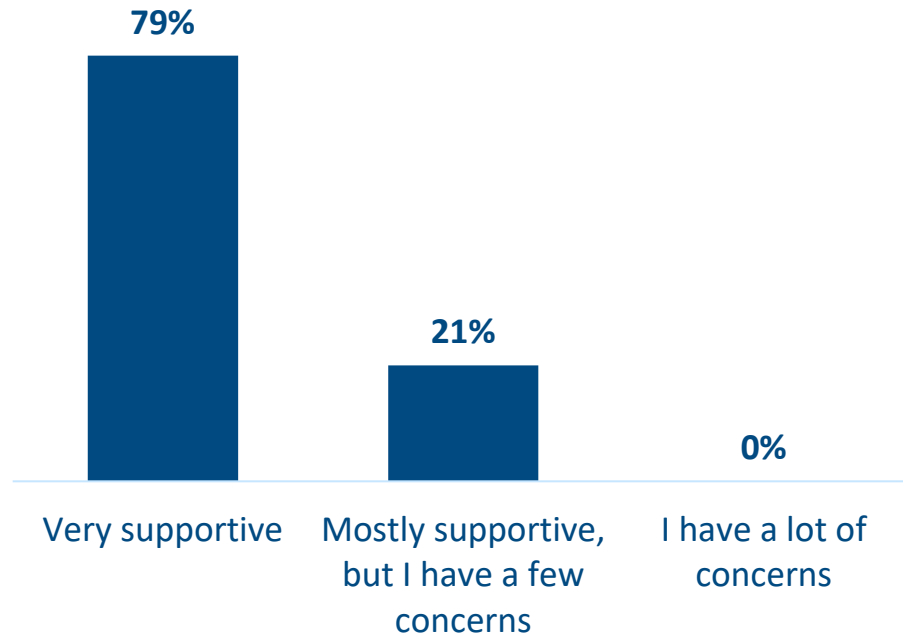


Reactions to Draft Recommendations

Combined Open House + Survey Results



How supportive are you of the draft recommended safety improvements?



How important are each of these factors when prioritizing project locations?

(Very Important)



Key Themes

(44 open ended comments)

- Speeds need to be reduced in Thornton
- Automated enforcement, such as red-light cameras, received a mix of support and concern
- Concern about traffic impacts of projects
- Support for physical roadway changes to slow traffic and physically separate pedestrians and bicyclists from vehicles
- Concerns about both drivers and pedestrians being distracted

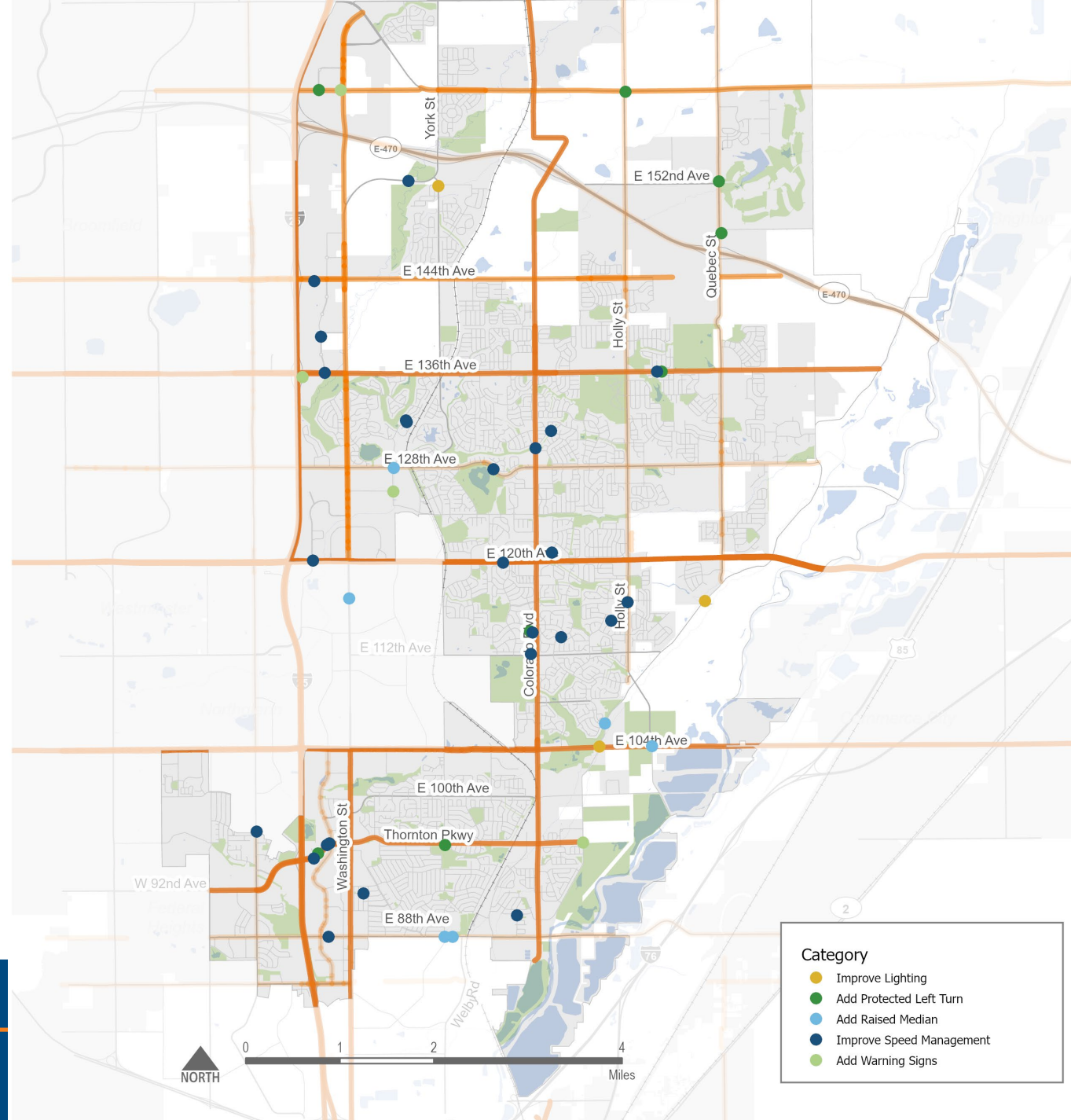
Interactive Map

Comments

Phase 2

Category

- Improve Lighting
- Add Protected Left Turn
- Add Raised Median
- Improve Speed Management
- Add Warning Signs



Category

- Improve Lighting
- Add Protected Left Turn
- Add Raised Median
- Improve Speed Management
- Add Warning Signs

If you have concerns about the draft recommendations, please feel free to comment below.

