Draft Transportation Plan

October 7, 2025

Commerce CITY

Quality Community for a Lifetime

Transportation Plan Purpose

- **Purpose:** The Commerce City Transportation Plan provides a long-term vision for mobility and transportation investments throughout the city, laying the foundation for a safe, connected, equitable, and sustainable transportation system. As one of Colorado's fastest-growing communities, Commerce City faces rising pressures on roads, freight corridors, and multimodal infrastructure from rapid growth.
- **Goal:** Develop a prioritized set of projects, programs, and plans that reflect a shared vision for mobility and a roadmap for how the city can efficiently invest funding to improve the system.

"Our vision is to create an equitable and multimodal transportation network that prioritizes safety, connectivity, and comfort for all users, while supporting local economic growth. By developing and maintaining inclusive and efficient infrastructure, we aim to ensure a seamless, accessible experience for all modes of transportation, contributing to a more sustainable and vibrant community."

Vision and 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.

Asset Maintenance: 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.

Community Engagement

Phase 1

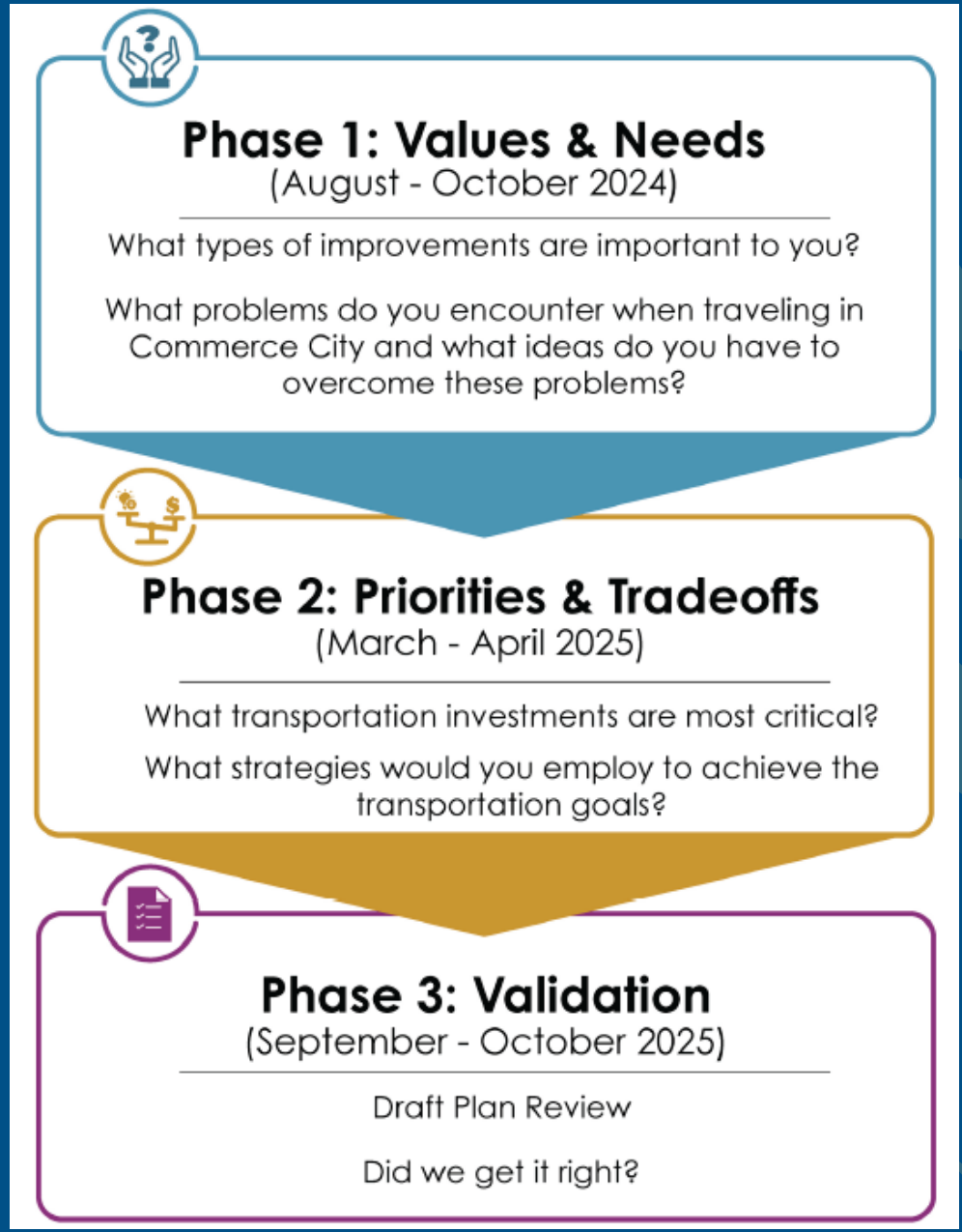
- Over 12,000 mailers sent, 5 open house/pop-up events
- Over 400 interactions
- 800 comments received in online survey

Phase 2

- Over 12,000 mailers sent, 1 pop-up event
- 243 Participants
- 6,500 Datapoints
- Nearly 500 Comments

Phase 3

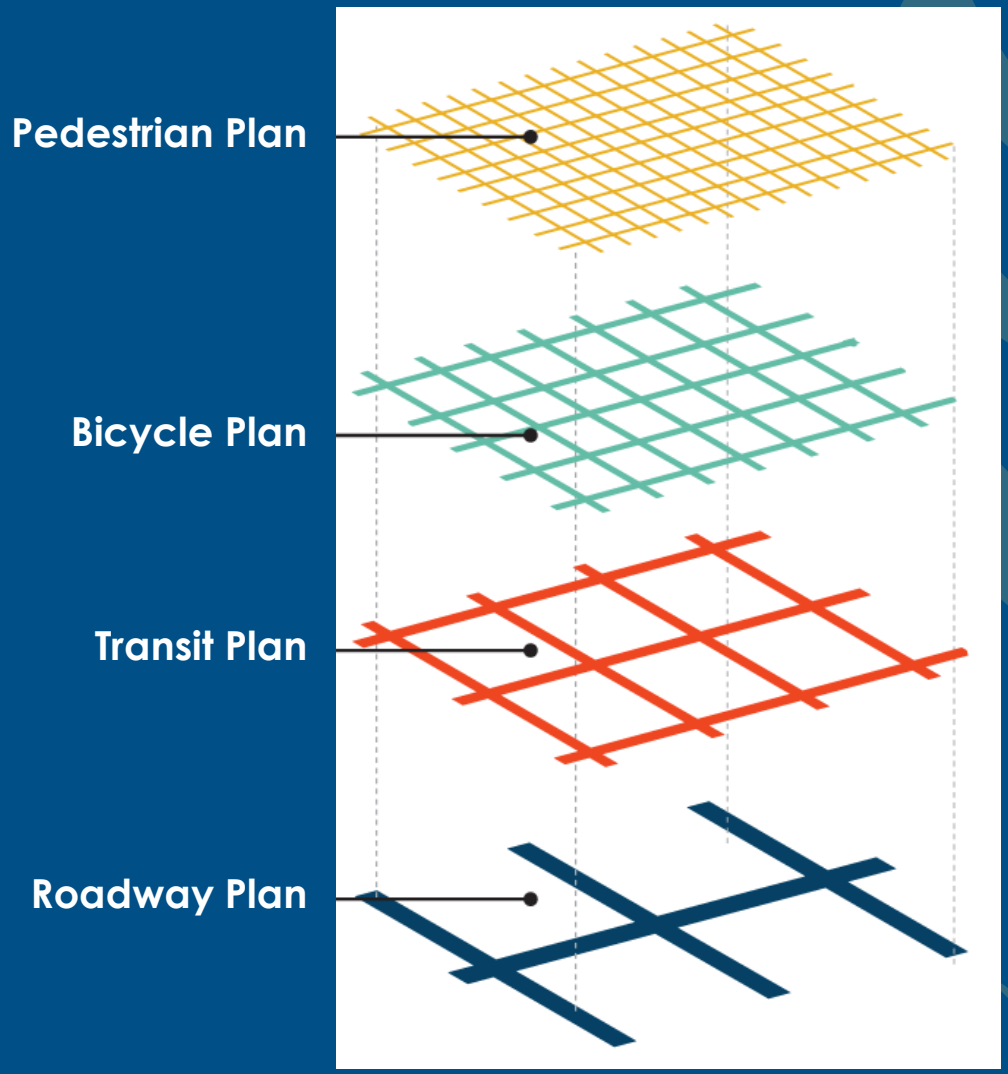
- In progress and open through October 17



