



Commerce City Safety Action Plan Update

September 15, 2025

Presentation Overview

- Project Goals
- Safe Systems Approach
- Safety Analysis
- Prioritization Criteria
- Engagement Overview
- Top Locations
- Recommendations
- Adams County Comprehensive Safety Action Plan
- Progress Tracking & Implementation
- Plan Effectiveness

Project Goals

- Commerce City is committed to a **50 percent reduction in fatal and serious injury crashes** on its transportation network by 2050.
- The Commerce City SAP:
 - Focused on current transportation safety concerns and needs for pedestrians, bicyclists, drivers and transit users
 - Evaluated “hot spots” where a large quantity or the most severe crashes occur
 - Identified safety improvements to address crash concerns.

Safe Systems Approach

- Reduce *severity* of crashes
 - Reduce Impact Forces
 - Reduce Speeds
- Design for human mistakes
 - Separate users in space and time
 - Increase awareness
- *Proactively* identify risks

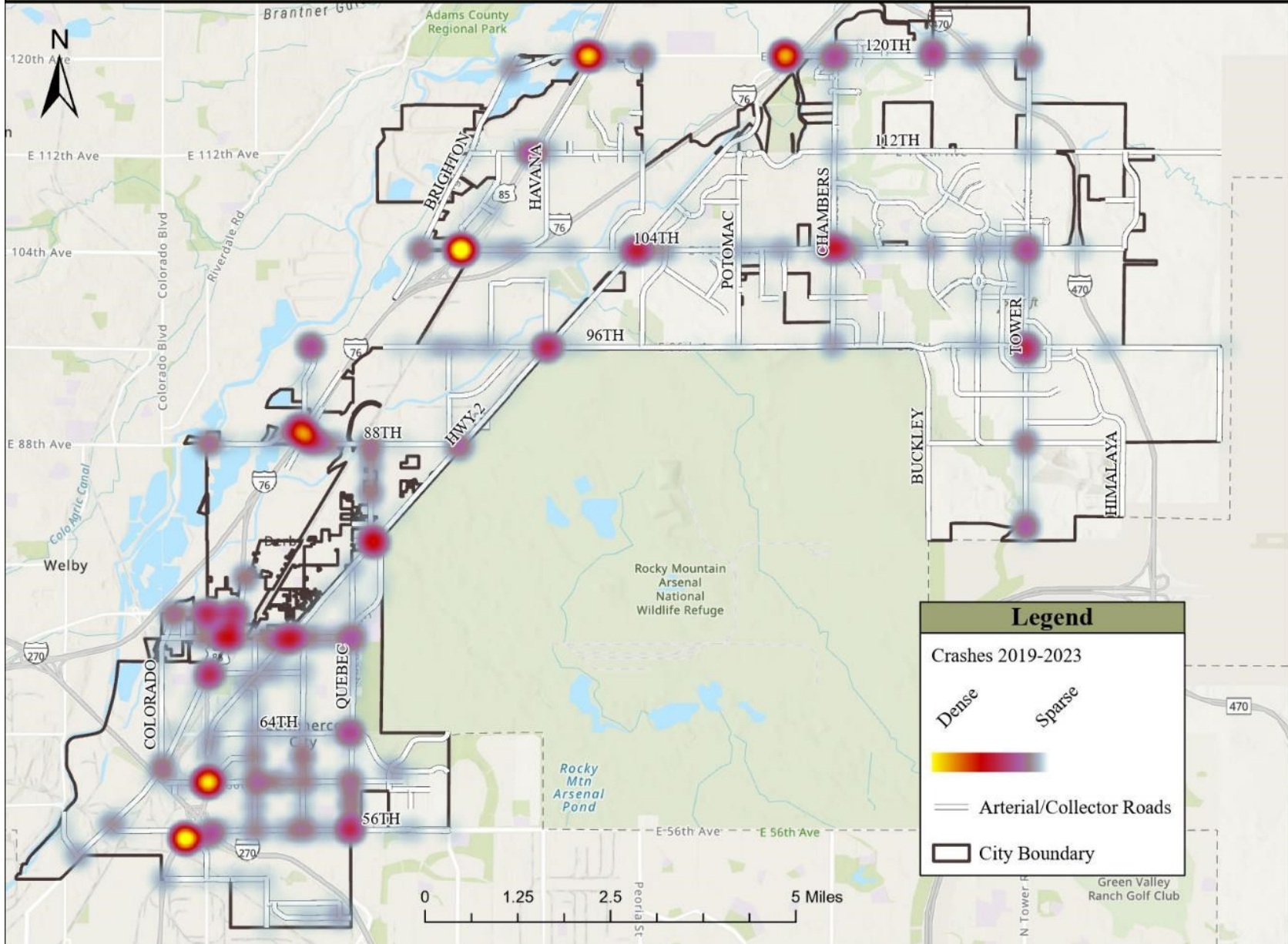


Safe Systems Elements

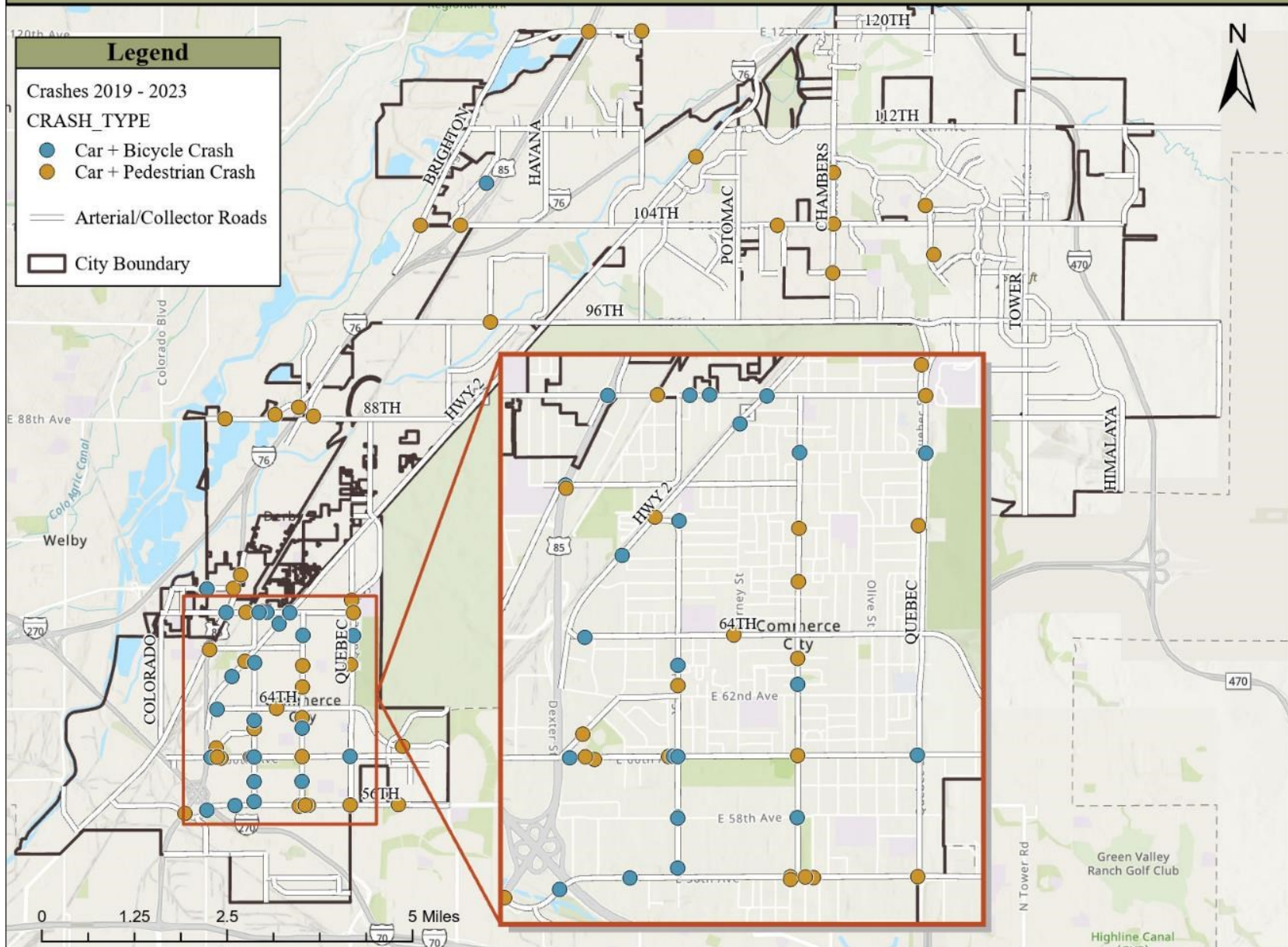
- Safe road users.
- Safe roads.
- Safe vehicles.
- Safe speeds.
- Post-crash care.