#	Comment
1	Not a fan of photo radar.
2	People will continue to drive recklessly if the speed limit is not enforced. There needs to be more accountability around areas such as Eastlake.
3	How would recommendations be rolled out? Would communication or signage be included not only for the improvements but to educate on Vision Zero itself? This is assuming it is taken on in smaller locations. If not through signage, then how communicated to surrounding community?
4	<p>1) roundabouts: these sound like a good idea but people generally don't know how to use them, and they can cause more accidents than signals. And it's sometimes difficult to get into the roundabout when traffic is heavy, and that can cause accidents by people trying to push in.</p> <p>2) right turn slip lanes should remain. No reason to remove.</p> <p>3) what's really necessary in general is less speed, better traffic light phasing between yellow and red, and people paying more attention and being more courteous. Some of these are probably us fixable. But more enforcement would help.</p> <p>4). No red light cameras. You can get stuck with on of these through no fault of your own - just poor timing even if you're doing a legal speed. They are just money-makers for the city.</p>
5	Streets in the south of city not improved. Potholes in the smaller neighborhoods.
6	I would like to see more details about the areas that we are focusing in and prioritizing as a city.
7	I did find the format of the draft difficult to read. The bullet points and visuals were well worded, yet the ordering seems confusing.
8	After visiting boulder over the weekend and being an avid runner and biker myself, I wish this city was more bike-able and walk-able. Many times I find myself turning around because of dangerous intersections and not wanting to become a statistic. It's interesting, many spaces there are dedicated bike paths like in parks, along 104th Ave, along 120th Ave but right hand turns and left hand turns are so dangerous that few use them. There's countless examples where your life is in your hands
9	I do not support the use of red light cameras at signalized intersections. Red light cameras have been shown to increase rear end accidents at intersections while not actually increasing the safety at the intersection. The safety benefits claimed come from increasing the time given to the yellow and all red phases, and to improving signal progression along the corridor. Therefore, unless the city is just trying to make money to the detriment to public safety, red light cameras should be avoided.
10	<p>Washington between 128th and 144th has become as raceway as well as 136th between York and 1-25.</p> <p>I would love to see speed bumps in Hunters Glen on 134th and Corona Streets. They both have a lot of traffic going fast due to being near schools. We have been asking for them for years.</p>

#	Comment
11	<p>I do not support the usage of photo radar vans or red light cameras. Anecdotally I've seen these in Aurora and Boulder and they cause people to slam on their brakes at red lights more abruptly, potentially causing rear ending if the person behind is not paying attention. They also cause frustration and some of them were not accurate and resulted in false tickets (our family has had to dispute them before).</p> <p>I think road diets and traffic calming should have more of an emphasis rather than punishment/enforcement - a lot of bad traffic behavior I've seen has been fostered by built road environments that encourage faster speeds/aggressive driving behaviors. Striping/bollards, pinch points, designated on-street parking areas, gateway treatments, etc. should be considered.</p> <p>If left turns on green arrows are used, please consider doing this at variable times. For example, if someone is driving off-peak (let's say late night on a weekday) and there's very few/no other drivers in the area, I think it would make sense to change the left arrow to a flashing yellow instead.</p>
12	Some of the solutions seem much better than others. They also seem to be focused mainly on improvements for cars. I didn't see separated bicycle paths, protected bicycle paths and using trees to protect pedestrians.
13	<p>The analysis and process is great! I wholeheartedly support the project.</p> <p>But, did you, and will you be able to, look at other causation variables such as Day of Week; Time of Day; Driver sex; Cause (Cell phone, texting, delivery car map reading, alcohol, marijauna use, male petro masculinity issues with massive pick up trucks that have no front end visibility, blackened windows, stuff hanging from the front mirror).</p> <p>There are a ton of distracted drivers on the streets and in parking lots. I just saw a lady talking on the phone as she was driving through the King Soopers at 136th and Colorado. I was in front of her and she almost hit me as I was walking into the store. I motioned to her about the phone and she waived. 60 something, white female.</p> <p>Just also saw a delivery car race out of the parking lot across the street from Kings at 136th on Colorado, looking at phone, on the way to make an on time food delivery.</p>
14	Would like to see more emphasis on completely removing interaction between cars and pedestrians/bikers. If we had more trail infrastructure with connections, there would be less need for road crossings.
15	All of these options ignore Thornton Police. If police are enforcing traffic laws we don't need more photo-radar vans and light cameras.
16	All of this seems like a major improvement to me. I hope we focus on slowing cars down. This doesn't necessarily mean lowering speed limits (though that may be called for in some cases), but rather making infrastructure changes that reduce speeding. In addition to things listed here, I'd like to see more protected bike lanes, store fronts that are right up next to the road with parking behind, wider sidewalks, real mixed use zoning so that people don't need to use a car for every trip, more trees planted along sidewalks/roads. Fewer cars on the road will mean fewer crashes. People should have the option to get around different ways and right now those options just Arent accessible for most people in Thornton.
17	I do have concerns that some of the proposed changes could cause traffic backups, which would also create safety issues.

#	Comment
18	I am not in favor of automated enforcement for many reasons (Who would provide and maintain the equipment? Should a fine or penalty be assessed, who would receive the money? Would it be split with whomever provides the enforcement equipment? What is the procedure for contesting a fine or penalty issued due to automated enforcement? Etc.) Would a "Response Team" be responding to scenes at the same time as investigators? As an investigator, the last thing I need is more people to try to keep out of a scene. Also, if I am understanding what I was told correctly, RTD doesn't even investigate their own accidents at this time; how are they going to be of any help? And why spend money on check-points that in my opinion would be better used by increasing the number of officers who work traffic enforcement. I have other concerns, but no time to list them all.
19	Underpasses are not a good idea. The ones we currently have are infested with homeless people. I would suggest more overpasses.
20	I don't see improvements add to Funding/ Policy, Enforcement /Education, or Collaboration adding speed cameras are not a valid recommendation. Mitigating contributing and root causes would be.
21	I agree with the changes being presented
22	Intersections raised medians, bright yellow on the circle so you can follow the road better
23	I like the yellow turn arrow on long lights
24	What options are available for additional safety. Longer lights, medians, better lighting in parks, on trails???
25	Definitely need speed control
26	when making improvements, please keep transit in mind. Some of these improvements could hinder or make access to or at transit stops more dangerous for transit operations or less accessible (ie. further away from intersections creating less convenient connections opportunities).

Do you have any other comments or feedback on draft safety recommendations?

#	Comment
1	Ensure feedback and ideas and needs are being illicited more from those areas where projects will be prioritized. I support more projects down south for the equity and incident density aspects. I want to make sure those solutions implemented have then more input by those people. If the online survey isn't yielding that input perhaps put people on the street to quick interview those who use the pathways and roadways more in those areas.
2	Just for reasons stated above I'm not in favor of roundabouts. I also think that roads and turn lanes don't need to be narrowed for pedestrians if you have adequate crossing time. Pedestrians also need to change behaviors e.g. get face out of phone and see what's going on around you, but don't know how to fix that. The burden shouldn't be solely on drivers. (I say this as a bike rider and walker.)
3	Streets in good condition are redone while streets in bad condition left off
4	I would like to see more details about the areas that we are focusing in and prioritizing as a city.
5	I agree that cameras will help reduce red light runs.

