Supplemental Slides for Packet

Transportation Master Plan Resolution
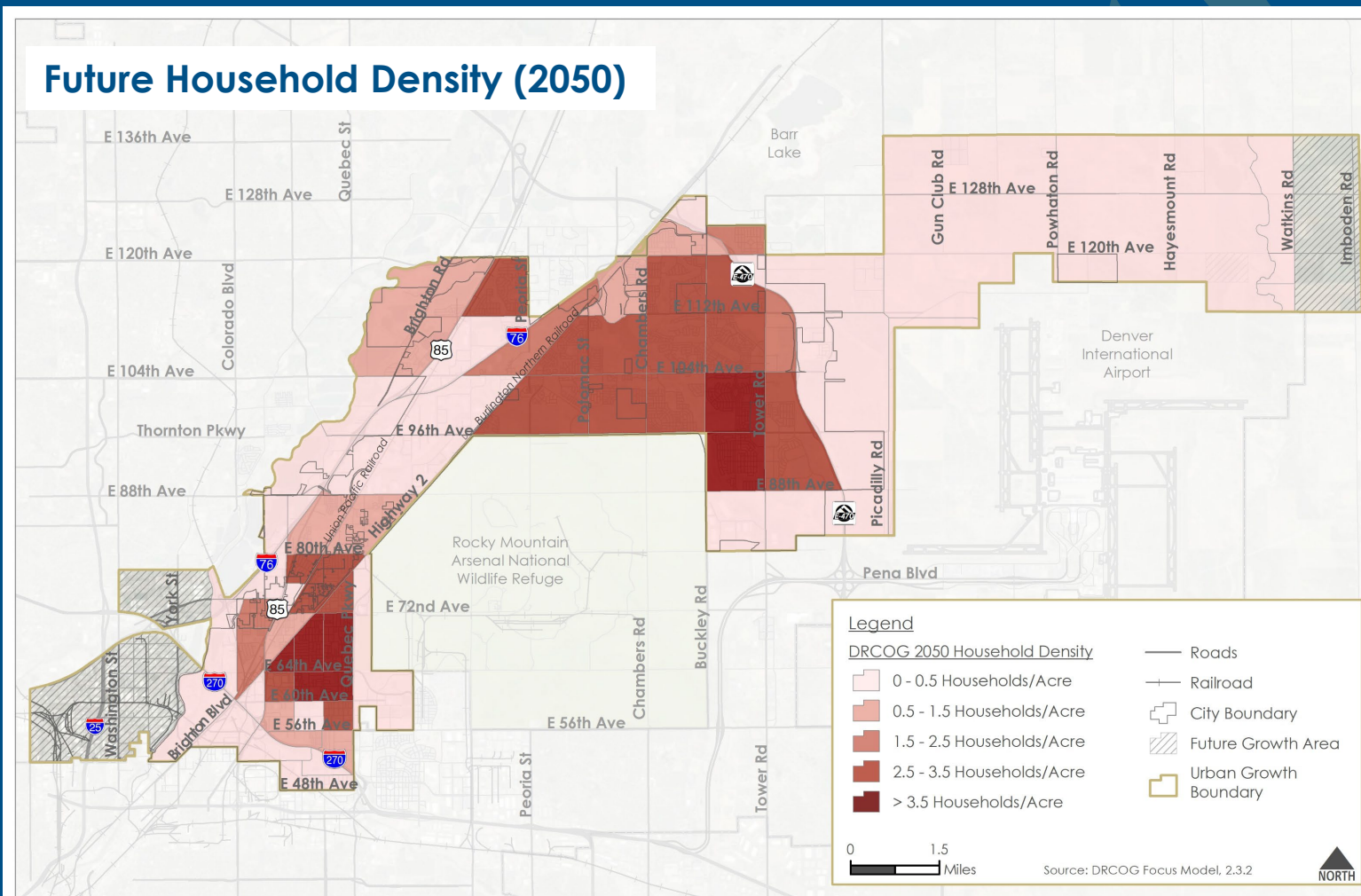
Planning Process