Recommended Transportation Plan

- Provides a vision for the future transportation network
- Each plan focuses on a specific mode but works together for a balanced, multimodal network
- Shared needs and solutions appear across plans (e.g., crossing improvements)
- Incorporates the Safety Action Plan recommendations
- Projects are developed out of the future network and will be included in a phased implementation plan
- Covers future transportation technology and innovation considerations

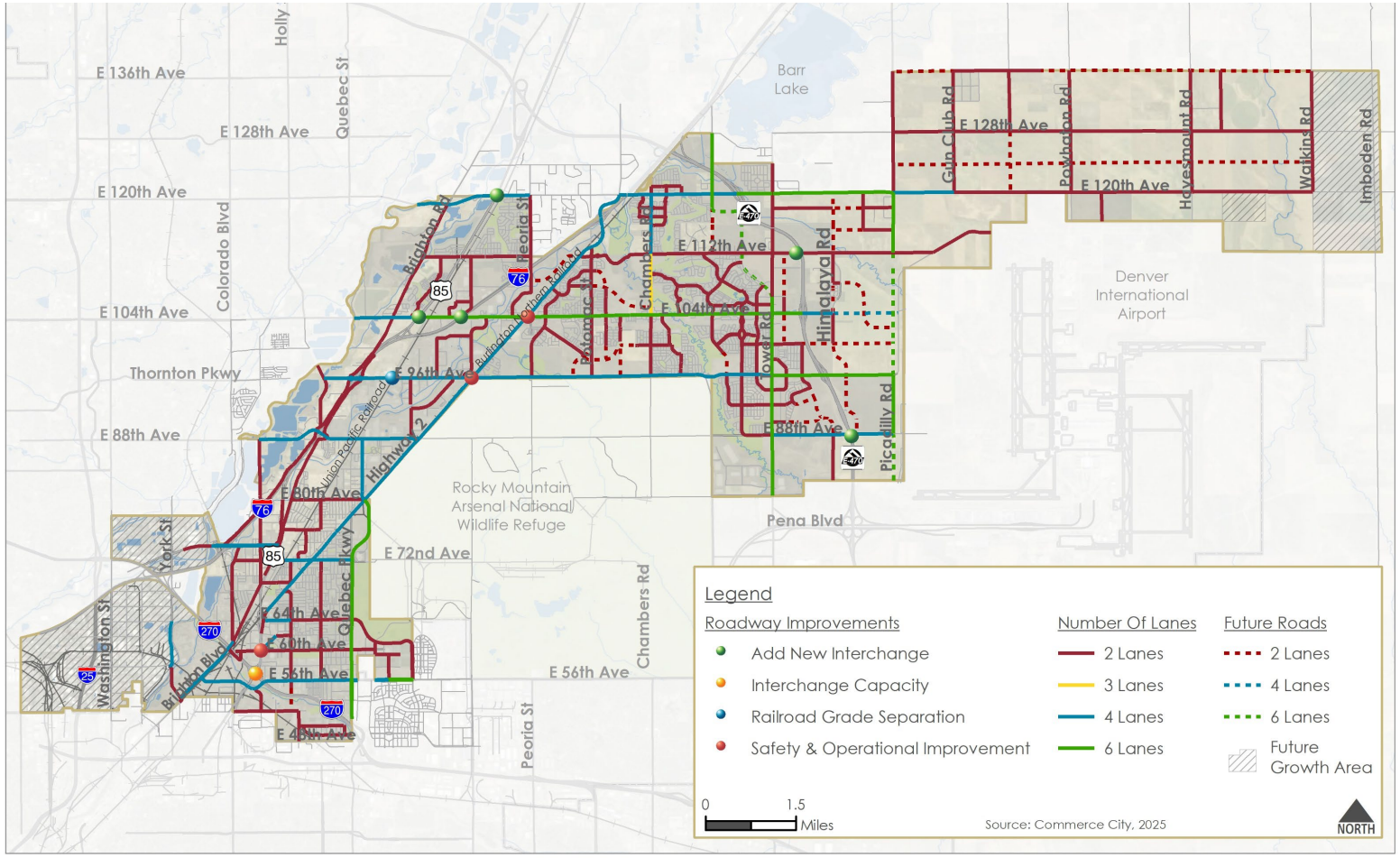
Coordinated Modal Plans



Roadway Plan

- Roadway Widening
- New Roadways
- Interchanges
- Railroad Crossings
- Intersection Safety & Operations
- Other topics:
  - Exploration of Buckley Rd connection if existing agreements allow
  - Traffic Signal & Fiber Network Master Plan
  - Coordinated Freight Strategies

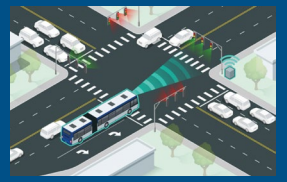
Future Roadway Network



Transit Plan

TMP Page 75

Transit Priority Corridors: existing high ridership routes, future corridors expected to provide strong regional connections



Transit Signal Priority (TSP): Adjusts signals to reduce bus delays and improve reliability.