#	Comment
6	Preventing fatalities should be a goal and for that, focusing more on fixing the large "dense" area problems with more simplistic solutions in the occasional occurrence areas. Please do not increase the yellow light times, it's already bad enough looking both ways before crossing an intersection, even in a car I've witnessed several running the reds with traffic nearly halfway in the intersection. Increased yellow lights won't help this, it'll just encourage the keep going vs a slow down attitude. I also wish there was more pedestrian safely planned along side city planning. Did you know there are new apartments on 104th and Colorado put up across from a grocery store and restaurants, walkable distance right? But no, you have to cross Colorado to get there
7	<p>I think the pedestrian/bicycle solutions would be a big help. A lot of pedestrians that I walk seem to do so at areas where there are large distances between pedestrian crossing locations, so looking more into where we could install RRFBs on certain roads between intersections might be beneficial.</p> <p>If we add more street lighting, it would be great if it could follow dark sky principles and focus on lighting the road surface rather than the sky (cutoff/shielded lighting, 3000k or lower light temperature, etc.).</p> <p>Please consider synchronized signals along Colorado, Washington, and other arterials. It's frustrating accelerating to the speed limit at a green light just to have to slow all the way down at the very next intersection.</p>
8	Did you, and will you be able to, look at other causation variables such as Day of Week; Time of Day; Driver sex; Cause (Cell phone, texting, delivery car map reading, alcohol, marijuana use, male petro masculinity issues with massive pick up trucks that have no front end visibility, blackened windows, stuff hanging from the front mirror).
9	100th Ave needs a lower speed limit, more striped crosswalks, and 1 or 2 stop signs between Washington and Colorado.
10	One of my concerns I think should have more thought but not mentioned enough or noticed enough I people not committing to decisions. For example people come up to lane that is a turn right only instead of turning right the just go straight threw and try to wedge in-between the gap of traffic
11	I'm very grateful this is happening, it's a great start.
12	We shouldn't be looking at these improvements as a "return on investment" when we're talking about resident safety. We need to not wait until a tragedy occurs to address a safety issue. I have requested speed control in Notts Landing for a few years, and I dread the day someone is struck by a car going 50mph in our neighborhood. Instead of waiting for something like this to happen in certain areas, we should be proactive about PREVENTING them from happening in the first place!
13	As stated earlier, increase the size of Traffic Enforcement Units and be sure those units receive all necessary funding, equipment, and training.
14	Not sure on how the City works with Developers. But in the new areas where construction is happening, have the developer implement the improvements. Raised pedestrian crosswalks, better line striping (gotta be improved line compounds out there), lighted signs, maybe speed bumps or dips, etc.
15	Fixing cracks in the streets, 133rd circle & Harrison street
16	The better the roads, the better the safety
17	Lots of accidents on Jacob Wykstra. No stop sign or speed bump.

Survey #2: Where do you want to see safety improvements?

#	Safety Intervention	Location	Comment
1	Lighting	York St/E 151st Pl	Need for a safe pedestrian crossing
2	Lighting	Riverdale Rd/CO-44	Add a separate dedicated bike lane from 104th & Riverdale to South Platte River trail. Crossing this intersection and crossing at the water treatment facility at 96th and McKay is so dangerous
3	Lighting	Riverdale Rd/Quebec St	Bike lane or bike path along Riverdale
4	Protected Left Turn	E 136th Ave/Leyden St	Vegetation makes it difficult to make left turn from the south side
5	Protected Left Turn	E Thornton Pkwy/Civic Center Dr	The northeast corner of Civic Center Drive and Thornton Parkway has limited available sight distance due to the slope to the north of Thornton Parkway. This limited sight distance makes it difficult to make the southbound right turn on red without risking
6	Protected Left Turn	E 160th Ave/Grant St	This intersection has a lot of close calls with people turning and almost getting broadsided by oncoming traffic. Needs a signal or some kind of solution.
7	Protected Left Turn	Highway 7/Holly St	The intersection of Holly and 160th requires a traffic light. It is extremely difficult to see traffic and the speed limit is 60mph on 160th, so it is dangerous to try to turn left here.
8	Protected Left Turn	Quebec St/E 152nd Ave	The traffic here has dramatically increased with the new construction. Either a light or a guided left turn are needed.
9	Protected Left Turn	E Thornton Pkwy/York St	You cannot see around the corner when making a left turn, even to confirm when there is a green arrow.
10	Raised Median	E 128th Ave/Lafayette St	This is a major crossing for a well used multi use trail and leads to two different schools. Speed on 128th are fast and drivers making turns are often distracted.
11	Raised Median	CO-44/McKay Rd	Increase southbound McKay to 2 lanes so more can turn left onto 104th. Many use this after exiting I-76. A red light camera would be a good idea here as several use the long yellow to get across. But having more traffic turn left from McKay south side to
12	Raised Median	Riverdale Rd/Elm Dr	Add a raised barrier for pedestrians, this is by far the neighborhoods favorite walking loop into the open space the reflective flexible posts won't do anything.
13	Raised Median	E 88th Ave/York St	Would be great to have an RRFB or other pedestrian crossing area between York and Devonshire intersections.
14	Raised Median	E 88th Ave/York St	This area needs better pedestrian crossing striping or even a raised median

#	Safety Intervention	Location	Comment
15	Speed Management	E 120th Ave/Grant St	120th must be crossed to continue on the highline canal trail. This intersection is very dangerous, many turn lanes, high speeds.
16	Speed Management	Lincoln St/E 144th Ave	Difficult to make a right turn at Lincoln with traffic coming off of I-25.
17	Speed Management	E 152nd Pkwy/York St	Frequent Street Racing
18	Speed Management	E Thornton Pkwy/Civic Center Dr	People using this right turn lane go pretty fast, and there is an entrance area to City Hall that staff/visitors use along this right lane. It's stressful to turn into that entrance when people behind you are flying by/not expecting people to turn right.
19	Speed Management	Grant St/E Thornton Pkwy	Remove the slip lane or provide a raised pedestrian crossing.
20	Speed Management	PFC Jacob Wykstra St/Race St	Lots of vehicle, pedestrian, and bike traffic. Lots of speeding vehicles on this road.
21	Speed Management	E 128th Ave/Cook Cir	Numerous people speed near the roundabout, causing them to shift into another lane. Presents a danger not only to drivers but people using the unprotected bike lane
22	Speed Management	Grant St/E 140th Ave	I live along this road, i see and hear continuous speeding violations even though there are roundabouts, the 100+ yard straight aways between roundabouts act as a speedway or drag strip for cars. (especially when highschoolers are not on break) Also, th
23	Speed Management	Colorado Blvd/Jackson Cir	This crosswalk is better than average since there is a median, but cars still run the red light or are speeding and stop aggressively at this light. This cross walk connects a busy trail and is used frequently. Would like to see ideas for how this area c
24	Speed Management	Cottonwood Lakes Blvd/Ash St	Long cross walk that connects a busy trails. Has speed bumps on the east to slow cars but not the west. Cars speed coming down cottonwood lakes as they turn off from Colorado. Would like to see a raised cross walk, speed bumps, or narrowing here.
25	Speed Management	E 115th Ave/Glencoe St	We desperately need speed bumps in Notts Landing!! Someone is going to hit a child or pedestrian in this neighborhood. Motorists frequently speed down 115th and 116th at speeds of 40mph or more!
26	Speed Management	Holly St/E 117th Ave	Holly between 120th and 112th is notorious for racing, especially summer evenings.
27	Speed Management	Ogden St/E 91st Pl	Left hand turn only at Clinica Compesena exit. (Russell)
28	Speed Management	E 136th Ave/Leyden St	speed racers constantly racing through. a traffic light would help