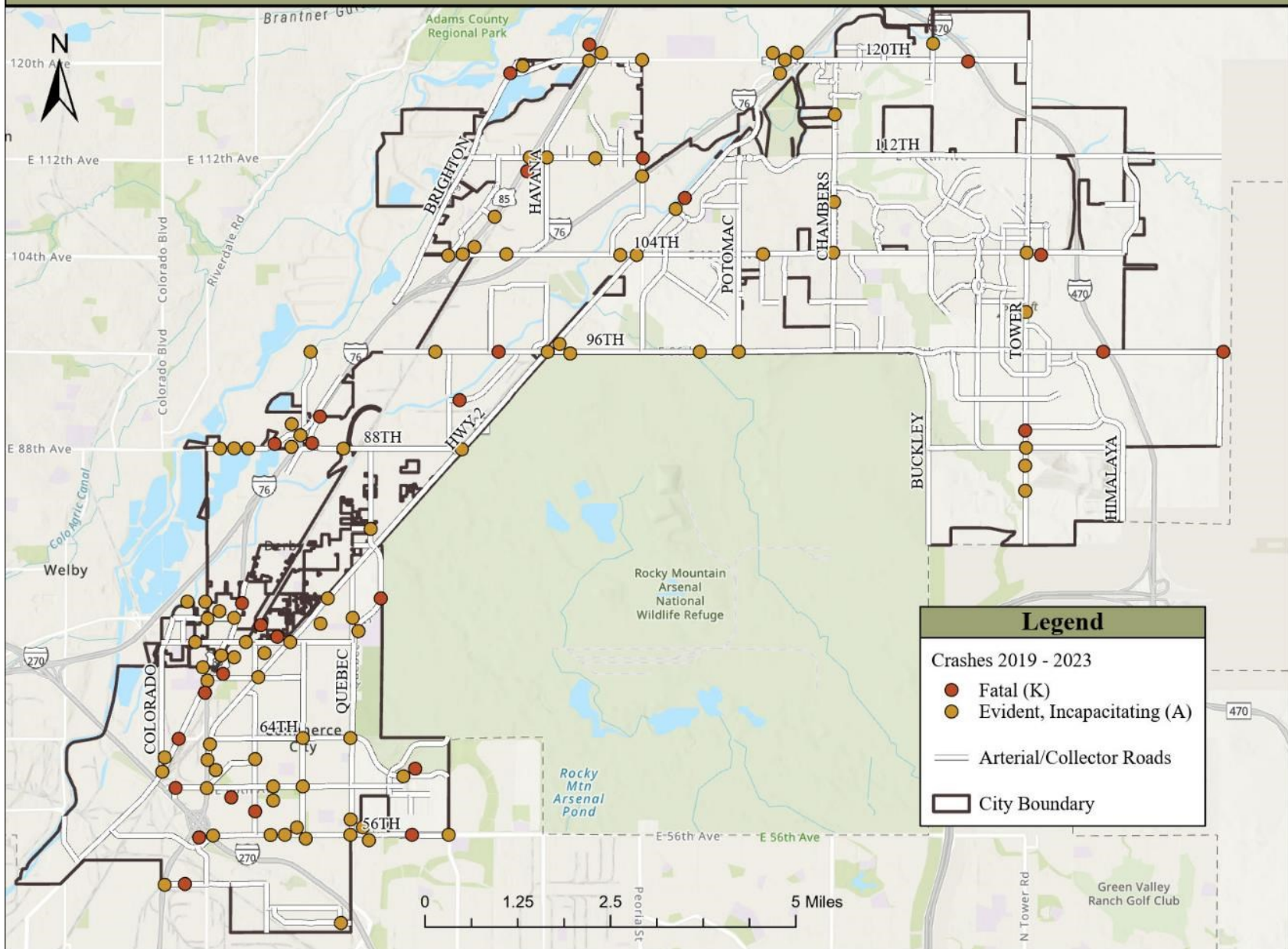
Total Crashes



Bike and Pedestrian Crashes

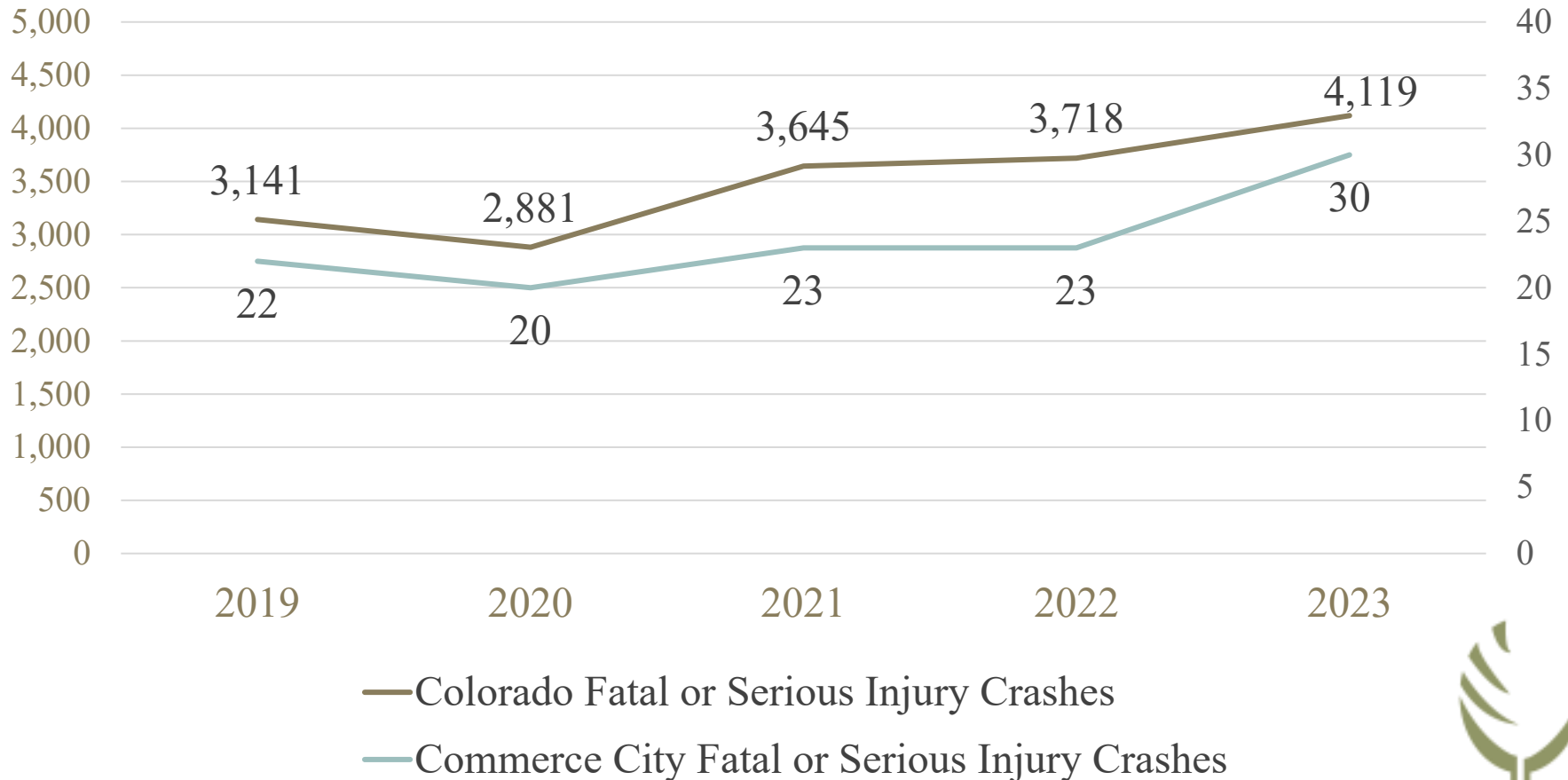


Fatal & Serious Injury Crashes



Crash Summary – Fatal & Serious Injury vs. Colorado

Fatal or Serious Injury Crashes (Commerce City vs Colorado)



Systemic Risk Analysis



Functional Classification



Near Railroad Crossing (Y/N) – 0.03 mi.