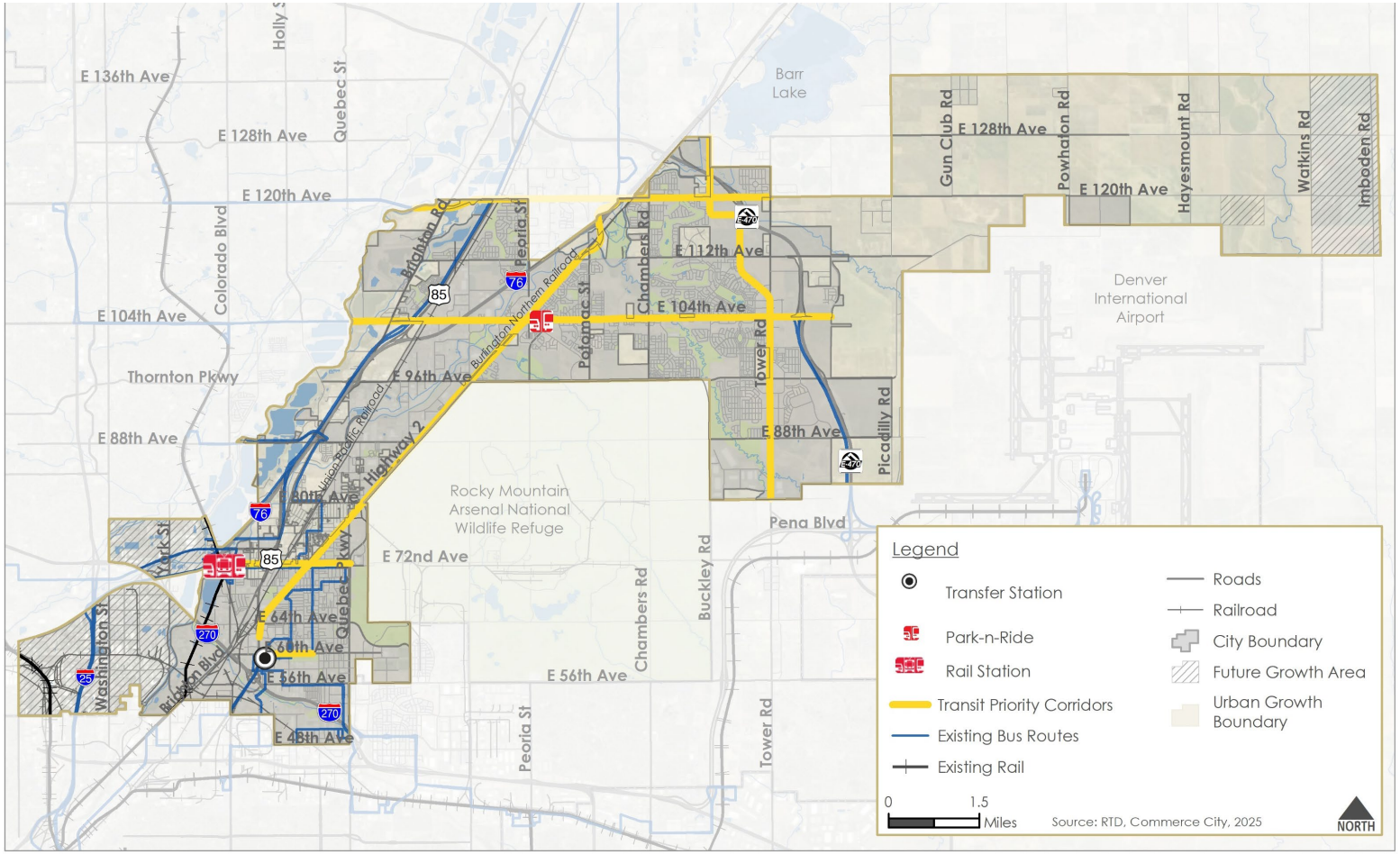
Queue Jumps: Short lanes with early green signals to give buses a head start.

Transit/BAT Lanes: Dedicated lanes that let buses bypass congestion while maintaining business access.

Other topics:

- Transit Amenity Improvements
- Microtransit

Transit Priority Corridors



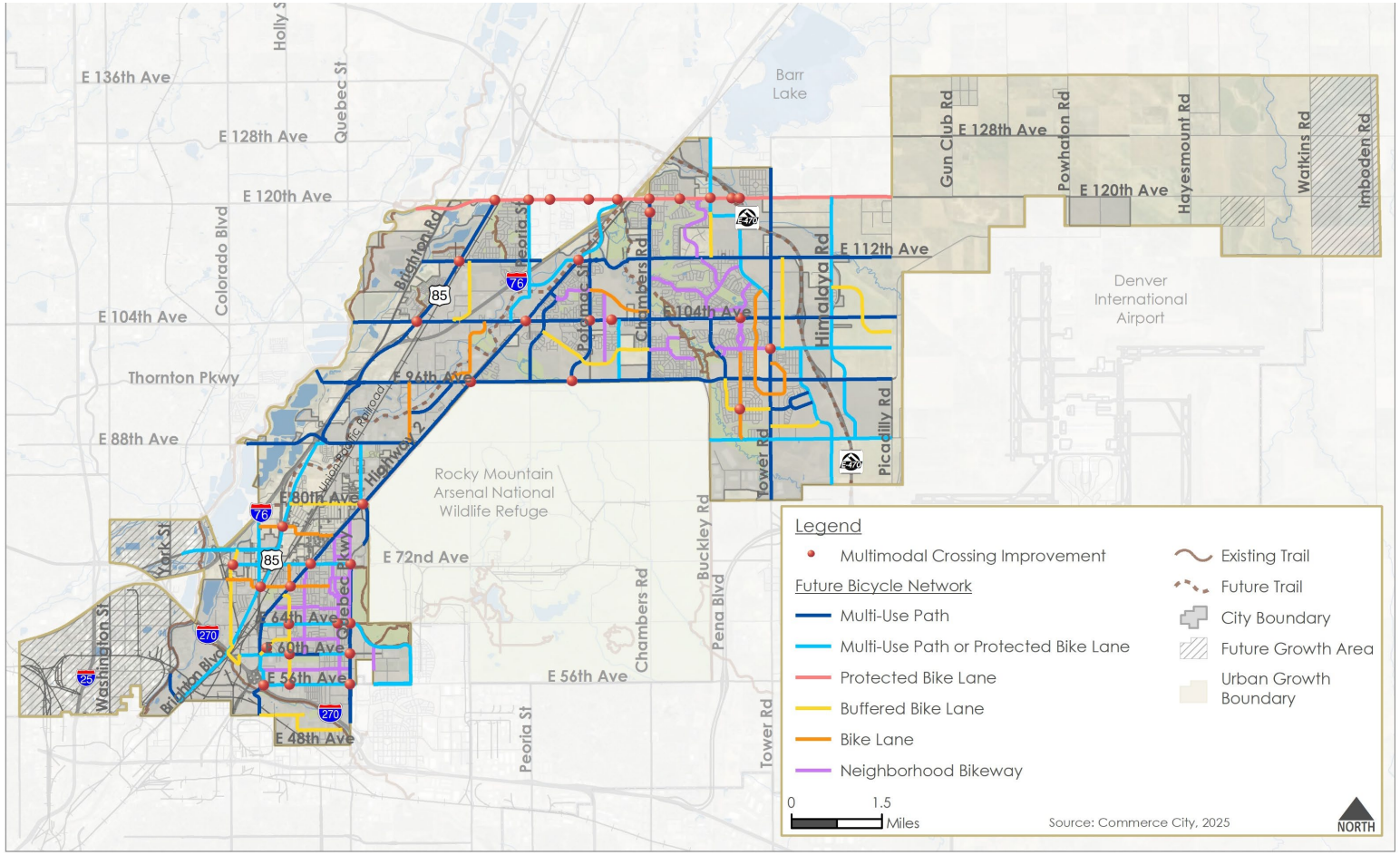
Bicycle Plan

TMP Page 81

Developing the network:

- **Bicycle LTS Analysis:** Assessed comfort of streets for riders of all ages and abilities.
- **Short-Trip Analysis:** Targeted areas where biking can replace short vehicle trips.
- **Connected Network:** Linked key destinations with planned facility connections.
- **Plan Review:** Built on Walk.Bike.Fit and other past recommendations.
- **Community Input:** Validated routes and priorities based on safety and demand.
- **Bicycle Facility Selection Guidance:** establishes guidance on which bicycle facilities are preferred based on posted speed limits and average daily traffic volumes