Phase 1

Phase 2

Phase 3

1. Current & Future Conditions Assessment
2. Phase 1 Public and Stakeholder Engagement
3. Establish Vision and Goals
4. Transportation Needs Assessment
5. Phase 2 Public and Stakeholder Engagement
6. Project Development
7. Project Evaluation
8. Draft Plan
9. Phase 3 Public and Stakeholder Engagement
10. Plan Adoption
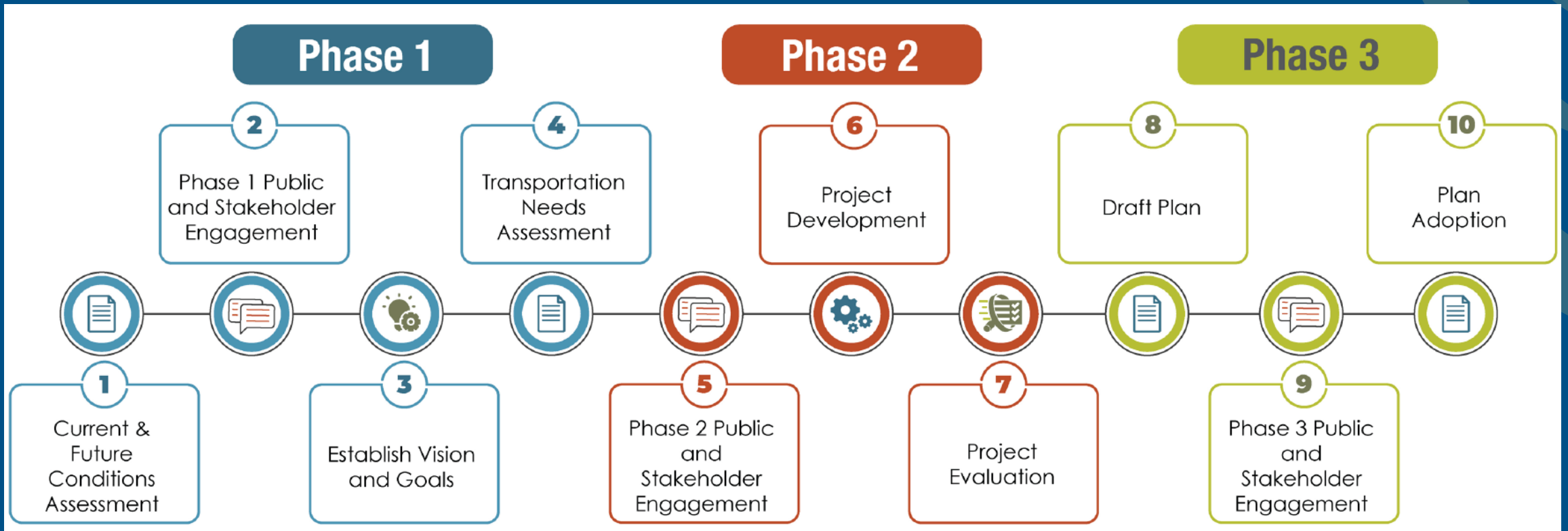
Current and Future Conditions

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)

Future Household Density (2050)

Legend

DRCOG 2050 Household Density

- 0 - 0.5 Households/Acre
- 0.5 - 1.5 Households/Acre
- 1.5 - 2.5 Households/Acre
- 2.5 - 3.5 Households/Acre
- > 3.5 Households/Acre

- Roads
- Railroad
- City Boundary
- Future Growth Area
- Urban Growth Boundary

0   1.5   Miles

Source: DRCOG Focus Model, 2.3.2

NORTH

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.

