



# Transportation Master Plan Update

City Council Update

April 28, 2025

# Agenda

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## 1. Project Overview

- Key tasks and current progress

## 2. Phase 1 Engagement

- What we heard
- What we learned

## 3. Current & Future Conditions Findings

- Regional travel demand model results
- Bicycle, pedestrian, and transit key takeaways

## 4. Next steps

- Phase 2 Engagement
- Modal plans, projects, strategies development
- Internal and external stakeholder coordination
- Draft plan development

# Why Update the Transportation Master Plan?

## Plan Purpose:

- To guide future transportation investments and policies that support safety, mobility, economic development, and quality of life for all who live, work, and travel in Commerce City.

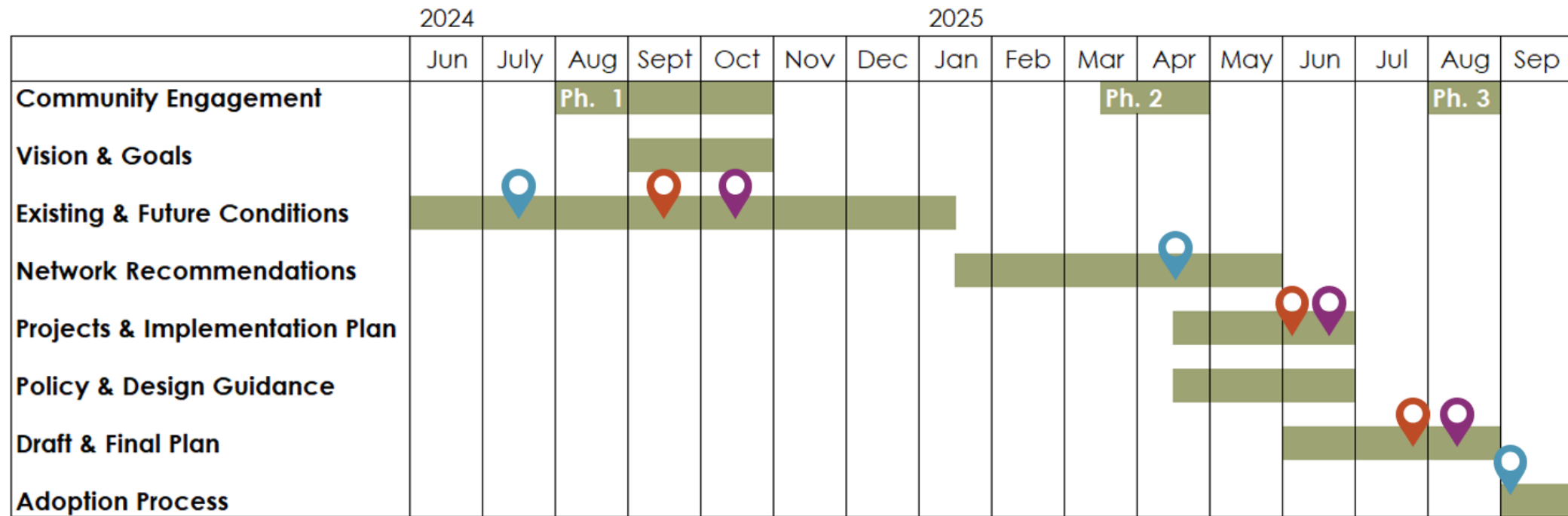
## Why Now?

- The current plan was adopted in 2010—before significant growth, land use changes, and new mobility options emerged.
- Commerce City's population, employment centers, and development patterns have changed significantly.
- A modern plan is needed to align with regional goals, funding opportunities, and community priorities.
- This planning effort is closely aligned with the Comprehensive Safety Action Plan, creating a mutually beneficial opportunity to leverage public input and detailed safety analysis—key components that will strengthen the Transportation Plan's recommendations.

## A Cohesive Multimodal Approach:

- We're planning for all ways people move—walking, biking, rolling, transit, freight, and driving.
- The updated plan will develop recommendations and projects to connect modes, close gaps, and prioritize safety and accessibility.
- A unified network means better connectivity, efficiency, and equity across the transportation system.

# Key Tasks & Current Progress



Interdepartmental Coordination



Stakeholder Engagement



City Council Updates

# Vision & Goals

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## The Vision & Goals were developed based on the following plans:

- C3 Strategic Plan 2024-2028
- C3 Comprehensive Plan (2024)
- C3 Vision Transportation Plan (2010)

## And feedback through:

- Inter-Departmental Coordination Team Meeting Feedback
- Phase 1 Public Engagement

### Vision Statement

“Our vision is to create an equitable and multimodal transportation network that prioritizes and comfort for all users. Our aim is to develop and maintain a transportation system that supports a sustainable and vibrant community.”

# Vision & Goals: Continued

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The goals will be used to guide recommendations and evaluate proposed projects for prioritization.

## Goals

**Connected Multimodal Network:** Enhance, connect, and expand safe, comfortable, and efficient multimodal transportation options to encourage walking, biking, and public transit as viable alternatives to driving.

**Accessibility and Equity:** Create an inclusive transportation network that is accessible to all by reducing physical, economic, and social barriers and providing equitable access to opportunities regardless of ability, income, or location.

**Safety:** Focus on reducing fatalities and serious injuries for all users by improving infrastructure, enhancing safety measures, and implementing strategies that protect vulnerable road users such as pedestrians, cyclists, and transit riders.

**Sustainable Growth and Innovation:** Promote economic growth, sustainability, and community resilience through investments that integrate new technologies and innovations, while leveraging innovative partnerships to enhance funding opportunities.

**Maintain Assets:** Ensure the long-term viability of transportation assets by maintaining and upgrading infrastructure to meet current and future needs, while reducing emissions and promoting environmentally sustainable practices.