#	Safety Intervention	Location	Comment
29	Speed Management	E Thornton Pkwy/Civic Center Dr	There are a lot of city employees who have to turn left on Civic Center Dr. Coming from I-25, there is almost no time to get over several lanes to make that turn and accidents happen here all the time
30	Speed Management	Huron St/Fred Dr	Consistent running of red light and crashes
31	Speed Management	Monroe St/E 90th Pl	We have drivers speeding up and down our neighborhood all the time. Has increased some with the additional lights on 88th. Speed bumps would be nice.
32	Speed Management	E 136th Ave/Grant St	This light is not timed correctly with the traffic of west bound traffic
33	Warning Signs	Lafayette St/E 126th Ave	This is a connection from a multi use trail to a school. A sidewalk was added along 126th; but there is no crosswalk between the multiuse trail and the sidewalk
34	Warning Signs	Riverdale Rd/E Thornton Pkwy	Please consider putting up a "2-way stop" or "cross traffic doesn't stop" type signage here.
35	Warning Signs	I-25 NB Off Ramp/E 136th Ave	This area needs similar signage to the 120th offramp so people know which right turn lane they should be in if they're trying to get onto NB Grant St vs. going straight on EB 136th.
36	Warning Signs	E 160th Ave/Washington St	The two left turns on northbound Washington going onto westbound 160th merge into one lane super quickly, and a lot of drivers do not realize this and make rash maneuvers to get into the straight lane here.

Thornton Vision Zero: Comment Form



NAME: _____

ADDRESS/AREA: South Thornton

COMMENTS: Not a fan of pedestrian refuge median
on busy streets

Right turning and not paying attention
to pedestrians, especially at traffic signals
is the biggest issue

Thornton Vision Zero: Comment Form



NAME: _____

ADDRESS/AREA: _____

COMMENTS: _____

Check 112th & Colorado vehicle preemption.
Fire truck came through and did not get a green
light.

Thornton Vision Zero: Comment Form



COMMENTS:

Don't put the "your speeds" next to the park
Put it on claremont Drive : 94th Ave.
(Remington Neighborhood) - people use it as a speedway
no police in the area

icarttarp@gmail.com

Thornton Vision Zero: Comment Form



NAME: ADDRESS/AREA:

COMMENTS:

Need more enforcement

Thornton Vision Zero: Comment Form



COMMENTS: ^{radio} Safer cross walks, pedestrian & bike
Friendly roadways,

Thornton Vision Zero: Comment Form



NAME: _____ ADDRESS/AREA: 97th & Washington

COMMENTS: Pedestrian crossing time not long ~~enough~~ enough

Survey #3 Summary: Feedback on the Draft Thornton Vision Zero Action Plan

The third and final survey for the Thornton Vision Zero Action Plan was solicited to get input from the public on the Draft Plan from November 15th to December 8th. The survey was promoted to the email list, via social media and press releases, through Conecta Colorado, and other mediums.

After being provided with a brief overview and a link to a video (in Spanish and English), the executive summaries (in Spanish and English), and the plan, participants were asked for their level of support and any further comments.

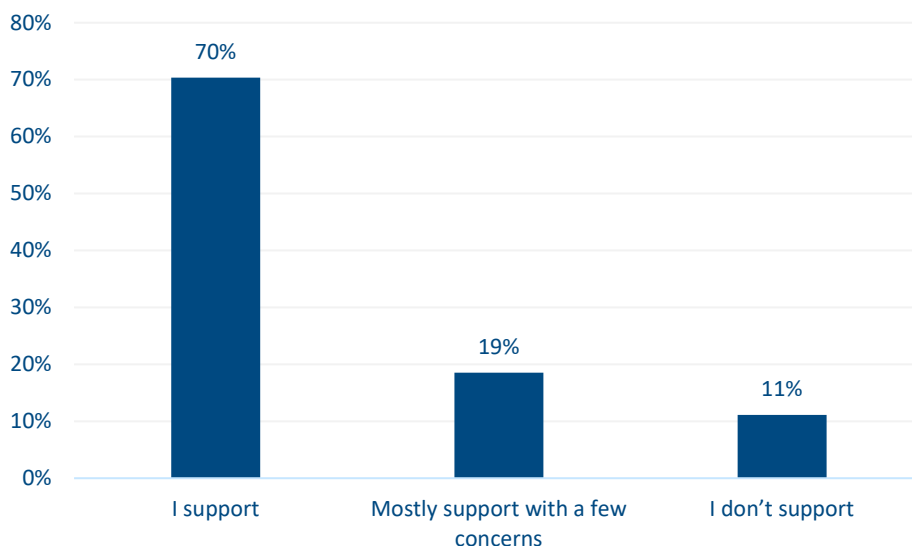
The survey included two questions:

1. Do you approve of the final plan?
 - a. I support!
 - b. Mostly support with a few concerns
 - c. I don't support
2. Provide any additional comments on the plan.

There were 41 overall survey responses. Responses are provided below.

Do you approve of the final plan?

- 27 responses
- 19 responded "I support"
- 5 responded "Mostly support with a few concerns"
- 3 responded "I don't support"



Open Ended Comments

1 = I don't support

2 = Mostly support with a few concerns

3 = I support!

Do you approve of the final plan?	Provide any additional comments on the plan below:
3	I wish the changes could be made more quickly but I do understand. Thank you for keeping our residents safer.
3	Bicycle lanes separated away from cars and walking pedestrians.
	I would like for the project plan for speed enforcement and management along Holly to extend further north; up to and including the intersection of 136th and Colorado. The speeding problem does not diminish at Holly and 128th but extends along Trail Winds Open Space to Horizon High.
	We need those on cycles to stop at stop signs as well. We need strong enforcement of those that run red lights. The lights turn red and people just keep driving. It's very dangerous. Enforce cars that do not have up-to-date plates, licenses, or insurance. If people thought they might lose their cars, they might drive more carefully.
	Frankly, zero seems like an unachievable goal. People are careless, and no amount of city intervention will change that. Reducing seems like a better goal.
1	N/A
1	The problems are still going to be there. Thornton is growing too fast. There is not enough of a police presence and Thornton's road infrastructure was not built for so many vehicles and people. Thornton is too concerned about building on every street corner and new housing communities on any open land. Just one perfect example is 120th between Holly and Quebec. This area is already a scary and unsafe to drive and walk. Then Thornton proposes around 200 more single houses on 120th between the Skylake and Mayfield communities. This will just increase the already large amount of traffic of cars and pedestrians resulting in an increase of unsafe conditions for drivers and pedestrians.
3	N/A
	I've read the entire Vision Zero Action Plan. It's obvious that the most of the accidents are caused by people who run red lights or stop signs or are speeding for whatever reason. I'm very happy to see that Thornton is going to put up a few red light cameras as a year long test.
3	Traffic has deteriorated so badly in the last 10 years. Many more people 20+ miles an hour over the speed limit, going through red lights way after they have changed, texting while driving. I strongly support anything that will help make the roads safer.
3	great initiative based on data - love the concentrated effort where most accidents occur. Good luck and hope you get/have the funding for the recommended mitigation measures.
3	Now if we can get the motoring public and professional drivers on board.