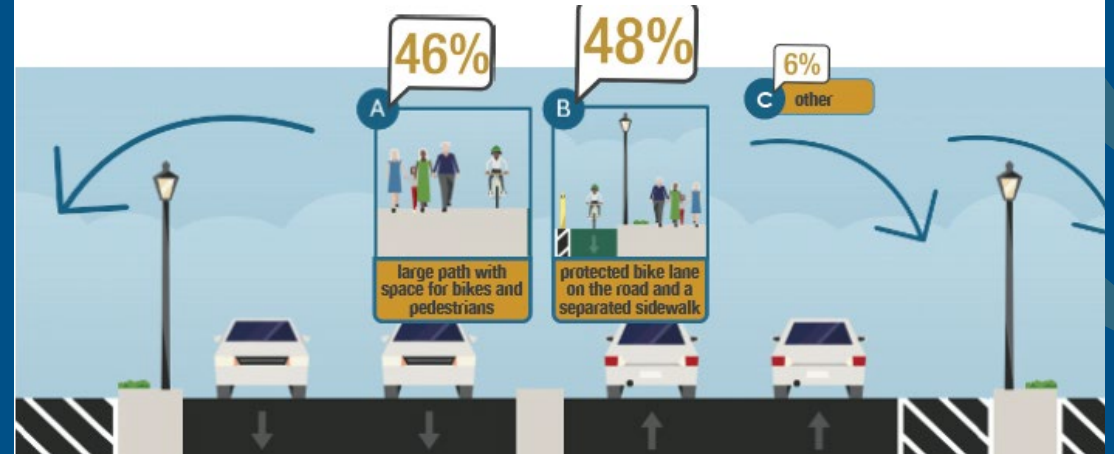**Desire for Greener, More Attractive Streets**
Community members emphasized the importance of trees, landscaping, and buffers, especially for walking environments.
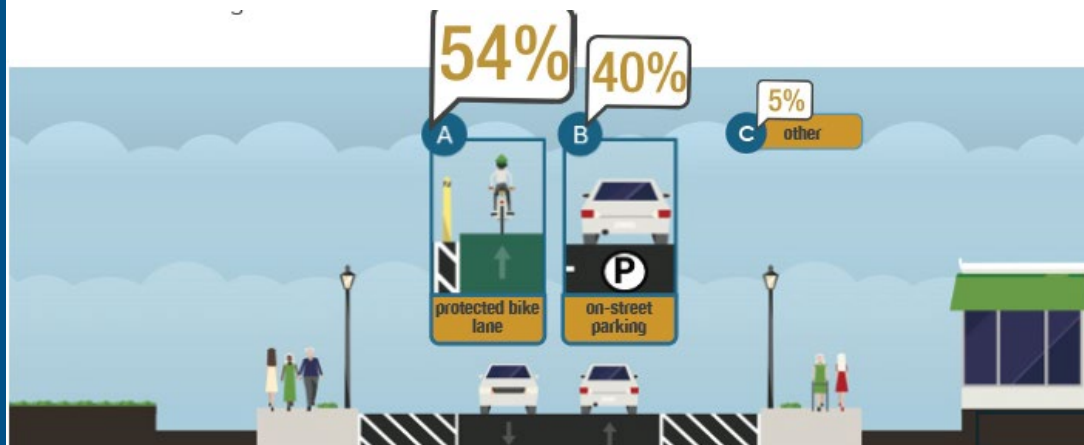
Phase 2 Engagement: What We Heard

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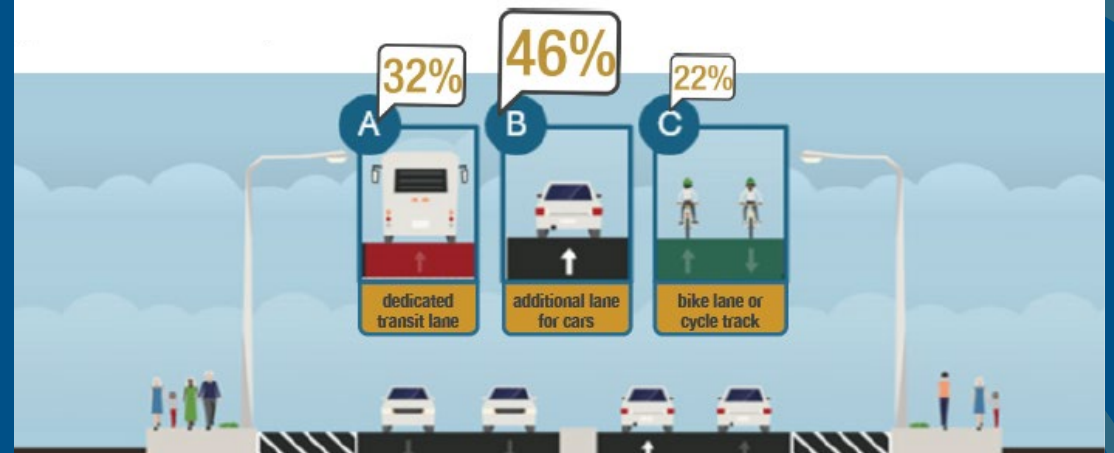4. Sustainable Growth & Innovation
5. Asset Maintenance