# Engagement Approach

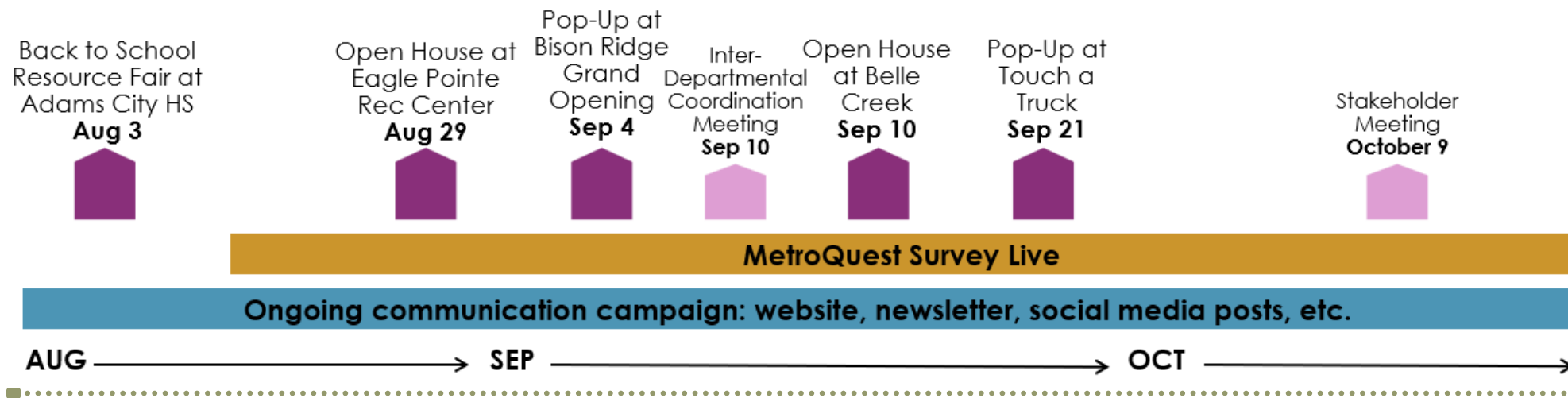
	We want to know...	How we'll use the input...
Phase 1: Values	What <b>types of improvements</b> are important to you?	Understanding what mobility and safety means to different community members will inform the transportation <b>goals and objectives</b> .
	What <b>problems</b> do you encounter when traveling in Commerce City and what <b>ideas</b> do you have to overcome these problems?	<b>Location specific issues and ideas</b> will be integrated into the modal plan recommendations and project identification.
Phase 2: Priorities	What transportation <b>investments</b> are most critical?	Input on <b>trade-offs</b> will be used as input into the plan and policy recommendations.
	What <b>strategies</b> would you employ to achieve the transportation goals?	<b>Strategy preferences</b> will help inform policy and next step recommendations.
Phase 3: Validation	Did we get it right?	Public comments on the draft plan will be discussed with staff and incorporated as appropriate.

WE ARE  
HERE



# Phase 1 Engagement: Activities & Participation

- Over 12,000 mailers sent, 13 social media posts, 2 newsletters, 2 City Manager WIRR reports, and 3 emails sent to over 90 subscribers
- Over 400 interactions
  - 60 at open houses
  - 152 at pop up events
  - 220 individual survey responses
- 800 comments received in online survey





# Phase 1 Engagement: What We Heard

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## **Congestion and Road Conditions Are Top Priorities**

Community members consistently identified traffic congestion, road maintenance, and smoother travel as key needs—especially along Tower Rd, US 85, and 104th Ave.



## **Walking and Biking Are Limited by Gaps and Safety Concerns**

Residents want more connected and comfortable walking and biking routes, including sidewalks, crossings, and off-street paths. Safety near railroads and intersections was a common theme.



## **Strong Interest in Improved Transit Access**

Participants called for more frequent and reliable service, better connections to Denver and the airport, and amenities like shelters and benches.



## **Lighting, Safety, and Visibility Matter**

Poor lighting, speeding, and unsafe intersections (especially along US 85) were frequently mentioned concerns that impact all modes of travel.



## **Desire for Greener, More Attractive Streets**

Community members emphasized the importance of trees, landscaping, and buffers, especially for walking environments.



# Phase 1 Engagement Lessons Learned

## Low Turnout at Open Houses

Despite strong promotion, open house attendance was limited.

→ *Focus future efforts on pop-up events with short activities and postcards linking to online engagement.*

## Mailers Boosted Participation

The citywide mailer reached 12,000+ addresses and significantly increased responses.

→ *Plan a second mailer for Phase 2.*

## Social Media Helped, But Could Improve

Posts drove some engagement, but accessibility can be improved.

→ *Include direct survey links in posts and share separate versions in English and Spanish.*

## Email Outreach Was Effective

Our growing project email list saw solid engagement.

→ *Send a series of emails during Phase 2 to promote events, surveys, and share updates.*

## Eagle Pointe Recreation Center



# Current & Future Conditions

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## Purpose:

Establish a baseline understanding of Commerce City's transportation system and anticipate future needs based on projected growth.

## Key Elements Assessed:

- **Previous Plan Review:** Consideration for relevant projects and strategies that could be carried forward
  - **Community Profile:** Growth projections (58% more households, 97% more jobs by 2050)
  - **Equity & Access:** Identifying underserved communities, mobility barriers, and affordability
  - **Travel Patterns:** High car dependency; limited transit and active mode use
  - **Roadway Network:** Functional classification, lane capacity, maintenance, and freight routes
  - **Traffic Conditions:** 74% increase in daily VMT by 2050; congestion hotspots identified
  - **Safety:** Crash trends and priority areas for intervention (integration of Safety Action Plan assessment)
  - **Pedestrian Infrastructure:** sidewalk network gaps, crossing barriers, safety concerns
  - **Bicycle Infrastructure:** Disconnected network; need for safer, more comfortable facilities
  - **Transit Services:** service frequency and ridership; gaps in first/last mile connections
  - **Emerging Needs:** EV infrastructure, ITS upgrades, and climate-aligned mobility strategies
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# Regional Travel Demand Adjustments

- DRCOG’s Denver Regional Travel Model (Focus 2.3) was adapted to forecast travel demand for Commerce City’s Transportation Plan.
- The model uses household and job density, transportation networks, and travel behavior data from regional surveys to generate forecasts.

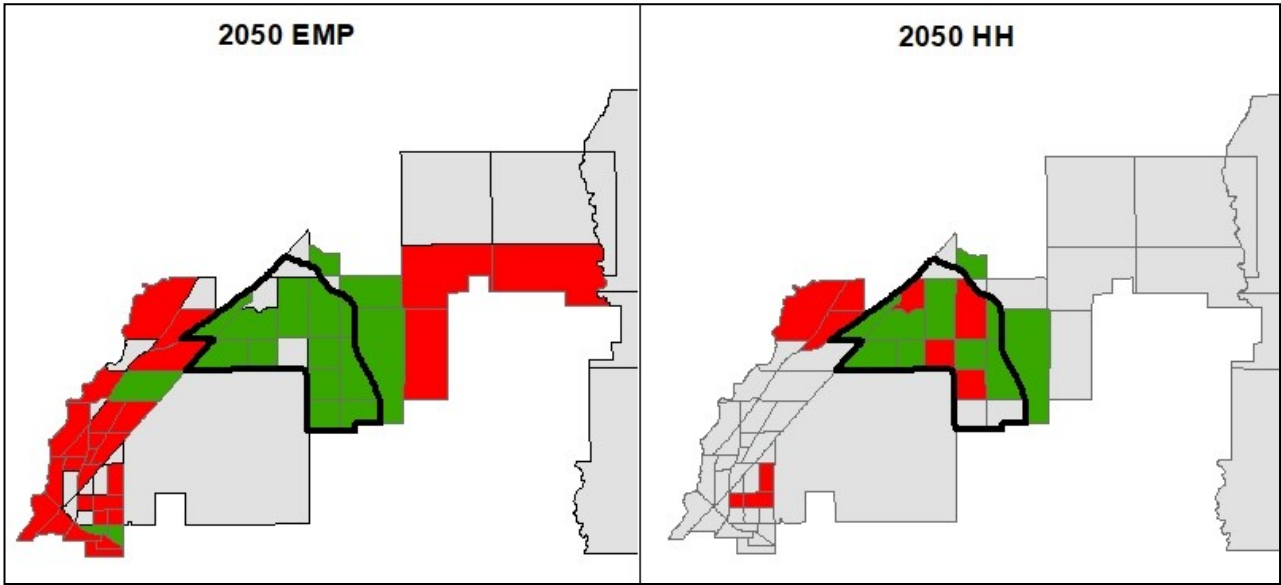
### Land Use Adjustments

- About 150 TAZ zones were adjusted
  - 8k households were removed
  - 15k households were added
  - 49k employment establishments were removed
  - 41k employment establishments were added