Do you
approve of
the final
plan?

Provide any additional comments on the plan below:

This is a project heading in the right direction. Thanks for this. Here are comments. Please respond.

How will Thornton integrate and communicate and work with other municipalities, counties and the state on this? It's a good step in the right direction but if its just a little pocket within the metro area how are drivers really going to know what's going on?

How will Thornton integrate with Northglenn on Washington St. There will be gaps in the plan between 98th and 20th and 130th? and 136th etc. Needs consistency.

How will all the major industry going in on Washington St. impact traffic? There are at least 3 schools bordering on Washington. Huge buildings. Large trucks. Students. Bad mix.

Don't see a definition for distracted driving in the glossary. Does this include staring at your phone while driving? What hasn't the State of Colorado outlawed this?

I-25 is a major raceway between 80th and 150th. Both directions. Goes from 55 to 75 and vice versa. Drivers are accustomed to speeding /tailgating/cutting in and out/racing/general meanness on I25 and then get off into Thornton and think the same is true. How can Thornton affect what's happening on 125 because this affects what inevitably happens on Thornton streets.

Will school zones be more actively signed and monitored. Regularly see cars blow by the 25 MPH on 144th and East of Washington. The fail to see signage or just don't care.

Distracted Driving: Just saw an article about a 56 year old women who killed a 60 year old women in a cross walk with flashing lights. The 56 year old was holding a phone in her hand I believe. What kind of communication / advertising / public relations campaign can help this. I also saw a 70s ?? women in driving in the 136th & CO King Soopers with one hand on the wheel and one staring at her phone. She just smiled as she drove through the crowded cross walk.

Also, workers that drive cars in neighborhoods are some of the most distracted drivers. Always looking at phones while turning or driving. These include roofers, painters, home delivery drivers, employees who are paid to drive. How will you reach out to companies doing business in Thornton to let them know about the program and the enforcement of the program?

Thank you

Safe vehicles: What is with the trend to black out windows in cars and in trucks? Can they see other cars with the black outs. What is with the jacked up trucks that tower over other cars? When they rear end others, do the cars in front stand a chance?

Do you approve of the final plan?	Provide any additional comments on the plan below:
	<p>I sent an earlier response. Here is one more thing.</p> <p>This plan needs to be coordinated and integrated with all the surrounding communities.</p> <p>I25 bisects Thornton in a few areas. The speeding/racing/reckless driving on I25 was mentioned in the earlier response. What needs to be emphasized in addition to the I25-driving mind set of drivers leaving I25 going into Thornton, is when the accidents happen on I25, there is a spill off of I25 drivers flowing into Thornton and surrounding communities to bypass the accident. Phone and software APPs will help drive this traffic flow. Frustrated drivers accustomed to highway speeds (75MPH going southbound) are flowing into Thornton and surrounding cities. The big point is what happens on I25 does affect with happens on Thornton's streets and the safety of traffic on those streets. SO, I25 DOES NEED TO BE ADDRESSED.</p>
3	N/A
3	N/A
3	Love it!!!!
2	<p>There are a lot of parts to the Vision Zero plan. It will be easy for initiatives to "die on the vine". Please insure that there are robust checkpoints on all initiatives that keep it moving forward. Once implemented, regular feedback to the community will be critical to success.</p>
2	<p>I think this plan will significantly improve our areas for safer commuting.</p> <p>I didn't see much information around action plans within neighborhoods, more just around large major intersections.</p>
	Need to see breakdown of priority locations specifically namedz
3	N/A
	Collaboration with schools and recreation centers and the like will help maximize safety and raise awareness.
3	<p>I support everything in the plan but felt a key component was missing. There was zero mention of trying to reduce overall traffic via enhanced pedestrian and biking infrastructure. Also no mention of increasing public transportation options. For every person thats given a safe and efficient option to bike, walk, or take public transport there is one less car trip, which should help bring down crash stats if done on a meaningful scale.</p>
	<p>Speed enforcement</p> <p>Vehicle registration enforcement</p> <p>Insurance verification and penalty enforcement</p>
3	<p>Please also look into ped/bike safety along 120th around Huron to I-25; there are a lot of access needs to the PnR at Wagon Rd and currently those are not very safe. Thank you.</p>
3	<p>I liked how you brought action items and listed our concerns, thank you caring to make our city more outdoor friendly</p>
3	<p>Much of the action plan seems to be small fixes yet will greatly enhance our level of safety. Thank you for compiling this research and working to execute upon this plan.</p>

Do you approve of the final plan?	Provide any additional comments on the plan below:
	<p>The plan focuses primarily on intersection improvements which is a great first step, but the biggest thing to avoid accidents is to provide a way for people to get around without a car. There are great bike / walking paths in Thornton, but they are often disconnected from one another. Public transportation is not something we would ever consider, outside of taking the N line to downtown. Intersection improvements will help, but this feels like a more compressive plan is needed.</p> <p>One other item for residential streets. Some items that have been added in neighborhoods like speed bumps have an ineffective design. They are often ignored / circumvented by larger vehicles (they drive right down the center of the road to avoid the bump). These large vehicles pose the greatest risk to a pedestrian in the event of an accident.</p>
2	<p>If I am understanding the priorities correctly, it doesn't appear that the speed issues in and around Hunters Glen are going to be addressed. We have been asking the City for years to put in speed bumps throughout the neighborhood (particularly due to the traffic due to HG Elementary and Century MS). These are no longer neighborhood schools and there is quite a bit of traffic in the neighborhood as a result. Additionally, Washington from 128th to 144th and 136th from York to Washington are raceways. Please consider ways to slow traffic in these areas.</p>
1	<p>Why will it take over a decade to get safe streets? Feedback should be ongoing for these safety recommendations. Needs to have higher visibility, needs to reach more...there are over 400 drivers in Thornton.</p>
2	<p>I don't think equity should have anything to do with the study. All drivers should be considered equal. The drivers in Thornton are the main problem because they drive in excessive speed and do not obey traffic laws. No matter of design is going to prevent this other than severe consequences including impounding their vehicles.</p>
	<p>I think we need to focus on the design of the road more than enforcement or signage. Reducing driving lanes, reducing lane widths, and reducing signage and signals have all been shown to increase driver awareness and reduce speeds. More trees, more people (who will come if there is more space for them and it is pleasant), and other objects near the street provide a psychological signal to slow down. Per Strong Towns - separate high speed roads which are for moving traffic quickly from streets which are for people and commerce, not speed. A street / road combination (stroad) doesn't work well as either one. Congestion is actually good for the economy, so why help people move quickly through our town and endanger all of us in the process? Quit focusing on LOS and focus on moving people most efficiently rather than moving just (mostly single occupancy) cars.</p>
	<p>Good approach to try and improve traffic fatalities and injuries. One component that I believe is missing is a community-based social and behavior change strategy to help achieve Vision Zero. I think it will require a metro wide program or even a statewide program that is aimed at improving better driving habits and for sure aimed at reducing speeds. For example, the country of Spain implemented a program to reduce litter and they had great results. Maybe such an approach could work with improving driving habits and reducing speeds. Just my two cents.</p>