Minor Arterial Street Design Preference

46% — A — large path with space for bikes and pedestrians
48% — B — protected bike lane on the road and a separated sidewalk
6% — C — other

Collector Street Design Preference

54% — A — protected bike lane
40% — B — on-street parking
5% — C — other

Major Arterial Street Design Preference

32% — A — dedicated transit lane
46% — B — additional lane for cars
22% — C — bike lane or cycle track
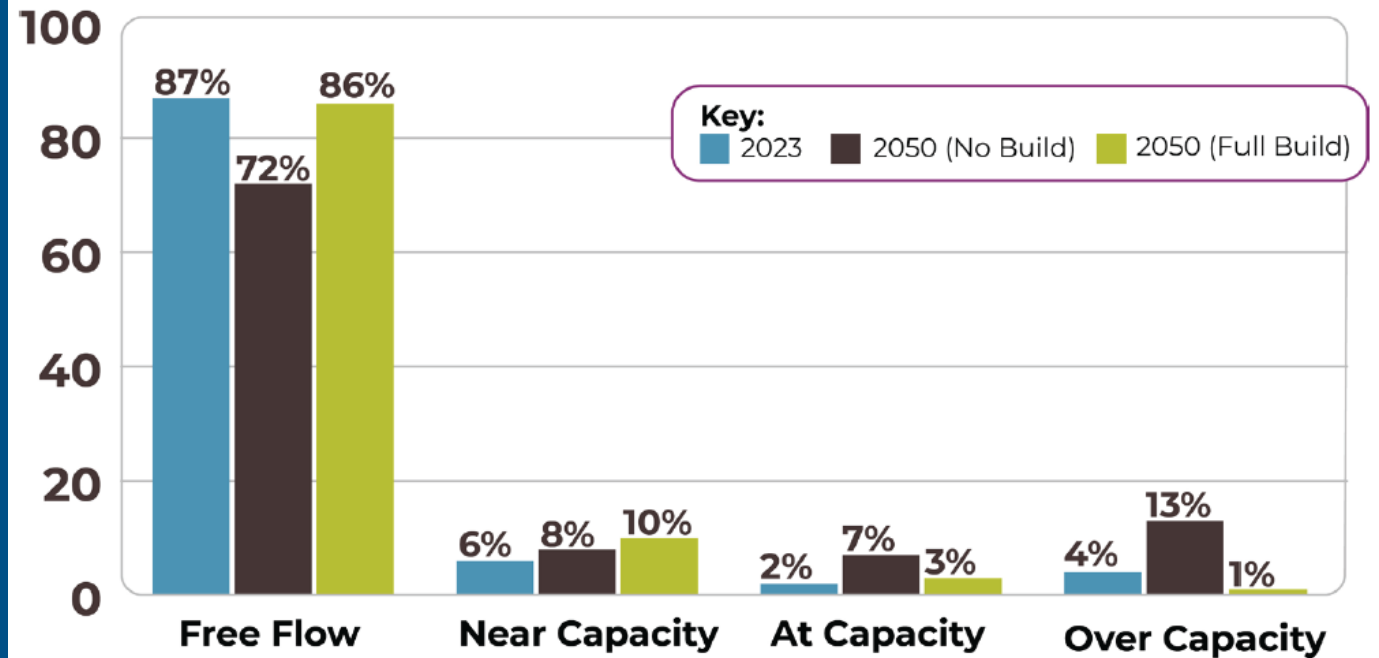
Traffic Volumes and Roadway Capacity