### Household & Employment Growth (Adjusted)

Growth	2023	2050	Growth
Households	28,467	45,106	58.5%
Employment	37,588	74,054	97.0%

DRCOG model land use adjustments by TAZ



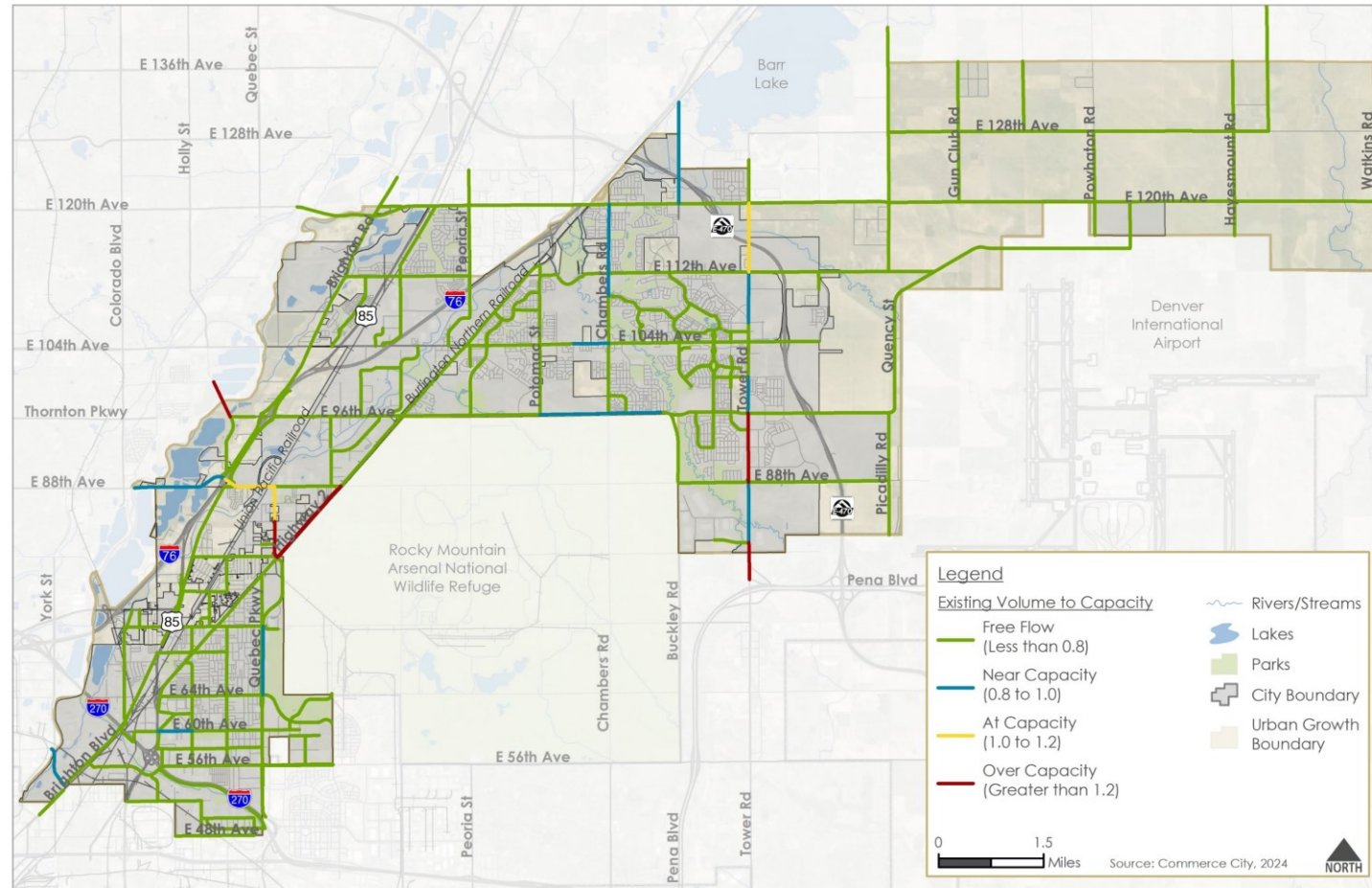


## Current Traffic Volumes



# Current Volume-to-Capacity

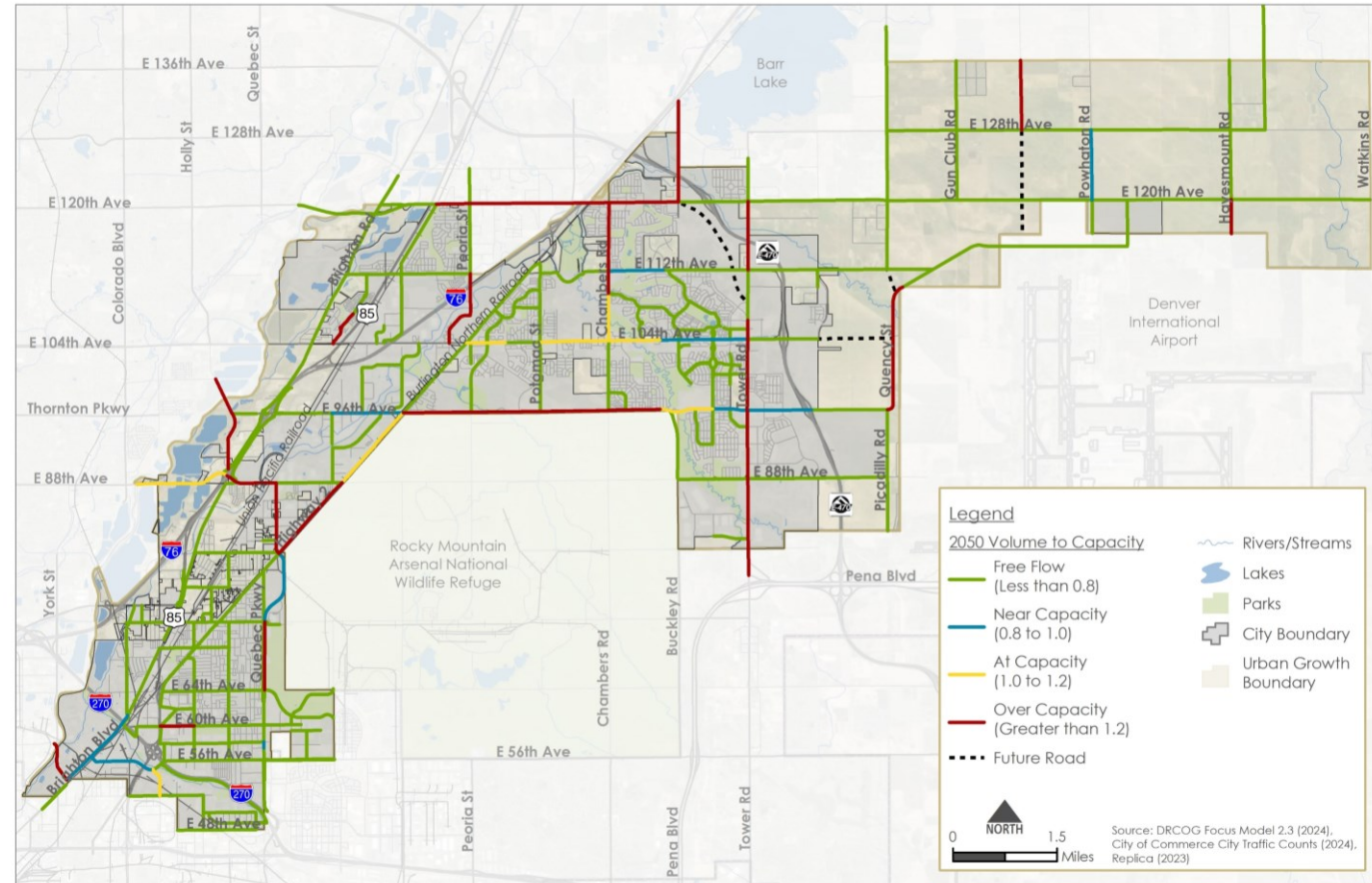
Volume-to-capacity (v/c) ratio is a measure used to assess how much of a roadway's capacity is being used. **It compares the daily volume of traffic on a roadway segment to its maximum capacity.