Do you approve of the final plan?	Provide any additional comments on the plan below:
2	Would have liked to see more specific info, but I suppose that has to wait until each item gets addressed. Would like to be kept up to date on these specifics if possible.
3	N/A
3	Maps are informative. Thank you for doing this effort.
3	N/A
3	N/A
3	N/A



Thornton Vision Zero | Conecta Colorado Action Plan and Multicultural Outreach Plan

Dec. 12, 2024

Action Plan:

1. Two special segments Conecta por la Mañana

- First: Introduce the campaign and encourage engagement (completed Tuesday, Nov. 16)
- Second: Ensure community members, specifically underserved communities, are reminded to participate before the survey closes. (completed Thursday, Dec. 5)

2. Video Story/Package:

- Key Participants:
 - Spanish speaker and project team member (Raquel Carpio)
 - Traffic Engineer (Darrel Alston)
- **Content Focus:** Inform the community about the final draft plan and project options, their significance, and how they impact Thornton's future. Direct viewers to the online survey.
- **Interactive Segment:** Feature Raquel Carpio and a representative from Conecta Colorado visiting two-three suggested locations and explain why each traffic conditions and safety concerns is important and why community participation matters.

Actions:

- First Facebook and YouTube Live [interview](#) with Conecta por la Mañana on Thursday, Nov. 21 at 7:30 a.m. Talking points included:
 - High injury network and community input
 - Survey and video available on project [website](#)
 - Outreach plan to collect current data
- Second Facebook and YouTube live [interview](#) with Conecta por la Mañana on Thursday, Dec. 5 at 7:30 a.m. Talking points included:
 - High injury network and community input
 - Survey timeline and video available on [project website](#)
 - Outreach plan to collect data



- [Video recording](#) at Washington St. with 88th on Tuesday, Nov. 26. Talking points included:
 - What is Thornton Vision Zero, main goals, and actions
 - Outreach plan to collect current data
 - Community outreach and support of recommendations
 - Timeframe to implement Thornton Vision Zero
 - Invitation to participate in the survey
- [Interview recording](#) with Darrell Alston on Friday, Dec. 6. Talking points included:
 - Project importance: Could you share your perspective on why this project is essential for the community?
 - Community feedback: Based on your findings, what are the three most important changes identified by residents regarding Thornton Vision Zero?
 - Critical areas: What are the most crucial areas or issues the project aims to address?
 - Next steps: What are the next steps for the Thornton Vision Zero initiative? How would you plan to inform the community about the final plan?
 - Implementation timeline: If the project is approved, when would implementation begin, and what specific changes can the community expect to see?
 - Community participation: How can community members like me actively participate or support this initiative?

Report - General Summary

The Thornton Vision Zero multicultural outreach campaign focused on raising community awareness, with attention towards underserved communities, about the importance of building safer streets through various messages and interviews and encouraging viewers to participate in the final survey.

Key Publications

Promotional Video: Raquel and Alan



- Views: 45
- Reach: 39
- Impressions: 41
- Engagements: 2 (6 reactions and 1 share)

Conecta Por La Mañana: Part One

- Reach: 52 (within the expected range: 10-124)
- Engagements: 7 reactions, 3 comments, 1 share.

Conecta Por La Mañana: Part Two

- Reach: 54 (within the expected range)
- Engagements: 16 reactions, 3 comments, 1 share.

Interview: Ian and Darrell

- Views: 26
- Reach: 24
- Impressions: 24
- Engagements: 5 (5 reactions)

Final Recommendations

The campaign ran over two weeks, overlapping with one of the most significant holidays in the United States, Thanksgiving. While these external factors likely impacted performance, the campaign successfully reached and engaged people on this important topic.

For future campaigns, the following adjustments could be considered:

1. **Planning time:** Shortening the planning and execution period to less than two weeks may improve efficiency.
2. **Message approval:** Collaborating with the client to finalize messaging early (e.g., receiving prior approval from the City of Thornton) may help reach more people.

Multicultural Outreach Plan

On Nov 19. and Dec.6, we sent emails to encourage the community to participate in



the survey and review the draft Thornton Vision Zero Plan. Emails were sent to the following underserved community list:

- Hispanic Chamber of Commerce
- La Allianza Business Assistance Center
- Colorado Black Chamber of Commerce
- The Center for People with Disabilities
- Food for Hope
- Asian Chamber of Commerce
- North Metro Church
- WooRi Korean Church
- Ministerios Fuente de Vida
- Iglesia Cristiana Pentecostes
- Holy Cross Catholic Church
- Iglesia Orchard
- Assumption of the Blessed Virgen Mary Catholic Church
- Word Alive Church
- La Invasora 87.7 FM radio station
- Assumption of the Blessed Virgen Mary Catholic Church



Internal Stakeholder Meeting #1

March 20, 2024 | 2 PM – 3 PM | IMC Community Rm 130

Meeting Notes

1. Introductions

- Patrick Picard, Project Manager, Fehr & Peers
- Luna Hoopes, Fehr & Peers
- Darrell Alston, Traffic Engineer
- Brad Cline, Traffic Sergeant
- Todd Rullo, Interim Executive Director of Infrastructure and Utilities
- Marta Juyent, Civil Engineer
- Cassie Free, Development Engineer Manager
- Dan Schiltz, Engineering Capital Projects
- Heidi Zeltinger, Parks

2. Review Vision Zero Project (scope, schedule, anticipated outcomes)

- Schedule
 - Project runs from January to December 2024
 - Community outreach and engagement opportunities in February, June, and September
 - Present to City Council in November 2024
- Key Project Outcomes
 - Crash analysis (common crash types & locations, high risk network/high-injury network)
 - Community engagement
 - Equity index
 - Data transparency
 - A toolbox of countermeasures to address systemic safety issues
 - Prioritized project list & action/strategies list

3. Initial Crash Data Findings

- 8,846 crashes in 5 years

- Average of 5 crashes per day
- 599 crashes resulting in death or severe injury in 5 years
- About one severe crash every 3 days
- Over the 5 years 39 people were killed and 228 were seriously injured
- Participant Question – Will we be using crash rates (crashes normalized by volume)?
 - We don't want to focus on crash rate because it assumes some crashes that happen are okay, which is not in line with the Vision Zero philosophy
- Participant Question – Do we look at time of day when considering crashes?
 - Yes, we will incorporate this in the landscape analysis and high risk network

4. Draft High Injury Network

- Draft shows that 60% of fatal and severe injury crashes in Thornton occur on just 4% of the streets
- Project team will develop a version that includes I-25
- Observations
 - Overlaps with EJ communities and older transportation infrastructure
 - I36th and Quebec – surprised it's not on the HIN
 - Interesting the southern part has more crashes because that's where people drive more slowly
 - CO 7 and Holly – Hwy 7 has lots of road issues (potholes)
- Question – will we look at different times of day, year, conditions, etc?
 - Yes, that will be part of the deeper crash analysis we conduct over next couple of months.
- Will develop HIN that also includes I-25

5. Draft Equity Index

- Opportunity for Thornton to be competitive for implementation grants
- Three alternatives
 - Alternate 1: Use USDOT Equitable Transportation Communities Index and SS4A Threshold (65th %ile)
 - Alternate 2: Use DRCOG's Equity Index
 - Alternate 3: Create a custom index
- Participant Question – would the DRCOG index fulfill SS4A grant requirements?