- 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)

Traffic Volume-to-Capacity (V/C) on City Roads

Key: 2023 | 2050 (No Build) | 2050 (Full Build)

	Free Flow	Near Capacity	At Capacity	Over Capacity
2023	87%	6%	2%	4%
2050 (No Build)	72%	8%	7%	13%
2050 (Full Build)	86%	10%	3%	1%

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
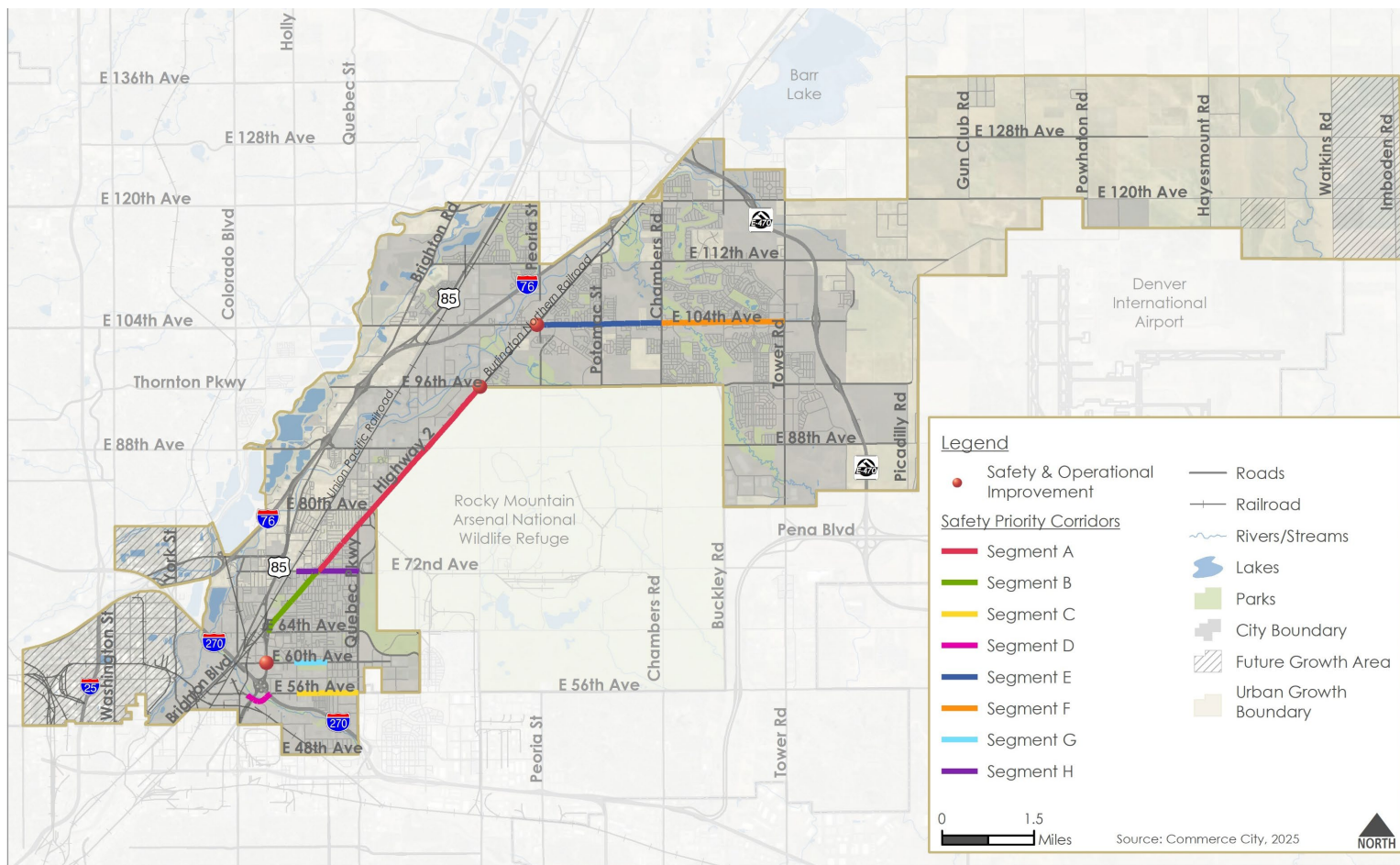
Investment Need and Funding