** A v/c ratio close to 1.0 indicates the roadway is operating near or at capacity, while higher values suggest congestion and potential delays.





# 2050 Volume-to-Capacity (No Build)

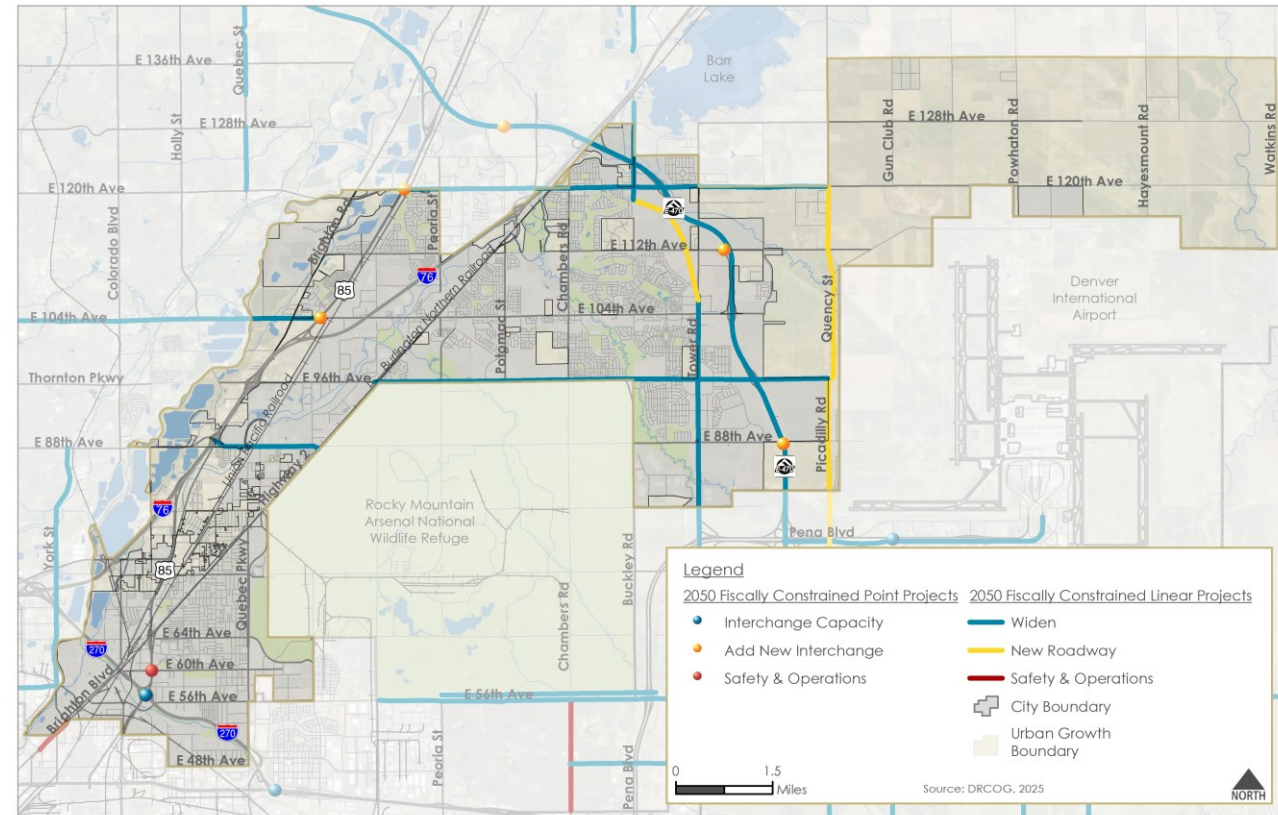
“No Build” uses the roadway infrastructure and its current capacity as it is today without considering the implementation of fiscally constrained projects.