Future Bicycle Network



Pedestrian Plan

TMP Page 86

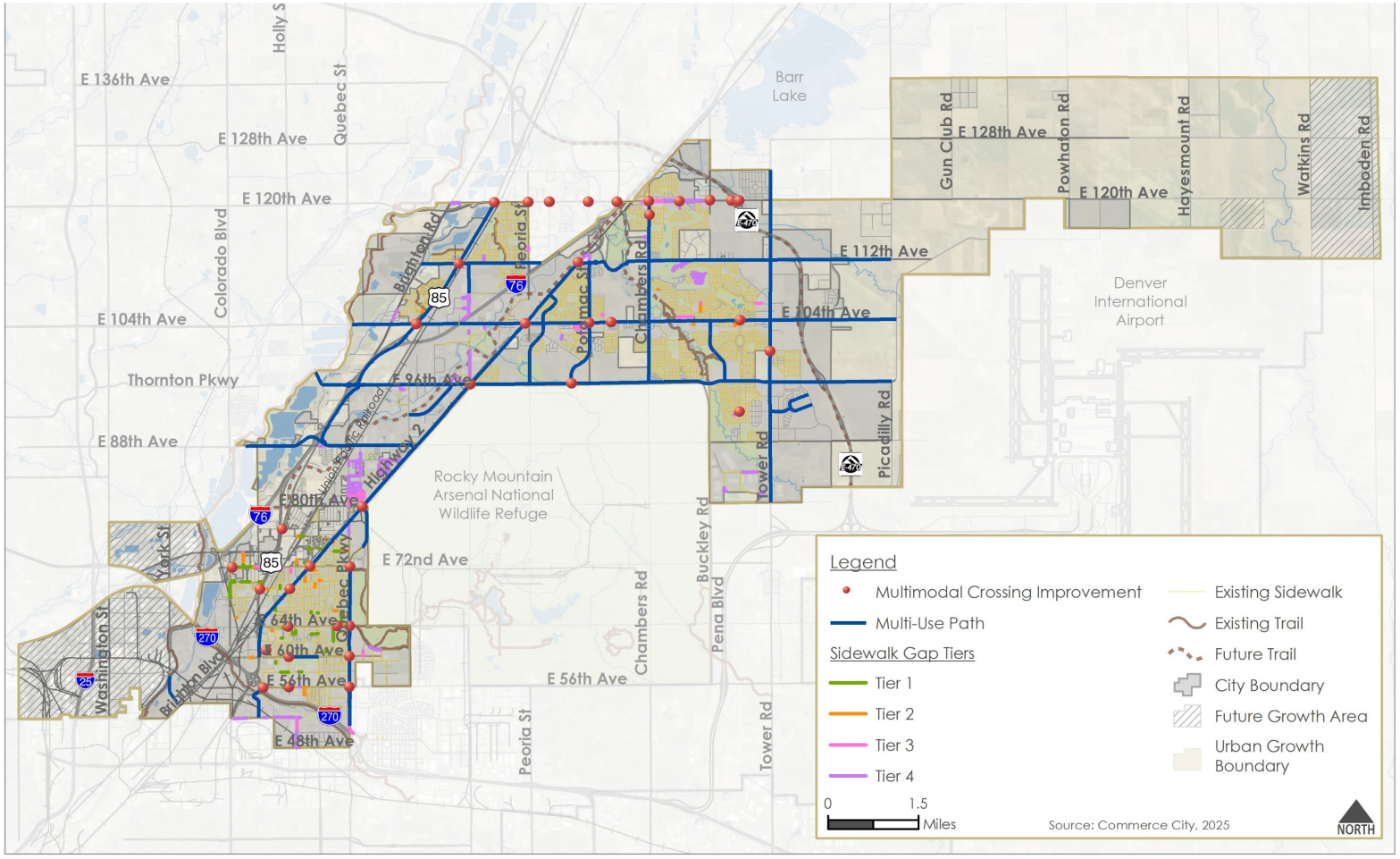
Developing the network:

- Pedestrian Demand Analysis: demographics, land use, and key destinations.
- Short-Trip Analysis: Targeted areas where biking can replace short vehicle trips.
- Connected Network: Linked key destinations with planned facility connections.
- Plan Review: Built on Walk.Bike.Fit and other past recommendations.
- Community Input: Validated priorities based on safety and demand.

Tiered Sidewalk Gaps:

- Categorized missing segments by pedestrian demand.
- Higher tiers near schools, transit, and services addressed first.

Future Pedestrian Network



Project Evaluation Framework

Connected Multimodal Network

- Does the project reduce congestion or improve travel reliability on high-volume or over-capacity roads?
- Does the project improve access for non-drivers, connect to key destinations, or close gaps in bike/ped or transit networks?

Accessibility & Equity

- Does the project benefit historically underserved populations?
- Does the project improve accessibility for people with mobility or economic barriers?

Safety

- Does the project improve safety or address a known risk (e.g., crash location, near-miss reports, at-grade rail crossing)?

Sustainable Growth & Innovation

- Does the project serve future household or job growth areas, support economic
- development, or align with the Comprehensive Plan?
- Does the project include innovation or new technologies?

Maintain Assets

- Does the project help preserve, modernize, or extend the life of existing transportation infrastructure?

Public Input

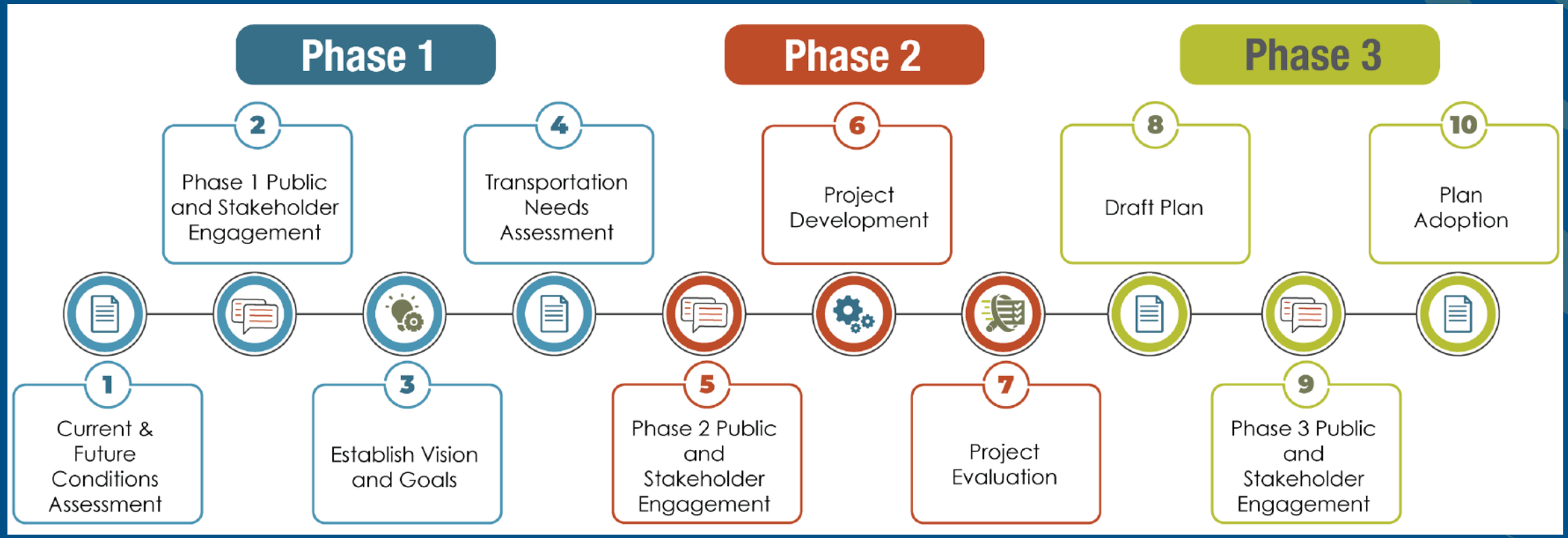
- Does the project address a high number of public concerns?

Implementation Readiness

- Is the project in a design-ready state?
- Is it supported by existing planning efforts?
- Does it have available funding or partnerships?