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.
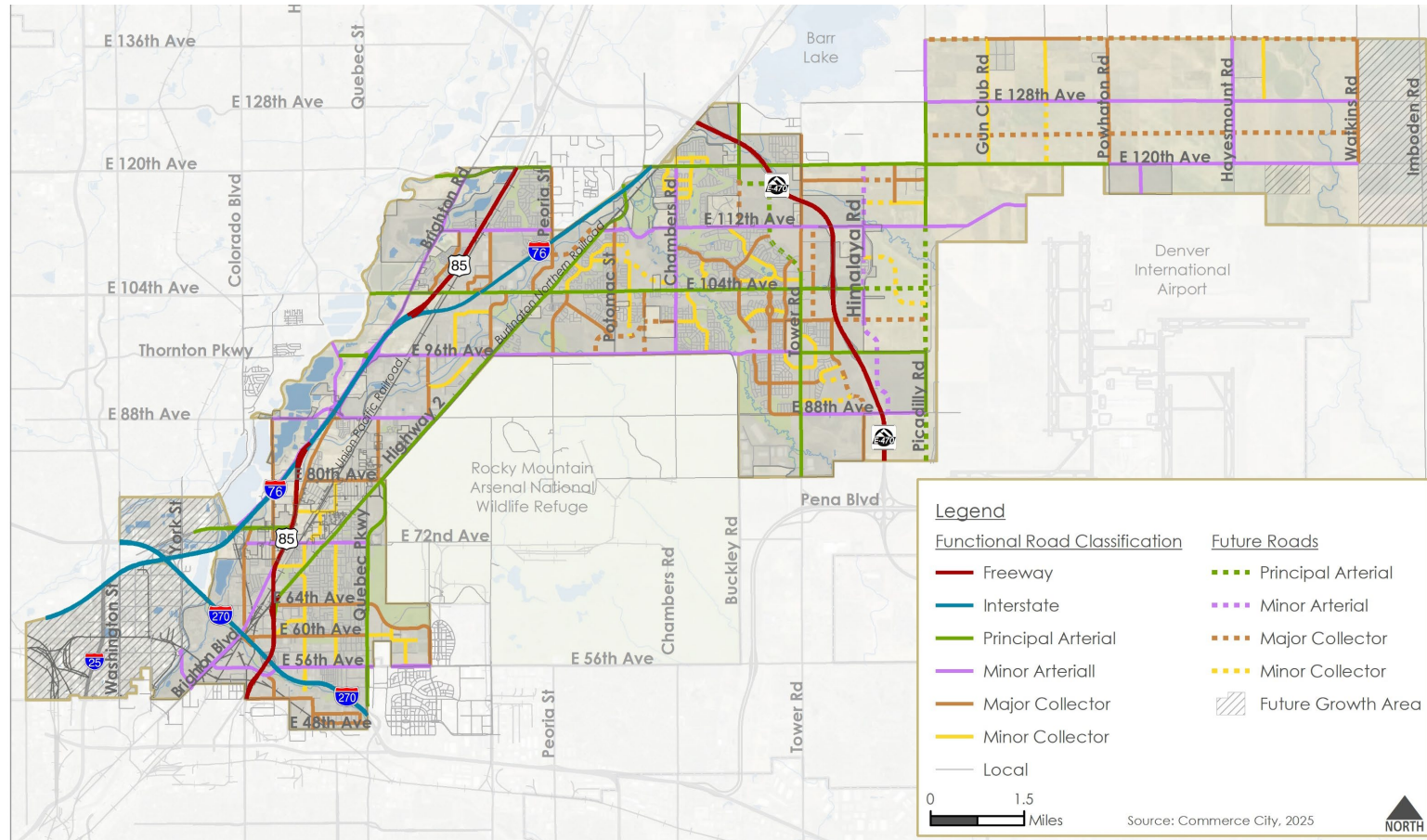
Path Forward