# 2050 Fiscally Constrained Projects

## 2050 Regional Transportation Plan (RTP) Projects

- Road widening
- New roads (Picadilly Rd & High Plains Pkwy)
- Safety and operational improvements
- Increased interchange capacity
- New interchanges

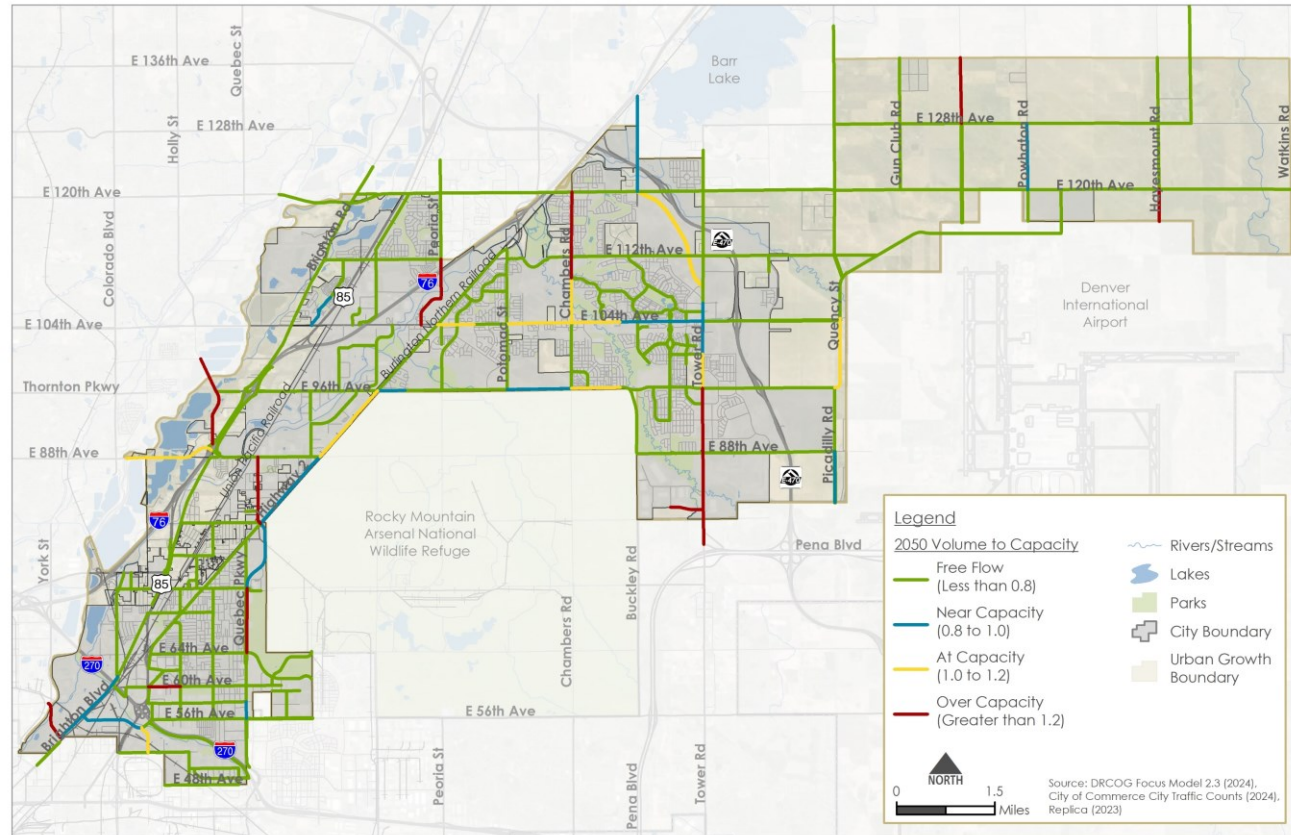




# 2050 Volume-to-Capacity (Including Fiscally Constrained Projects)

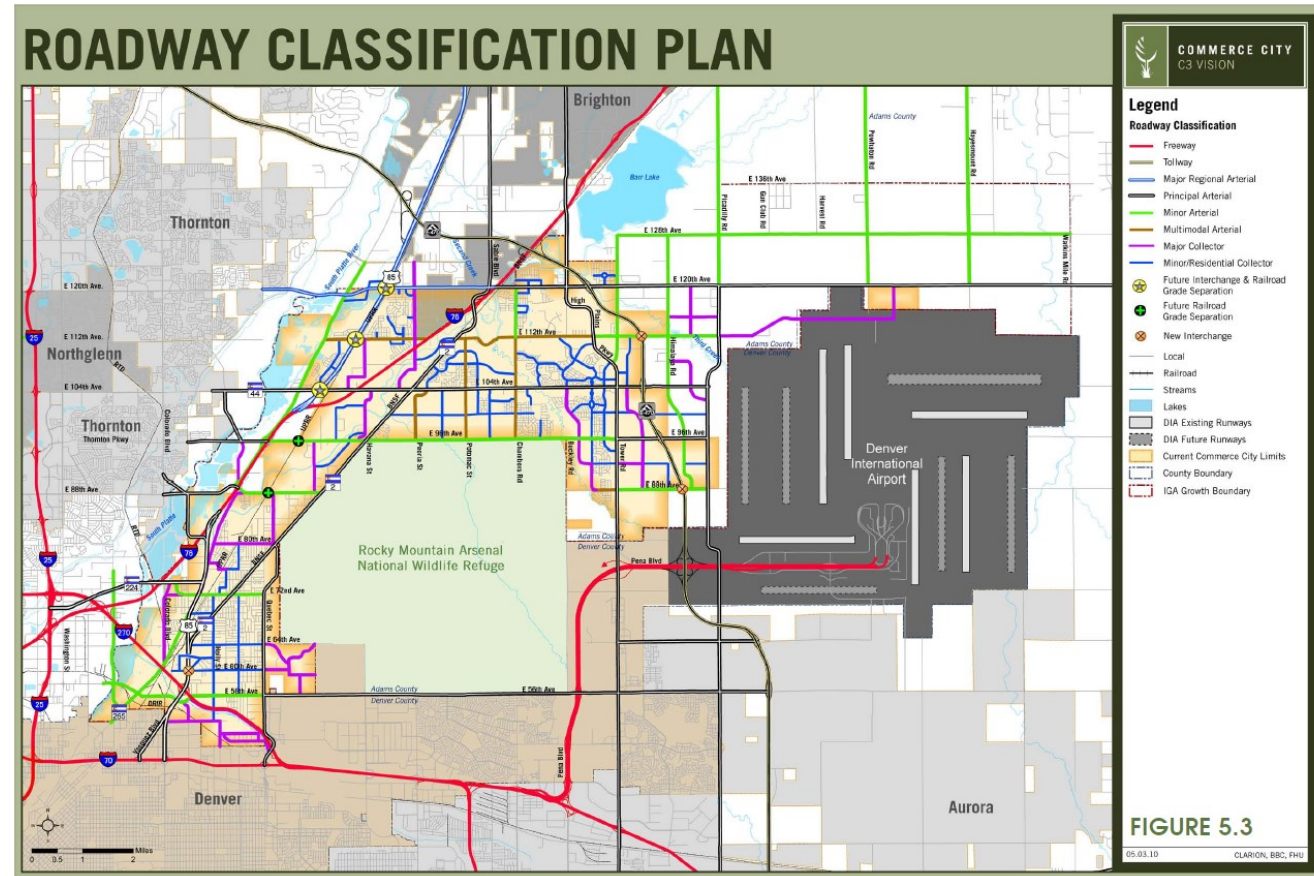
“Build” refers to the future roadway infrastructure and its capacity with the addition of fiscally constrained projects from 2050 Metro Vision.

\*Some future roads, like Himalya Road, are not included in the list of fiscally constrained projects but are included in the future roadway network in Commerce City’s 2010 Transportation Plan. These roads along with all recommended projects will be assessed as part of the full buildout of the future transportation network.