Supplemental Slides for Packet

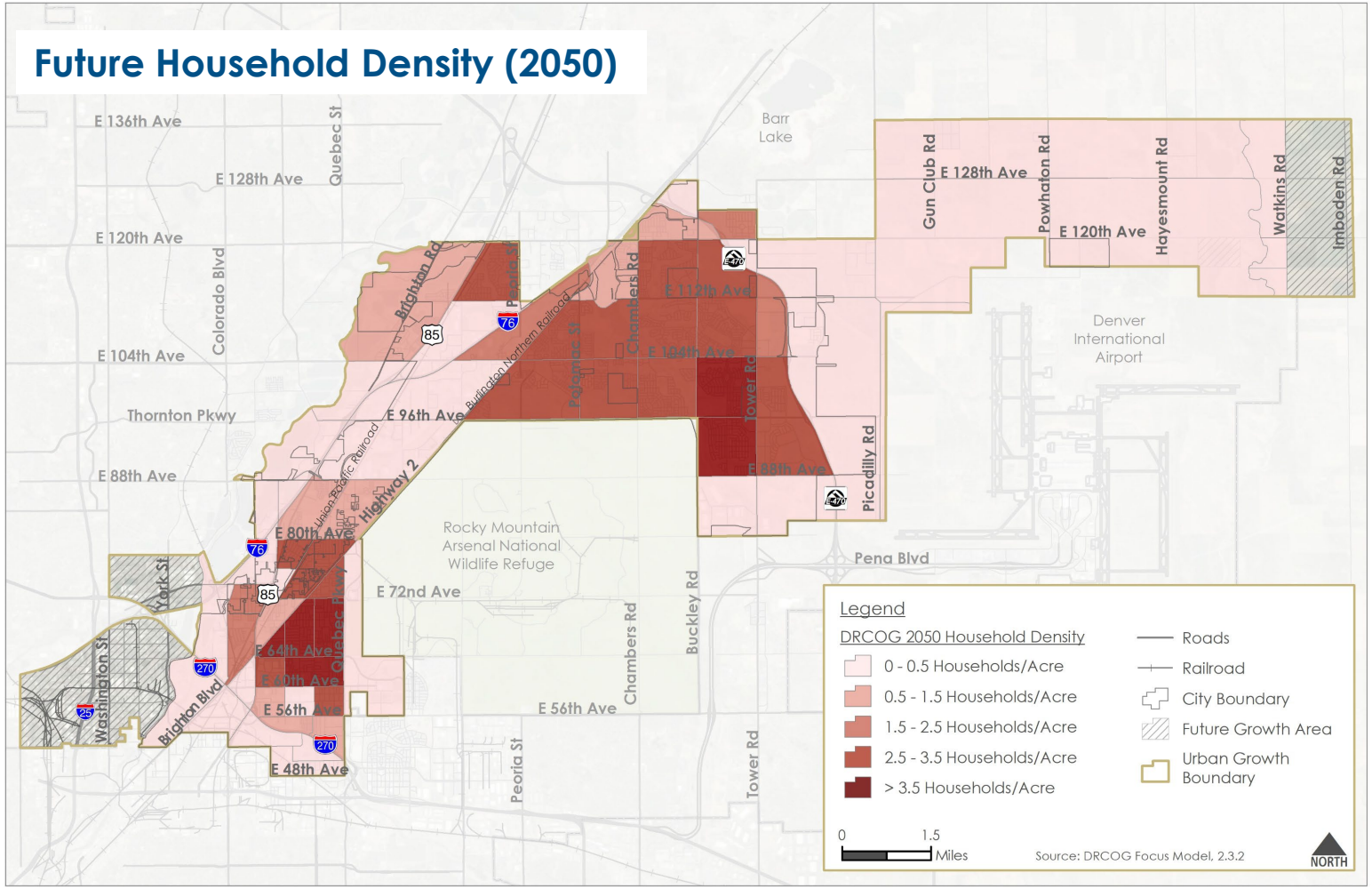
Planning Process



Current and Future Conditions

Reviews Commerce City's transportation system today and forecasts future needs:

- Assesses community characteristics such as households, employment, and groups with specific transportation needs
- Focuses on the Commerce City-owned roadway network
- Assesses pedestrian, bicycle, and trail infrastructure
- Assesses transit networks and services
- Analyzes travel patterns, traffic volumes, and forecasts to 2050
- Evaluates safety data, crash patterns, and high-injury locations (in collaboration with the Comprehensive Safety Action Plan)



Phase 1 Engagement: What We Heard

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.

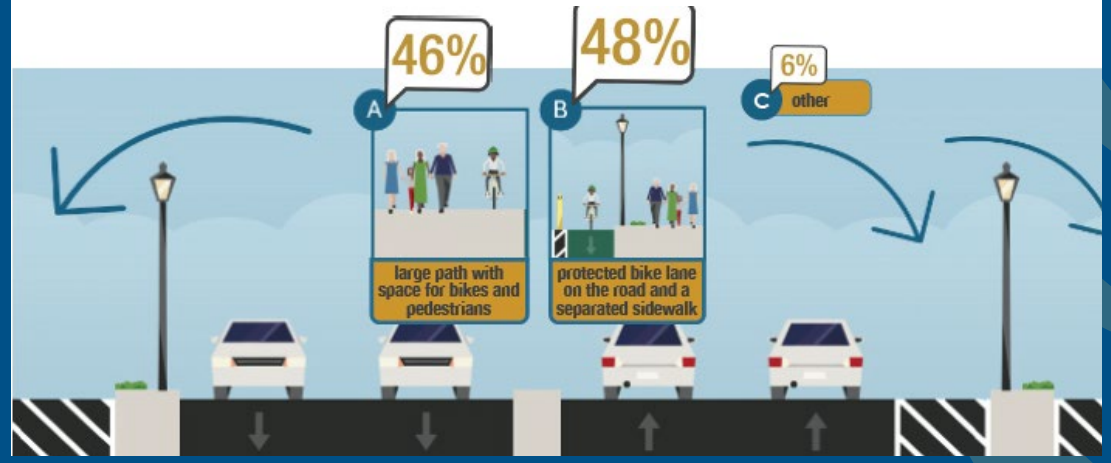
Desire for Greener, More Attractive Streets
Community members emphasized the importance of trees, landscaping, and buffers, especially for walking environments.

Phase 2 Engagement: What We Heard

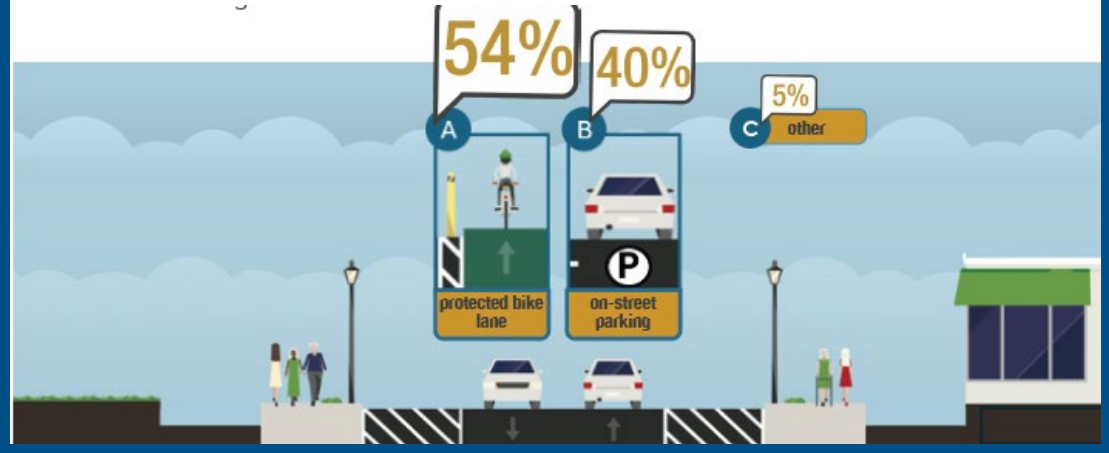
Goal Ranking:

1. Safety
2. Connected Multimodal Network
3. Accessibility & Equity
4. Sustainable Growth & Innovation
5. Asset Maintenance

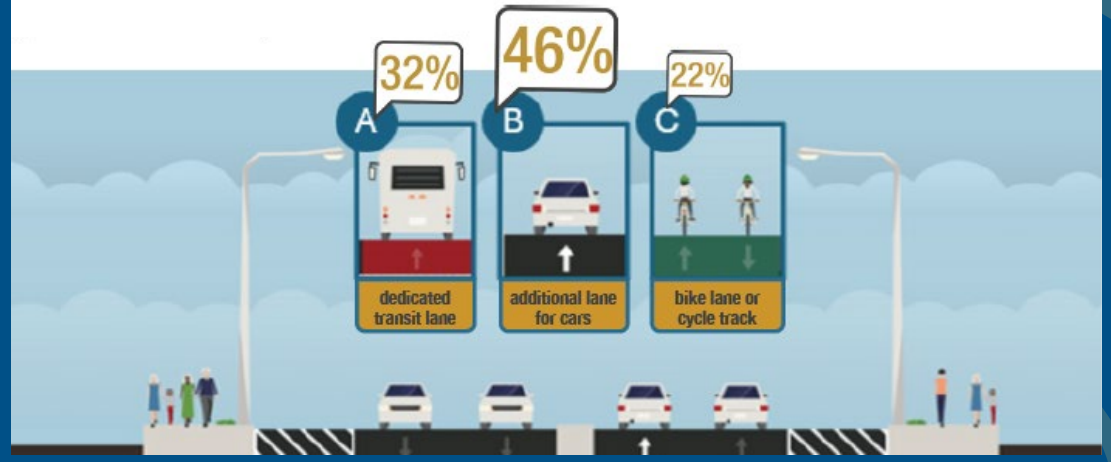
Minor Arterial Street Design Preference



Collector Street Design Preference

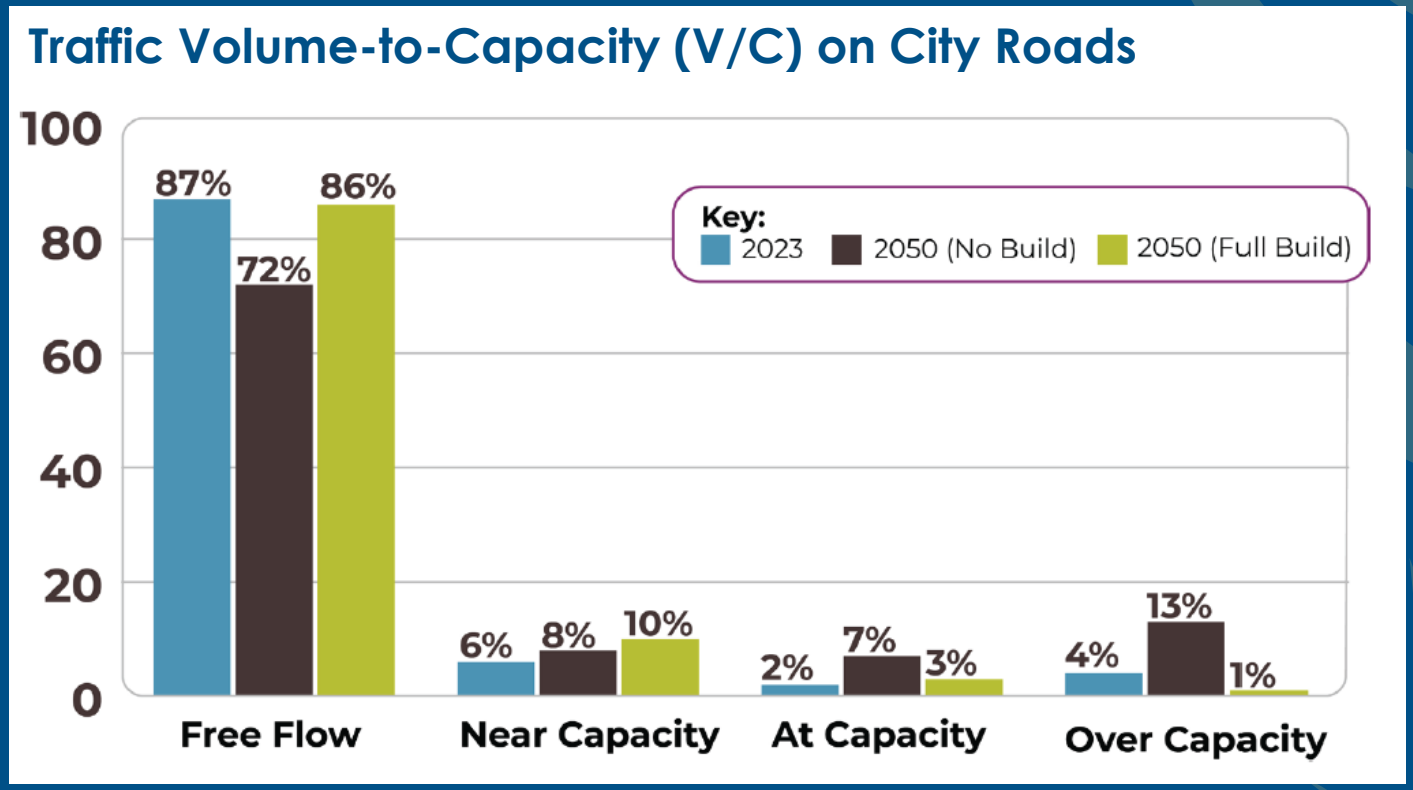


Major Arterial Street Design Preference



Traffic Volumes and Roadway Capacity

- Completed travel demand modeling using the DRCOG Focus Model 2.3.2
- Adjusted the land use estimates (future household and employment) in coordination with Community Development based on the 2024 Comprehensive Plan
- Forecasted future traffic volumes on existing and future roads
- Developed three traffic capacity scenarios:
    1. Current V/C (2023)
    2. Future V/C 2050 No Build (if no changes to the roadway network are made)
    3. Future V/C 2050 Full Build (if all recommended roadway projects are completed including widening, new roads, new interchanges, and more outlined in Chapter 4)



Safety Plan

The Comprehensive Safety Action Plan was developed alongside and incorporated into the Transportation Plan. Key recommendations are included in this plan.