Speed Limit



Bus Route (Y/N)



Total Number of Lanes



Annual Average Daily Traffic (AADT)



Bike Lanes



Crosswalks (Y/N)



Sidewalks



Signalized Intersection (Y/N)

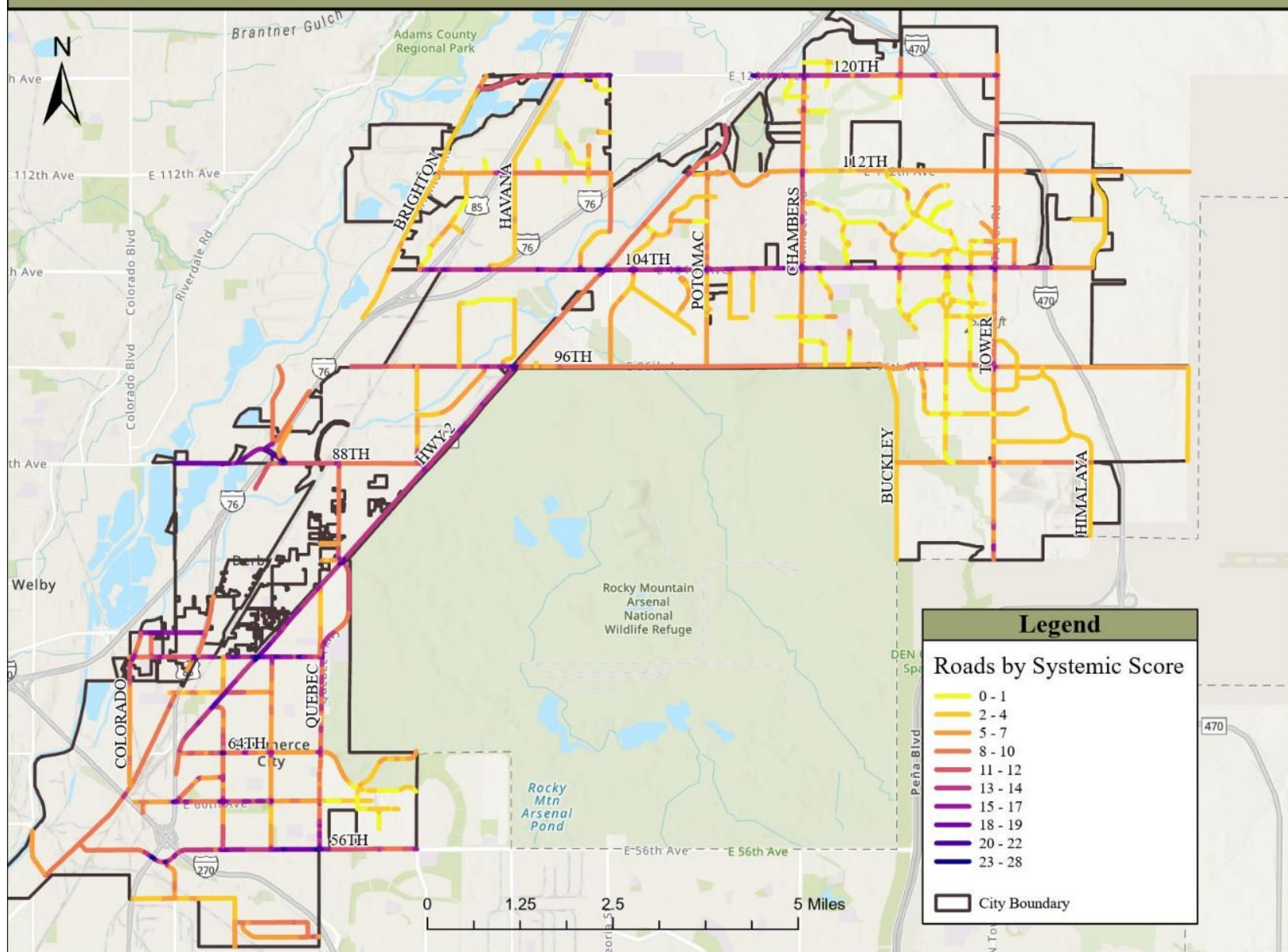


Near School (Y/N) – 0.25 mi.