# Updates to the Functional Classification Plan

The 2010 Transportation Plan established the “Roadway Classification Plan” which defines the role each road plays in the overall transportation network—whether it’s moving people and goods efficiently over long distances or providing local access. It helps guide roadway design, investment priorities, and coordination with land use planning.



# Why Update the Functional Classification Plan?

## Purpose of Functional Class Updates:

- Reflect new development patterns and updated land use information
- Ensure consistency with FHWA and CDOT functional classification guidelines
- Remove outdated classifications (e.g., Multimodal Arterial)
- Incorporate updated traffic volume forecasts based on current development plans
- Improve overall connectivity and continuity of the roadway network
- A Transportation Plan update is an ideal opportunity to revisit and revise the functional classification system to ensure alignment with future needs

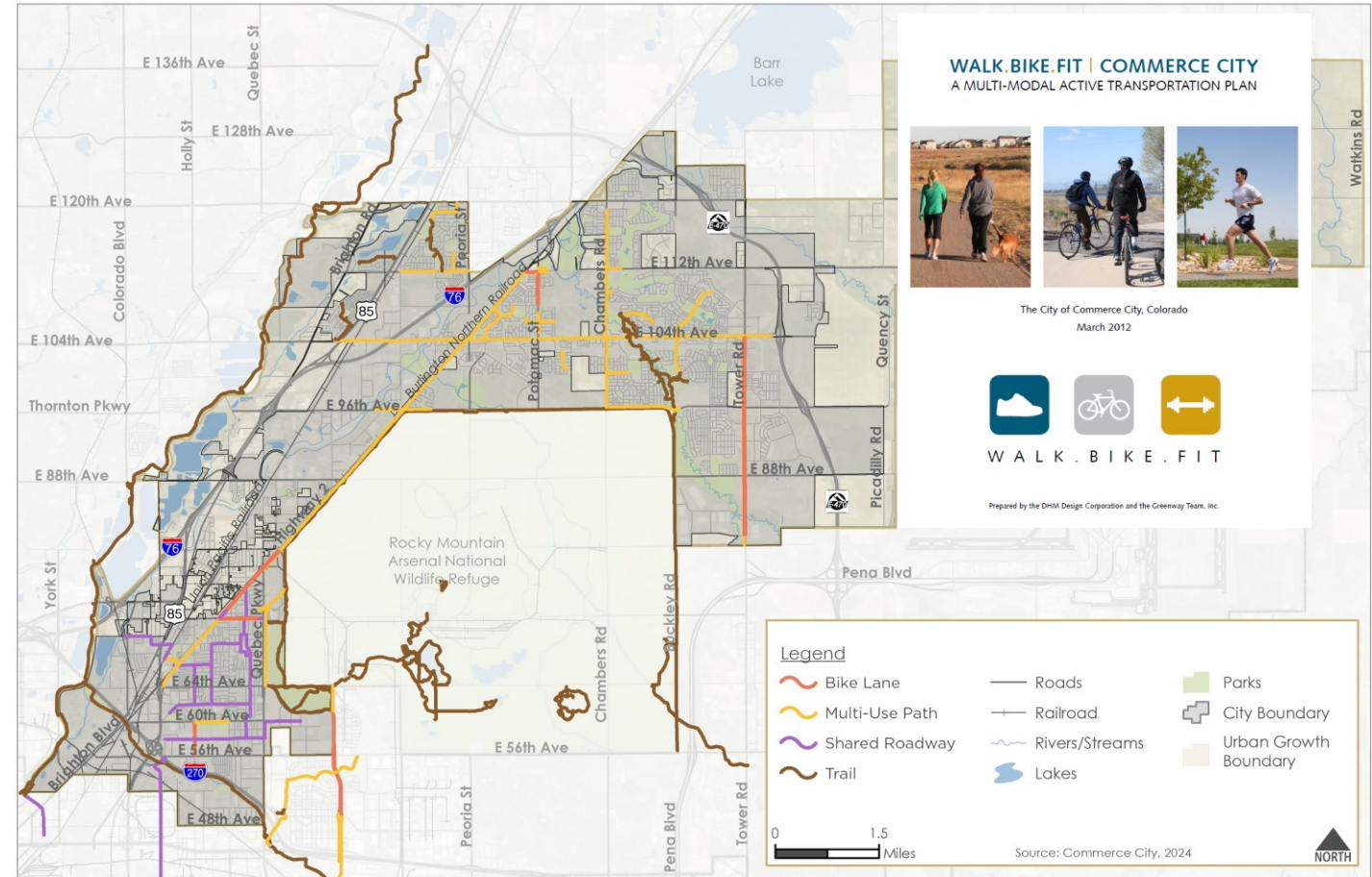
## Key Challenges:

- Navigating the 2024 CDOT Functional Classification Guidelines, including coordination with DRCOG for Principal Arterial or higher
- Balancing existing roadway design (e.g., ROW, lane configurations) with future travel demand and volume-to-capacity (V/C) ratios
- Ensuring updates align with and inform future revisions to Roadway Design Standards, which are directly tied to functional classifications