6. Discussion

- What traffic safety concerns do you have in Thornton?
 - Bad drivers
 - Speeding – 10-15 miles over speed limit

- Construction worker safety, Thornton employee safety (street maintenance, landscaping medians)
- Washington St north of I36th – wide, with no police presence people will speed
- Bike lanes on arterials is crazy – separated bike lanes makes more sense
- I20th and Eastlake design intervention really slowed people down
- I28th horizontal curve – since these were installed lots of drivers running off the road and destroying the fences
- I44th ave (especially sections that were just widened) – lots of speeding
- 88th Ave in the morning
- I04th and I-25, people run the red, impacts turning
- Arterials in general
- Thornton Parkway
- I04th
- PD: Washington fatalities are due to midblock pedestrian crossings
- If you want to stop it, red light and speeding cameras with fines right into the general fund
 - Use to be required to have personal service but now state is allowing
- PD: Can we increase duration of red signal (all red time)?
 - Yes, that is a common countermeasure we suggest for red-light running
- Regular crosswalks – audible signal for visually impaired
 - Participant question – will we do a follow-up report to see if these interventions work? Issue with fence being run down at horizontal curve on I28th
- Don't want to only be stuck on infrastructure, but also include changes from safe systems approach for future infrastructure – including requirements/guidelines that developers have to adhere to to ensure we build our system so it accommodates human vulnerability – there has to be a change in the way we design our roadways
 - Document in our plan “this is the direction the city wants to go”
 - Policy level ideas
 - Policy that city council puts in place is set by budget based on scope – PMs are building projects to fit budget. If you're trying to save money and build as inexpensively as possible, you can't really do a separated bike facility or median
 - Interim city manager is looking at more multimodal corridors, safer, prettier, get people out of car
- Hope that the city won't just rely on grants – they are not guaranteed – so money should also come from city budget

7. Next Steps

- Community Survey Open through April 7th
- April
 - Summarize community survey findings
 - Deeper dive on crash data
 - Develop High Risk Network
- May
 - Draft Recommendations
- June
 - Community Open House
- Question – At what point do we start thinking about projects for phase 2?
It would be a good idea to have some concepts to present to the community as a way to get support for grants
 - We do a toolbox approach, not concept design
- Thornton is purchasing DiExSYs VZSuite for city staff to use



Internal Stakeholder Meeting #2

June 13, 2024 | 2 PM – 3:30 PM | Virtual Meeting

Meeting Notes

I. Introductions

- Darrell Alston, Project Manager, Traffic Engineer
- Patrick Picard, Consultant Project Manager, Fehr & Peers
- Luna Hoopes, Fehr & Peers
- Heidi Zeltinger, Parks
- Kolin Kline, Motor Office, PD Traffic Unit
- Paul Burkholder, Parks
- Ernie Anderson, Deputy Chief of Operations, Fire Department
- Marta Juyent, Civil Engineer
- Dan Schiltz, Engineering Capital Projects
- Todd Rullo, Executive Director of Infrastructure and Utilities
- Cassie Free, Development Engineering Manager

2. Project Update

- Project runs from January to December 2024
- Community outreach and engagement opportunities in February, June, and September
 - Currently preparing draft recommendations and summer outreach
- Present to City Council in November 2024
- Key Project Outcomes
 - Crash analysis (common crash types & locations, high risk network/high-injury network)
 - Community engagement
 - Equity index
 - Data transparency
 - A toolbox of countermeasures to address systemic safety issues

- Prioritized project list & action/strategies list
- Crash Analysis
 - Numbers have been updated to more recent data – 2018-2022
 - 8,943 crashes in 5 years (excluding I-25 and E-470)
 - Average of 5 crashes per day
 - 2,041 injury crashes in five years, about one every day
 - Over the five years, 37 people were killed and 190 were seriously injured
- 3. Community Feedback Summary
 - We asked: What/where are the community's traffic safety concerns?
 - Collected responses February 26 – April 7
 - 307 survey responses
 - 143 interactive map comments
 - Multicultural outreach
 - 17 organizations contacted
 - Chambers, associations, religious & nonprofit institutions
 - Survey available in 10+ languages
 - Outreach conducted in English and Spanish
 - Key themes of survey responses
 - Speeding, red light/stop sign running, distracted driving
 - Enforcement of unsafe behavior
 - More infrastructure
 - All-way stops and traffic lights
 - Speed bumps in residential neighborhoods
 - Bike lanes, trails, and sidewalks
 - Pothole repair
 - Support more walking, biking, and public transit
 - Improved signal coordination
 - Remove sight distance obstructions
 - More pedestrian crossings of busy streets
 - Traffic calming around schools
 - Comment – survey responses match up with observed reality, some surprise that Washington corridor is not higher on the list (especially the southern half)
 - FD observes a lot of crashes in the Washington Street corridor
- 4. Draft Recommendations
 - Potential project prioritization factors
 - High Injury Network
 - High Risk Network
 - Equity Index Map
 - Community Input
 - Benefit Cost Analysis
 - Level of Safety Service (LOSS)

- High Injury Network
 - Where injury crashes are concentrated
 - 60% of fatal and severe injury crashes in Thornton occur on just 4% of the streets
- High Risk Network (HRN)
 - Places that may have not had many crashes, but where similar conditions exist of places with higher crashes – these places are at higher risk of crashes occurring
 - Over 20,000 ADT
 - Signalized intersections
 - 85th percentile 35 mph or higher
 - Low-income neighborhood
 - Bus stops
 - Public comment
 - Commercial/institutional land use
 - What should the threshold be for HRN consideration?
 - 4+ risk factors = 50 miles of streets (8%)
 - 5+ risk factors – 28 miles of streets (4%)
 - Comment – 5+ factors map includes trouble areas according to anecdotal evidence and allows for the city to target the areas at most risk, a 4+ risk factor map might be more than the city can address in a reasonable timeframe
- Common crash types
 - Run off the road crash
 - Left turn crash at signalized intersection
 - Red light running crash
 - Broadside or left turn crash at unsignalized intersection or driveway
 - Pedestrian or bicyclist crossing major street at unsignalized location
 - Question – would dismounting bikes help with crossing safety?
 - That would be a hard sell, better to focus on infrastructure interventions
 - Question – does this include scooters?
 - Yes, scooters are coded as pedestrian in crash data (including skateboards, rollerblades, etc.)
 - Comment – add grade separation as countermeasure
 - Comment – wrong way bicyclist is an issue
 - Right turn pedestrian crash at signalized intersection
 - Question – can a right turn flashing yellow be used? Yes.
 - Pedestrian or cyclist crossing against the signal
 - Questions – can bicycle signal heads help in this situation?