Disadvantaged Area (Y/N)

Commerce City Systemic Risk Map



Engagement Overview

- Planning Oversight Committee (POC)
 - Commerce City Public Works, South Adams County Fire Department, Adams County School District 14, Adams County, Commerce City Police Department
 - Three key touchpoints: Kick-off Meeting, Safety Brainstorm Meeting, Draft Plan Review
- MetroQuest Survey
 - 220 participants, nearly 7,000 data points, 800+ comments
- Pop-Up Events
 - Back to School Resources Fair, Bison Ridge Grant Re-Opening, Touch-a-Truck
- Open House Events
 - Eagle Point Open House, Belle Creek Open House

Engagement Top Concerns

DRIVING



Top concerns

- 1 Congestion/ turning movements
- 2 Driver behavior
- 3 Difficulty entering or exiting my neighborhood

WALKING



Top concerns

- 1 Destinations are too far
- 2 Crossing the street is unsafe
- 3 No sidewalks or gaps in sidewalks

BIKING



Top concerns

- 1 No bike paths, lanes or routes
- 2 Speeding vehicles
- 3 Gaps in the bike paths, lanes or routes

TRANSIT



Top concerns

- 1 Poor biking/walking connections to transit
- 2 Route frequency
- 3 Lack of bus shelters and benches at bus stops



Priority Areas

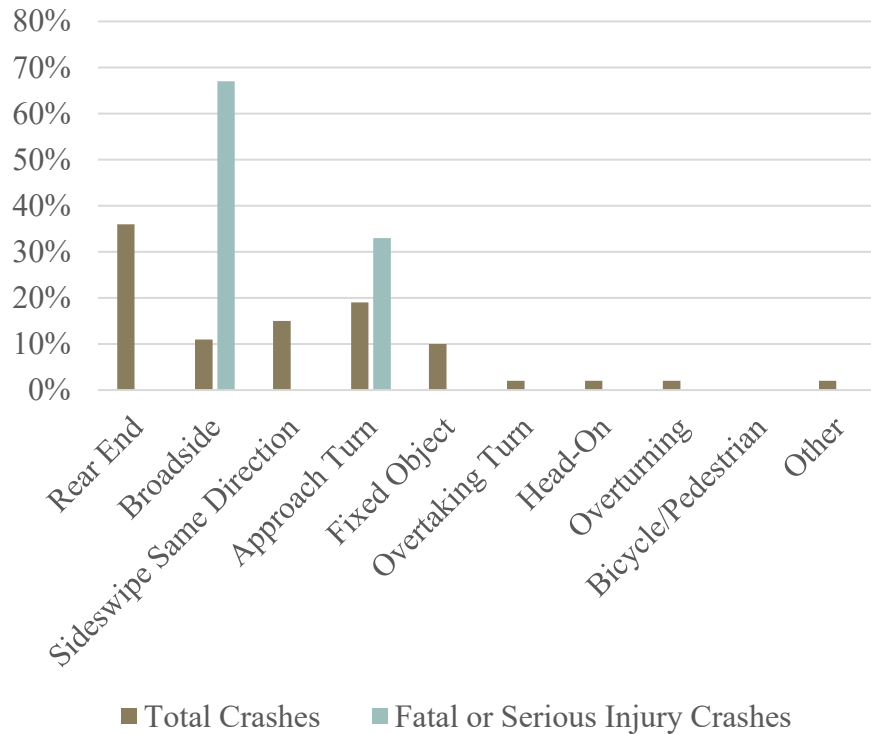
- A. Hwy 2 from Quebec St to E 96th Ave
- B. Hwy 2 from E 64th Ave to Quebec St
- C. E 56th Ave from Holly St to Quebec St
- D. E 56th Ave from W Colorado Blvd Service Rd to Eudora St
- E. E 104th Ave from Hwy 2 to Chambers Rd
- F. E 104th Ave from Chambers Rd to Tower Rd
- G. E 60th Ave from Hudson St to Monaco St
- H. E 72nd Ave from Holly St to Quebec Pkwy