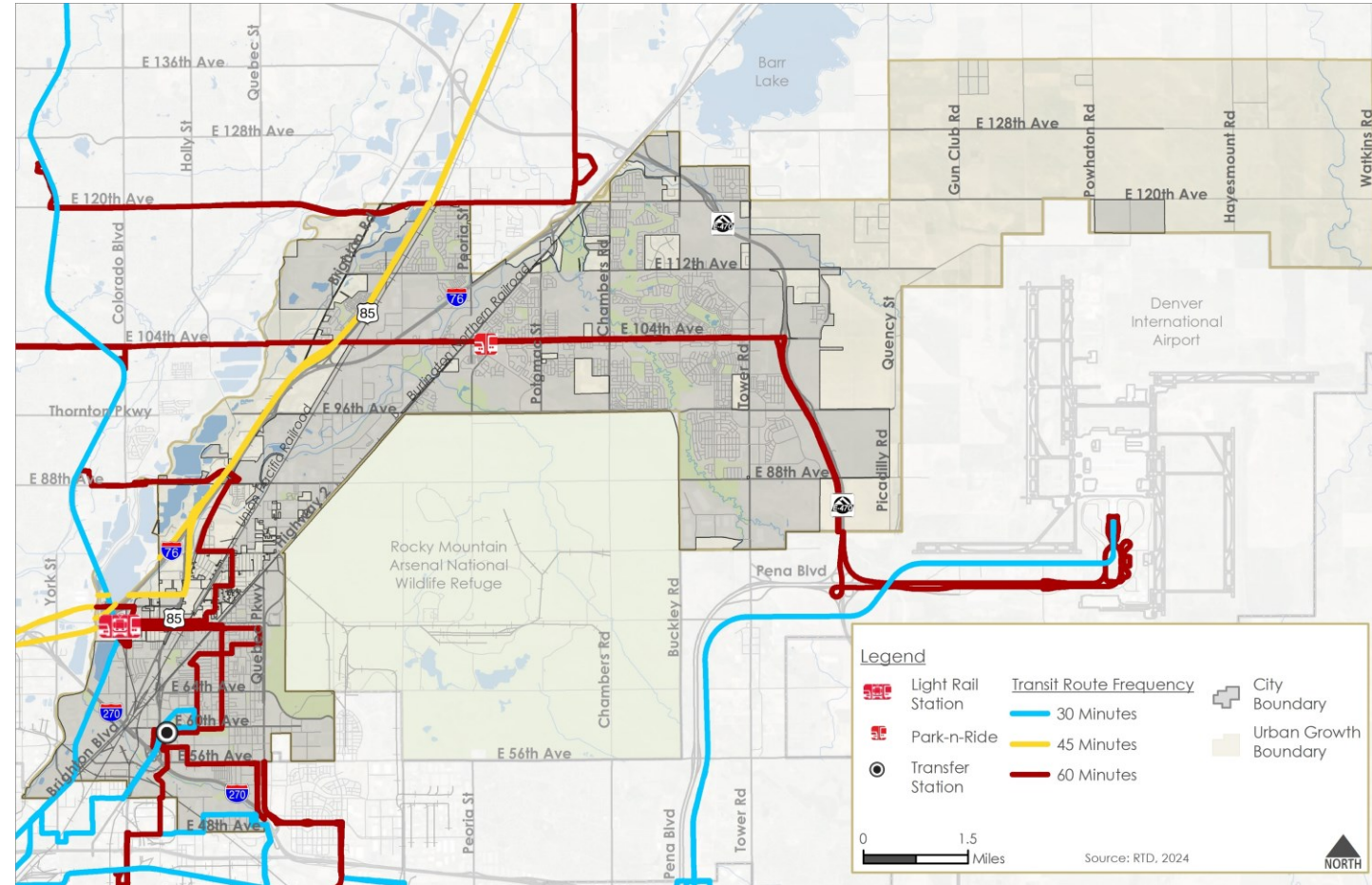
# Current & Future Active Transportation

- Bicycle and pedestrian recommendations will build on the route assessments from the Walk.Bike.Fit Plan.
- This plan will address sidewalk gaps identified in the City's recent pavement condition assessment, providing a strategy to complete missing connections.



# Current & Future Transit

- Support implementation of RTD's future System Optimization Plan (SOP), including increased service frequency.
- Identify areas of Commerce City that may need expanded transit service as growth and development continue.
- Explore alternative transit options such as microtransit, shared micromobility, and other flexible mobility services.