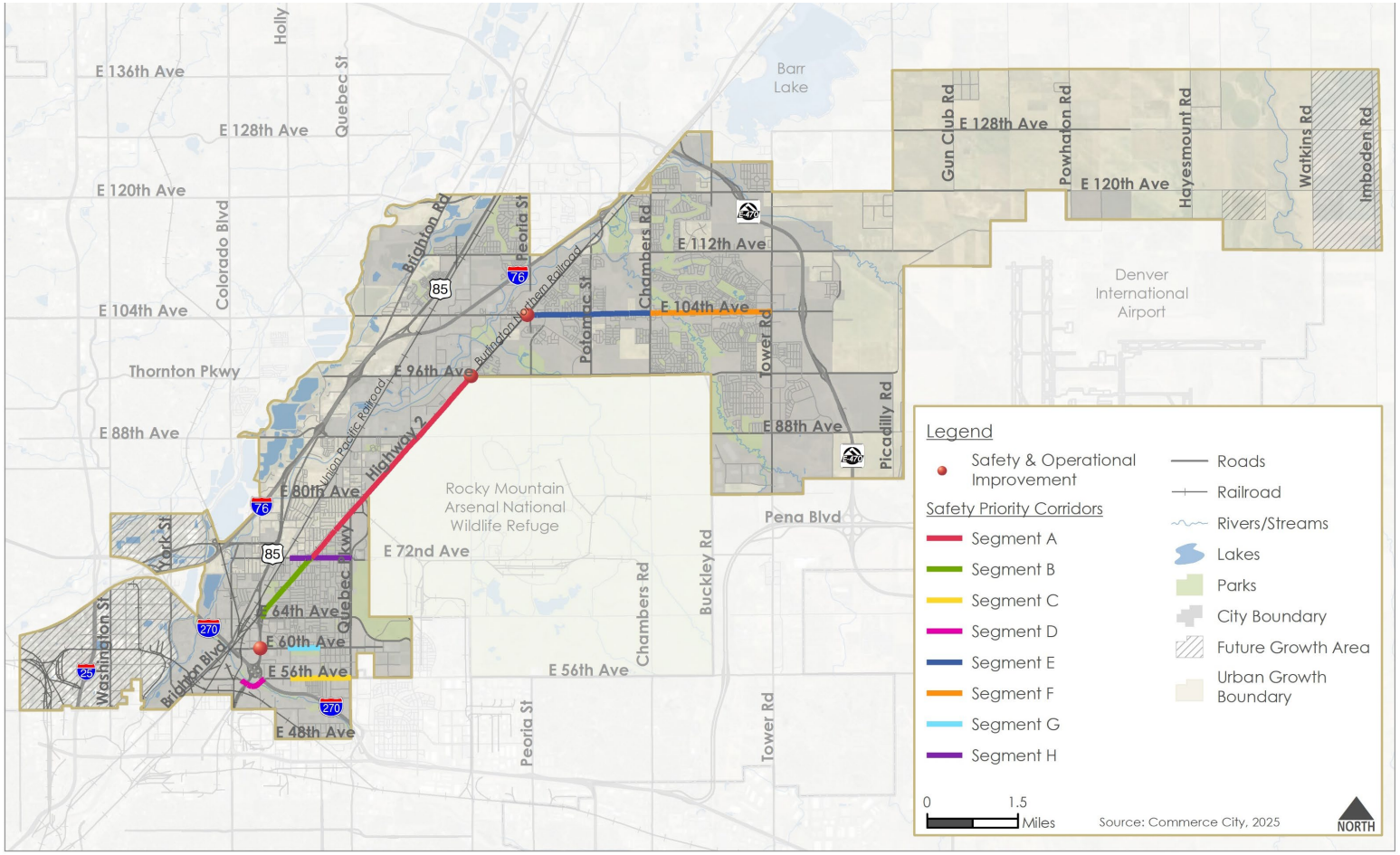
Safety Priority Corridors

- Target investments on corridors with the highest crash frequency and severity
- Focus improvements near schools, transit stops, and pedestrian activity centers
- Apply context-sensitive designs to reduce speeds and improve visibility

Citywide Countermeasures

- Intersection Safety Enhancements
- Speed Management Treatments
- Access Management
- Lighting Improvements
- Pedestrian Crossing Enhancements
- Transit Stop Upgrades
- Bicycle Facility Enhancements

Priority Safety Corridors



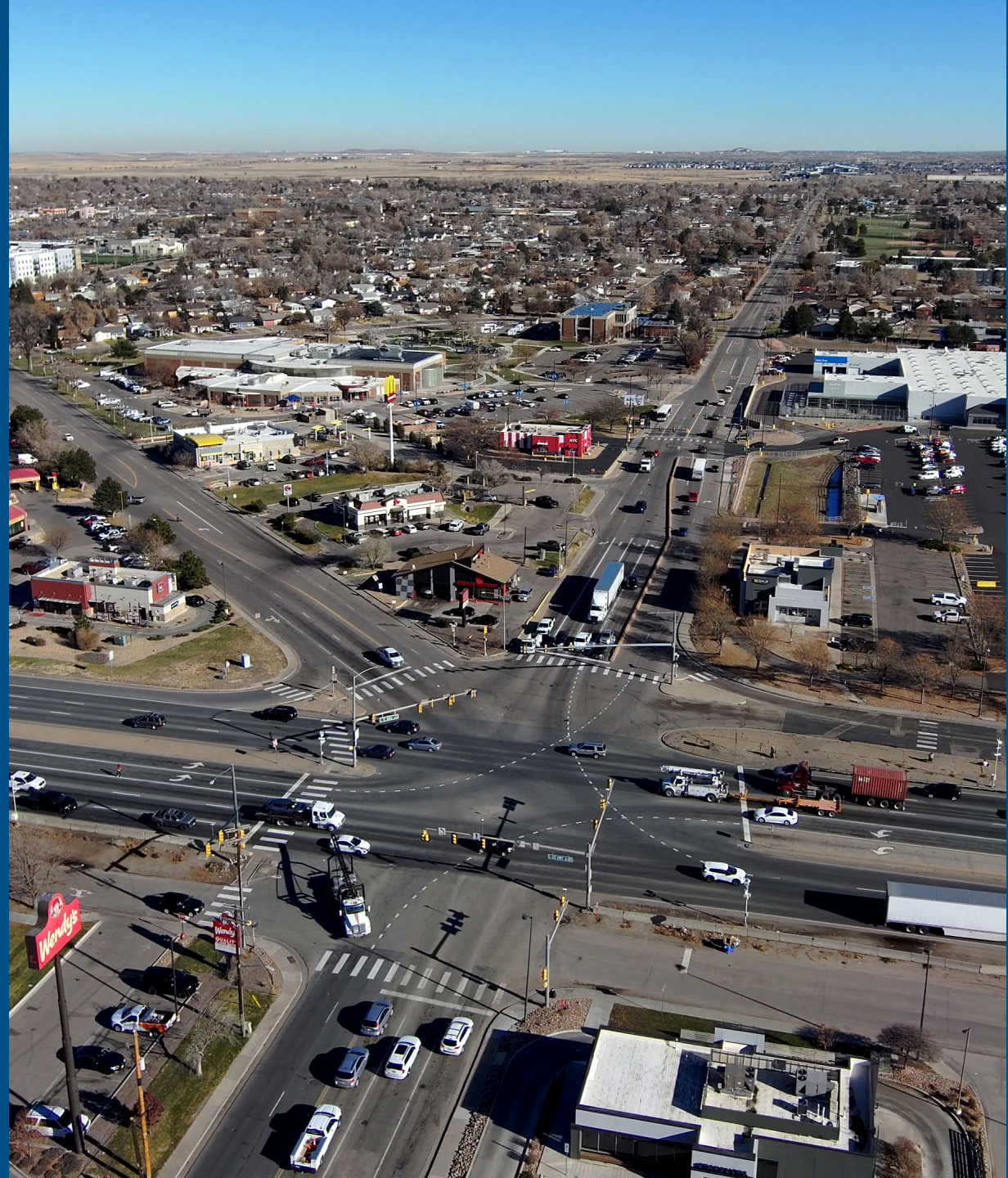
Investment Need and Funding

Funding Gap

- The cost of building and maintaining Commerce City's future transportation system far exceeds current resources.
- Existing funding sources (local taxes, impact fees, partnerships) are not enough to meet long-term needs.