- 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.
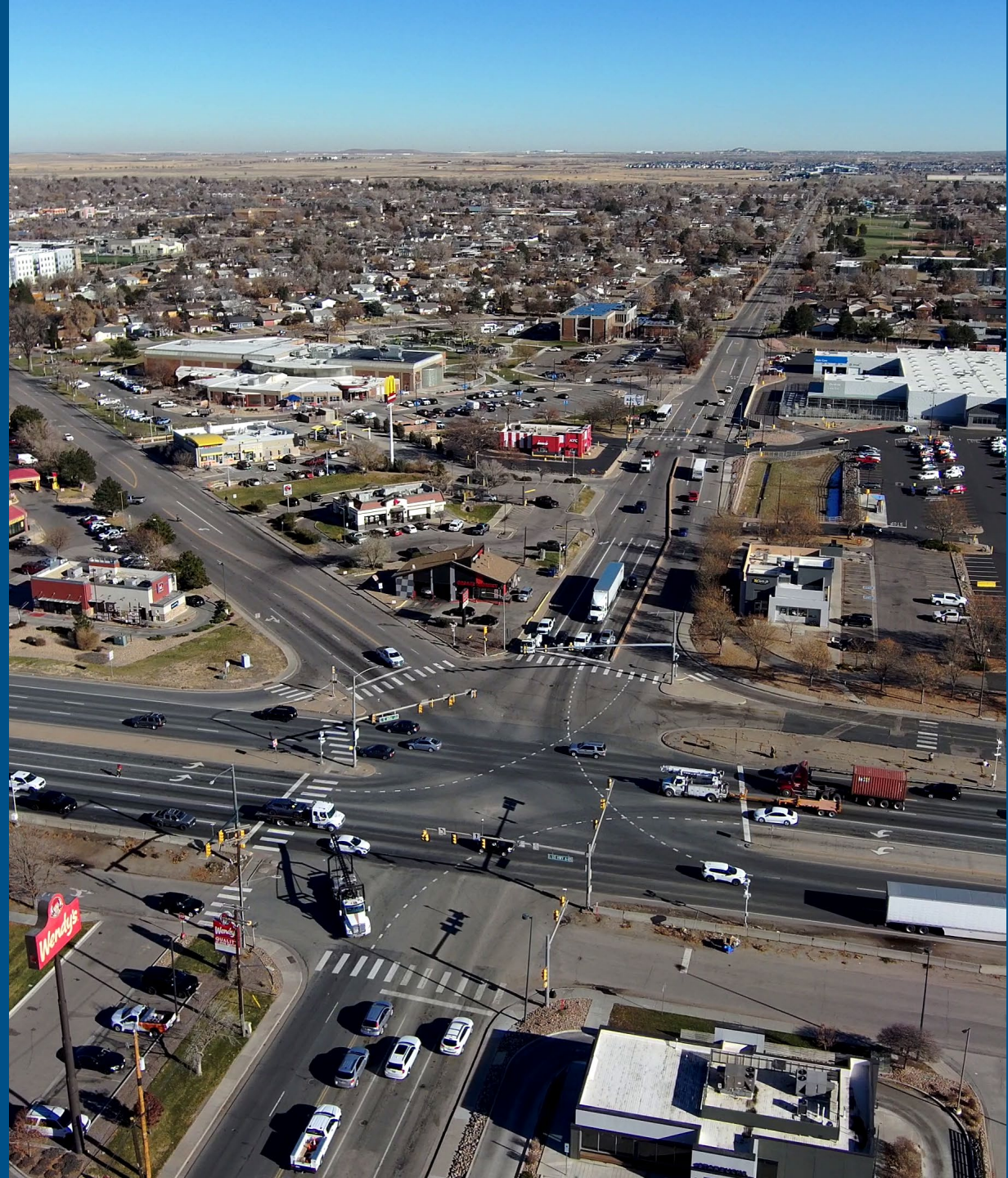
Roadway Design Standards

- 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

Legend

Functional Road Classification
- Freeway
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Future Roads
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Future Growth Area

Source: Commerce City, 2025

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.

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.

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

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.

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

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