- We will look into it
 - Turn across sidewalk/shared use path
 - General comment – speed management should but number one systemic safety countermeasure, intoxication or medical episodes play a role in many crashes so slower speeds will be helpful
- Non-engineering solutions
 - Strategies, programs, and policies that can improve safety outcomes for the community
 - Question – why would radar vans be detrimental or not effective?
 - They are effective. Pairing with signage and/or publicity is typically recommended so its not a speed trap. The goal is not to ticket people, but to slow folks down.
 - Comment – hands-free law coming into effect in 2025 – how to educate?
 - Comment – prioritize safety in CIP and development process

5. Next steps

- June 24th: Community Open House
 - Carpenter Recreation Center, 6:30 PM to 8PM
 - Present findings and draft recommendations shown today
 - Solicit feedback/input
 - Will post materials online and host a parallel survey
- July/August: Finalize Recommendations
 - Incorporate community/stakeholder feedback
 - Develop prioritized project list & locations
- September/October: Draft Plan
- November/December: Final Plan/Adoption

6. Other comments

- How does the protected bike lanes study overlap with this project?
 - There's a correlation between adequate ped and bike facilities and safety. That study will wrap up this year and we'll have ideas for future CIP projects
 - Intersection treatments can tie into PBLs to help mitigate bicycle crashes



External Stakeholder Meeting #1

May 9, 2024 | 2 PM – 3:30 PM | Virtual Meeting

Meeting Notes

I. Introductions

- Patrick Picard, Project Manager, Fehr & Peers
- Luna Hoopes, Fehr & Peers
- Darrell Alston, Traffic Engineer/Project Manager, City of Thornton
- Cathy McCague, CIG
- Wendy Phelps, Toole Design
- Daniel Jimenez, District Director of Security, Mapleton Public Schools
- Chuck Weiss, Engineering Manager, E-470
- Heath Klein, Engineer, Westminster
- Carson Priest, Executive Director, SmartCommute
- Dave Sauer, COO, Mapleton Public Schools
- Kelsie Ryan, Service Planner, RTD
- Gregory Kothe, Civil Engineer, Northglenn
- Greg Filkin, RTD
- Josh Sender, Engineer, Adams County
- Kate Oberleas, Engineer, E-470
- Lindsey Blankenship, Executive Director, Creating SPACE; Consultant for visually impaired community
- Diana Castro, Bilingual Outreach Coordinator for Denver Regional Mobility and Access Council
- Nataly Handlos, RTD
- Neil Thomson, E-470
- Tara Clemons

2. Review Vision Zero Project (scope, schedule, anticipated outcomes)

- Schedule
 - Project runs from January to December 2024
 - Community outreach and engagement opportunities in February, June, and September

- Present to City Council in November 2024
 - Key Project Outcomes
 - Crash analysis (common crash types & locations, high risk network/high-injury network)
 - Community engagement
 - Equity index
 - Data transparency via public dashboard
 - A toolbox of countermeasures to address systemic safety issues
 - Prioritized project list & action/strategies list
 - Vision Zero
 - Eliminate fatal and severe injury crashes in Thornton
 - “Safe Systems Approach” – recent evolution of Vision Zero philosophy
3. Initial Crash Data Findings
- 8,016 crashes in 5 years
 - Average of 4.4 crashes per day
 - 1,790 crashes resulting in death or injury in 5 years
 - About one injury crash every day
 - Over the 5 years 31 people were killed and 182 were seriously injured
 - Top four fatal and severe injury crash types are fixed object crashes (running off the road), broadside (“T-bone”), pedestrian/bicycle-involved crashes, and left turn crashes
4. Draft High Injury Network
- Draft shows that 60% of fatal and severe injury crashes in Thornton occur on just 4% of the streets
 - Project team will develop a version that includes I-25
 - High Risk Network under development
5. DRCOG Equity Index
- Using DRCOG Index
 - Opportunity for Thornton to be competitive for implementation grants
 - Participant concern: Only the southern part (higher equity need) will need intervention and education, and the northern part can abdicate responsibility. Northern residents may consider themselves “not part of the problem.”
 - Project team acknowledges risk – project won’t focus on education of specific geographic areas, rather on capital infrastructure improvements. Other improvement recommendations will be systemic and applicable to all locations of the same context
6. Community Engagement Summary
- Community was asked, “what/where are your traffic safety concerns?”

- Online survey available in 10+ languages
- Interactive map for location-specific issues
- Connected with 17 community organizations, bilingual outreach (English and Spanish), intercept events (high school, Mi Pueblo Market, outlet mall)
- Survey responses
 - Demographic characteristics of respondents are generally in line with Thornton's population, with slight under-representation of respondents who identify as Hispanic/Latino
 - Top safety issue is speeding
 - Top streets with safety concerns are 120th and Colorado Blvd
 - Key themes
 1. Speeding, red light/stop sign running, distracted driving
 2. Enforcement
 3. More infrastructure
 4. Support more walking, biking, and public transit options
 5. Improved signal coordination
 6. Visibility
 7. Pedestrian crossings
 8. Traffic calming around schools
- Interactive map comments
 - Categories were provided to respondents, with the option of adding "Other Comment"
 - Top category was "Other" followed by speeding
 1. Other comment themes
 - a. Missing pedestrian/bicycle infrastructure
 - b. Traffic congestion
 - c. Stop sign running
 - d. Merging/lane changing issues
 - e. Driver behavior
- Participant question – did you ask specific questions regarding physical disability? - No

- It's sometimes difficult for people to bring their own disabilities to bear on their responses, so specific questions are important to give people the opportunity to answer directly.
 - Project team will follow up with participant
- Participant question – why are people speeding or driving distracted? If there are traffic calming efforts in some places, it will only spur higher speeds in others.
 - Transportation system can influence driving behavior with various infrastructure changes
 - Federal government acknowledges nationwide issue with grant program
- Participant comment – cars have gotten easier to speed in, more insulated, heavier, allowing people to speed even more.

7. Discussion

- What traffic safety concerns do you have in Thornton? Locations or specific issues we should be aware of?
 - Gaps in bike network that are scary, mostly regarding crossings of arterials
 - 128th and Riverdale – T-intersection, lots of issues
- What other related projects or studies should we be aware of?
 - Smart Commute is doing a bike gap analysis with the city in tandem with the 120th Ave corridor study.
 - Adams County will be doing a similar study soon, Thornton will participate as a peer
- Participant question – does this project interplay with DRCOG's safety funding? –Thornton is ahead of that funding wave, this project doesn't have a direct connection.

8. Next Steps

- May/June, Final crash analysis/Draft Recommendations
- June 1st, Thorntonfest
- June 24th, Community Open House
- July/August, Finalize recommendations
- September/October, Draft plan
- November/December, Final plan/adoption