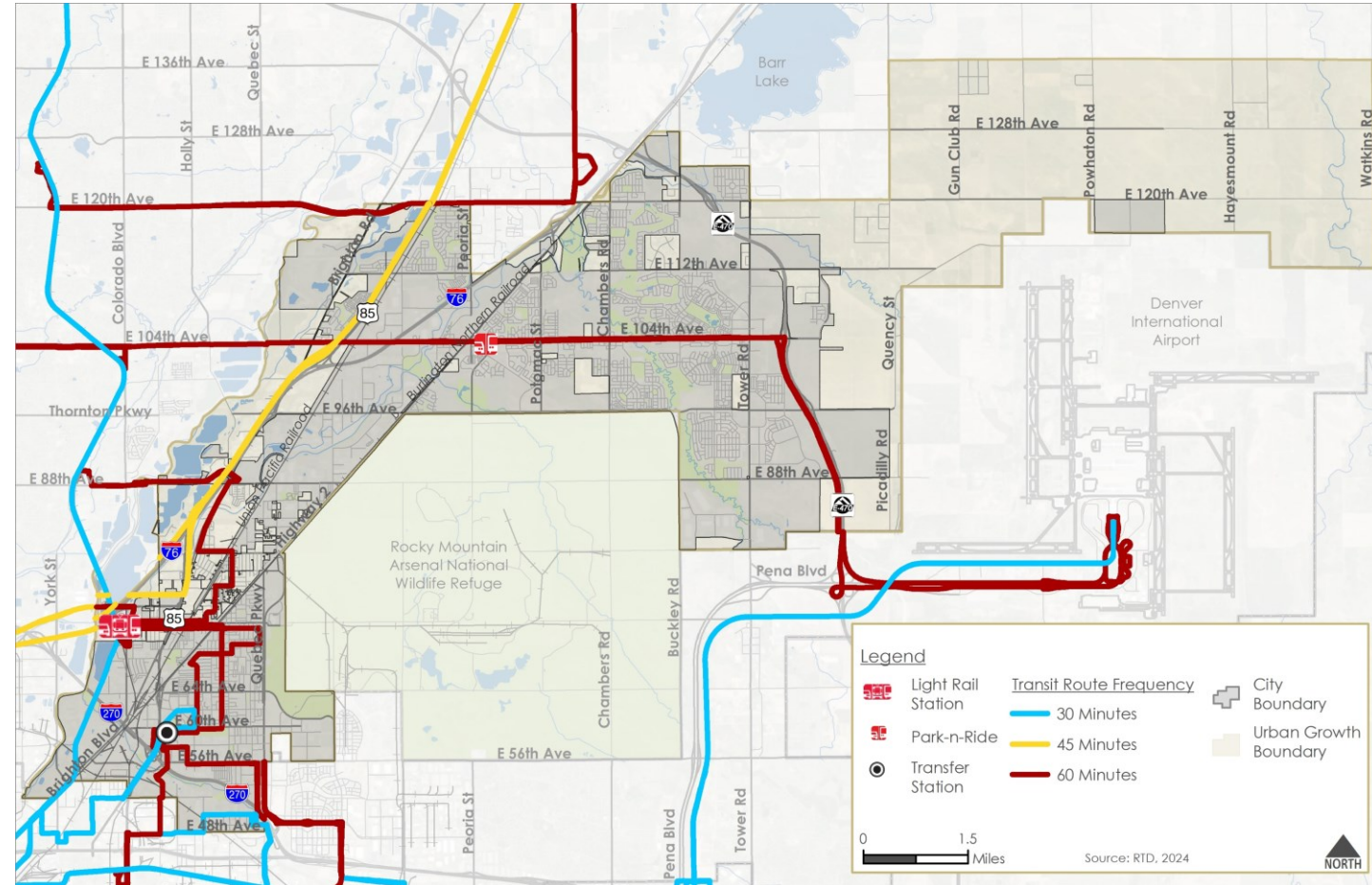
# Next Steps: Phase 2 Engagement

## Engagement Activities

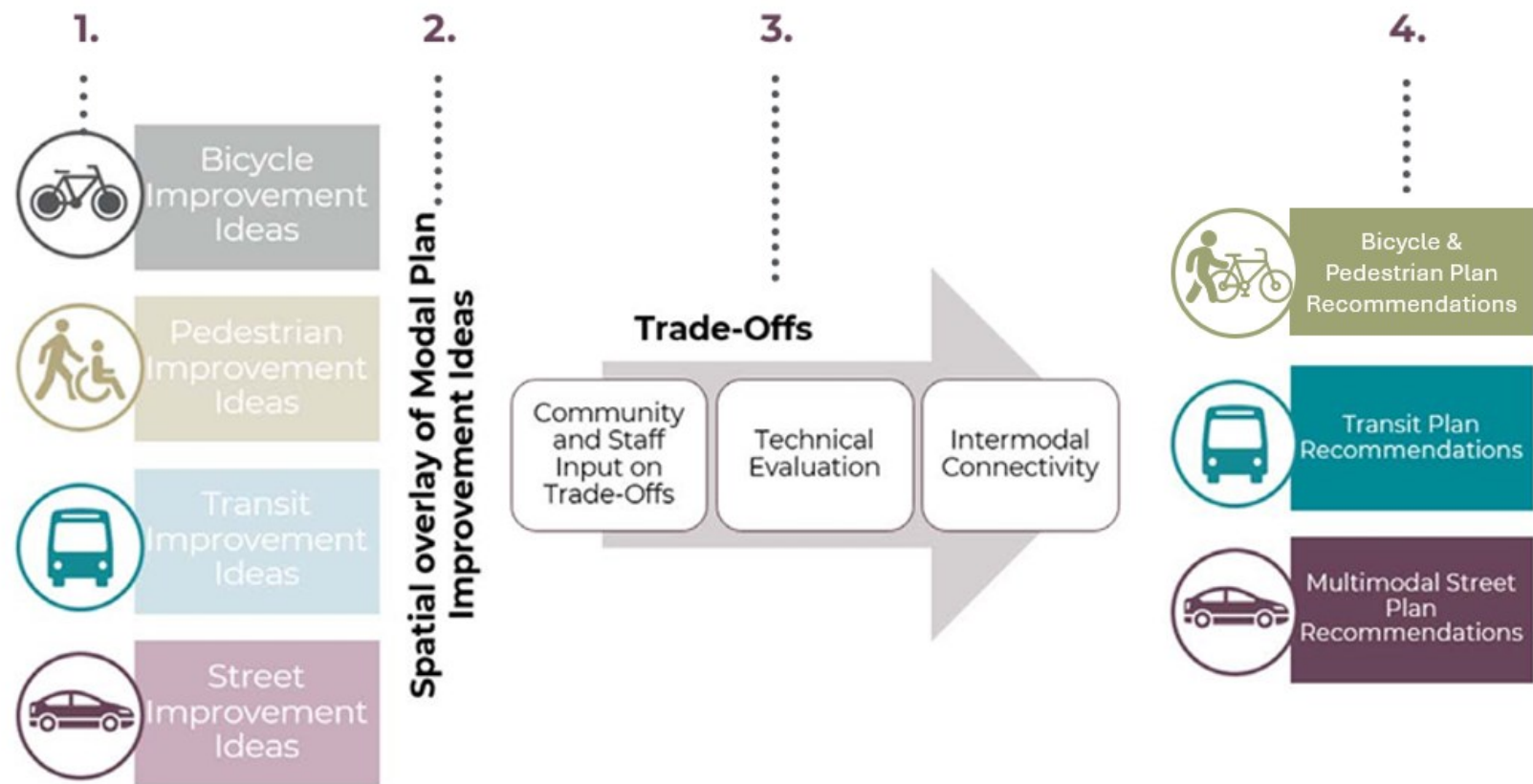
- March 14 launched online survey
  - Over 100 participants so far
- March 15 “popped up” at Mini Con event
  - 197 interactions
- Communitywide mailer
- Ongoing coordination with Communications Department on promotion via social media and newsletters

## Feedback will be used to:

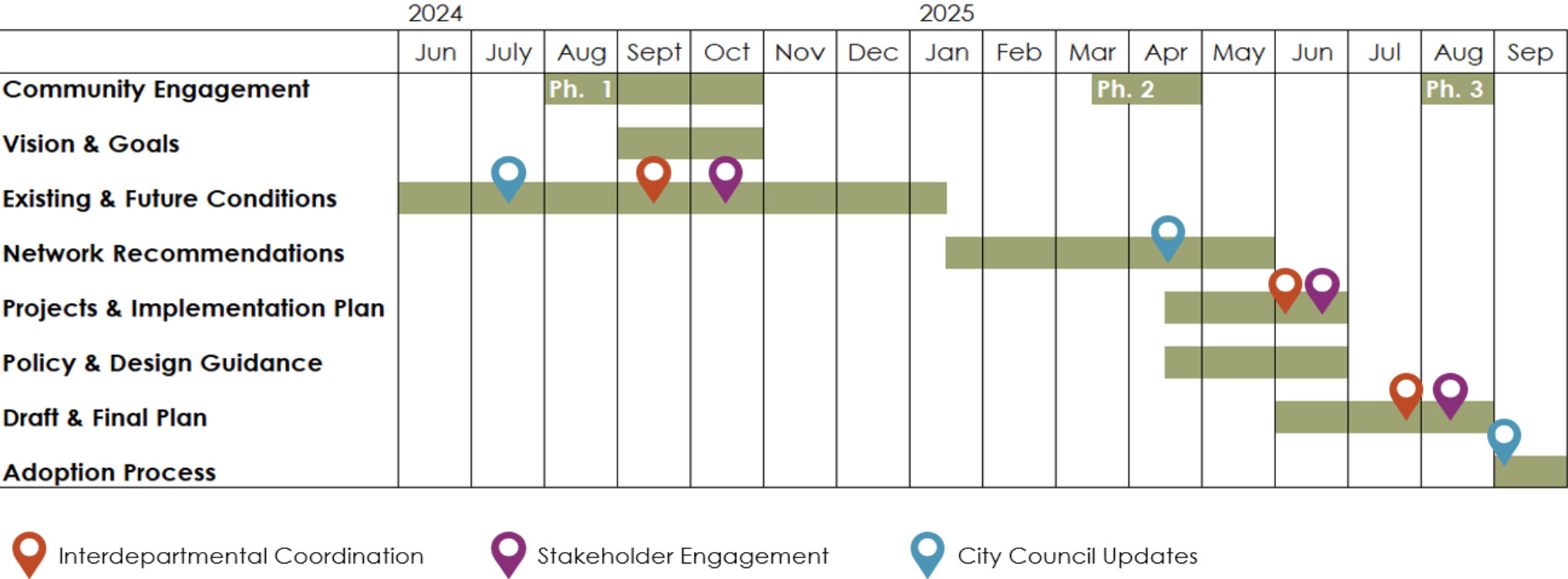
- Inform the project evaluation weighting
- Inform which strategies should be incorporated into the Plan
- Understand modal tradeoff preferences when developing recommendations



# Next Steps: Modal Plan Development



# Next Steps







# Discussion