Path Forward

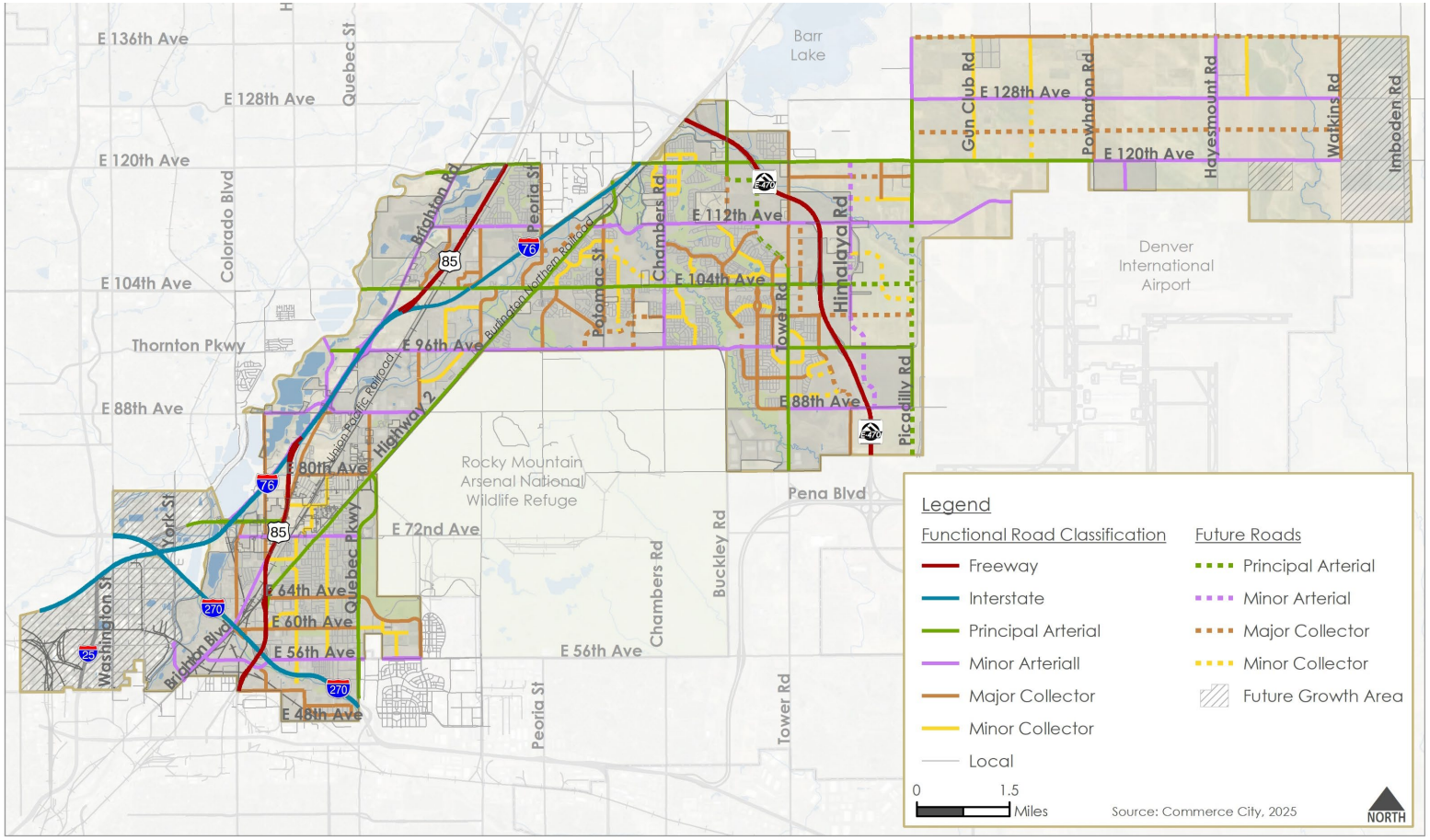
- Explore additional funding tools (utility fees, dedicated sales tax).
- Position projects to compete for federal, state, and regional grants.
- Align local funding to strengthen grant applications and partnerships.



Roadway Design Standards

- Updated the Functional Roadway Classification Plan to align with Federal Highway Administration (FHWA) standards
- Recommendations to update the Engineering Construction Standards and Specifications
- Focuses on proposed design characteristics by Functional Classification
- Intent is to align with the goals of this Transportation Plan to balance safety, accessibility, sustainability, and operational efficiency

Functional Roadway Classification Plan



Transportation Technology and Innovation

Key technology trends and focus areas shaping the future of transportation in Commerce City. It outlines how emerging tools and innovations can be applied locally, what benefits they offer, and what considerations are needed to meet the C3 transportation goals.

Intelligent Transportation Systems (ITS): Expand fiber network and upgrade signals to enable connected technology, real-time data, and safer, more efficient traffic operations.

Shared Mobility: Explore carshare, bikeshare, and scooters to support short trips and first/last-mile connections, especially near transit and employment centers.

Mobility as a Service (MaaS): Integrate transit, microtransit, and shared mobility into one platform for seamless trip planning and payment; partner with RTD and DRCOG.

Electric Vehicles (EVs): Double City-owned chargers, support private investment, require EV-ready development, and transition the City fleet to electric to meet sustainability goals.

Autonomous & Connected Vehicles (AV/CV): Prepare roadways and signals for emerging technology, monitor pilot programs, and adopt policies to ensure safe, equitable, and sustainable deployment.

Project Development

Projects were drawn from recommendations in each modal plan. Each project represents a long-term recommendation but must move through several phases before completion, including planning, community engagement, design, and construction. Depending on available funding, these steps may occur over many years.

Project Type*	Number of Projects	Miles of Projects
New Road Connections	31	38
Widening Roads	18	35
Paving Roads	13	10
Interchanges and Grade Separation	7	n/a
Bicycle Facilities	44	57
Multi-Use Paths	42	78
Sidewalk Gaps	n/a	22
Safety & Operational Intersection Improvements	3	n/a
Multimodal Crossing Improvements	38	n/a
Transit Stop Amenities	18	n/a

*Projects do not include Safety Priority Corridors (from Safety Action Plan) or Transit Priority Corridors.

Implementation: Strategies and Actions

- **Strategies** set the direction, showing how the City and partners will approach transportation needs and guide decision-making.
- **Actions** are the concrete steps, like projects, programs, or policies, that turn strategies into results.
- Together, they create the roadmap for implementing the Transportation Plan and advancing community priorities.

Goal:

1. Connected Multimodal Network

Commerce City's multimodal transportation system connects neighborhoods, activity centers, and regional destinations through safe, reliable, and comfortable facilities for all modes of travel.

Strategy:

1.1.4 Implement complete streets design to serve all users.

Action:

1.2.5 Update Engineering and Construction Standards to reflect multimodal and sustainability priorities.

Performance Measures

Goal Area	Potential Performance Measures
Connected Multimodal Network	• Miles of sidewalks, trails, and bicycle facilities completed • Miles of new or widened roadway completed • Percentage of population within ¼ mile of a transit stop • Mode share: Percentage of trips made by walking, bicycling, and transit • Transit ridership trends (average weekday boardings)
Accessibility and Equity	• Percentage of zero-vehicle households within ¼ mile of a transit stop • Percentage of population in Environmental Justice areas served by multimodal facilities • Percentage of curb ramps and crossings compliant with ADA standards
Safety	• Number and rate of fatal and serious injury crashes • Percentage of projects that include pedestrian and bicycle safety features
Sustainable Growth and Innovation	• Greenhouse gas emissions from the transportation sector • Number of electric vehicle charging stations installed • Percentage of projects that incorporate technology or (ITS) improvements
Asset Maintenance	• Pavement Condition Index (PCI) across city streets • Bridge condition ratings (percentage in good/fair/poor condition) • Percentage of transportation budget dedicated to maintenance