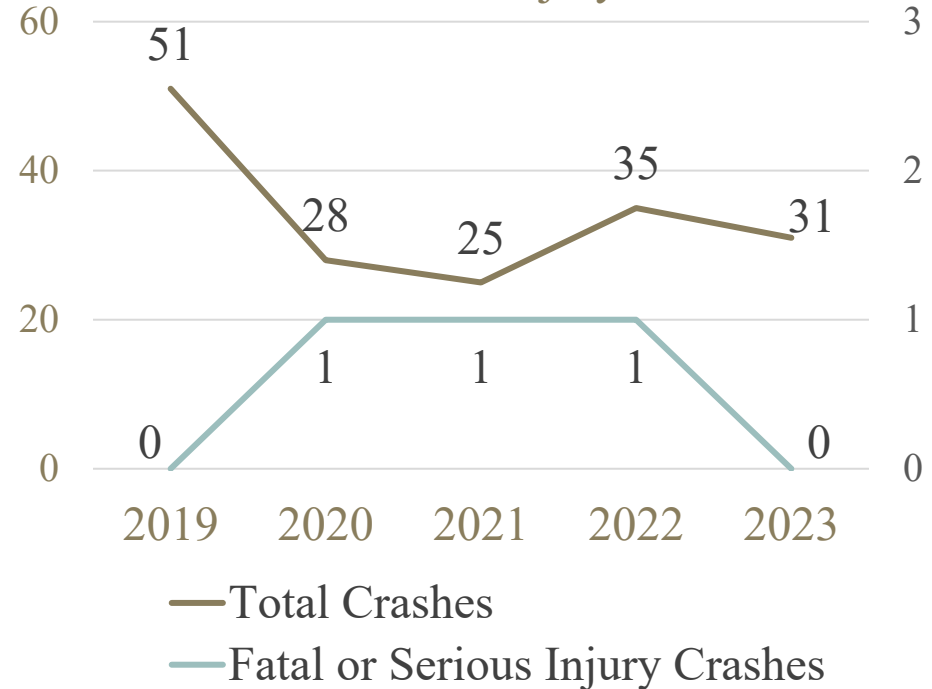
Example – Segment A

Hwy 2 from Quebec St to E 96th Ave

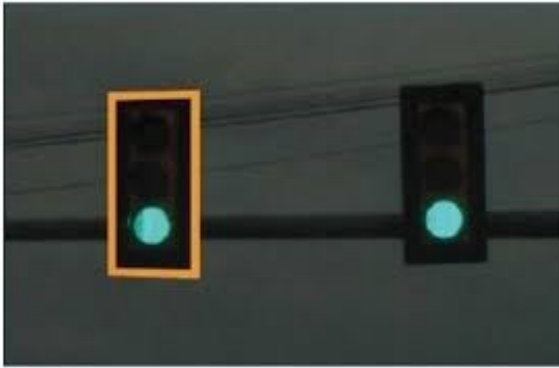
Crashes by Crash Type



Fatal and Serious Injury Crashes



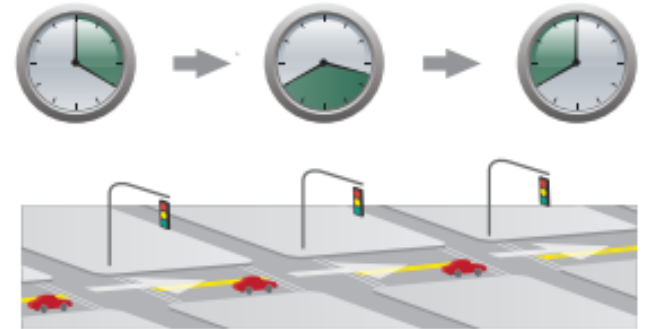
Citywide Countermeasures



Backplates with
Retroreflective
Borders



Lighting /
Lighting Upgrades



Signal
Coordination



Pushbutton
Upgrades



Evaluate School Zone Speeds
/ Lengths for Consistency with
Best Practices

Citywide Countermeasures

- Backplates with Retroflective Borders - Some backplates already installed in 2025
- Yellow and Red Change Intervals – Analysis in progress
- Strategic shut off of permissive left turn movements – Analysis in progress
- Update Pedestrian Crossing Times – Analysis in progress
- Determine Appropriate Speed Limit For All Users / Reduce Speed Limits – Ongoing based on road geometry and observed traffic challenges
- Signal Coordination – Analysis in progress
- Regular Maintenance of Faded Signage / Striping - Upcoming
- Pushbutton Upgrades - Upcoming
- Portable Speed Feedback Signs – Additional funding needed
- Lighting/Lighting Upgrades – LED conversation process underway
- One Signal Head per Lane – Additional funding needed
- Evaluate School Zone Speeds / Lengths for Consistency with Best Practices – Analysis in progress

Additional Countermeasures for Immediate Implementation

- Projects that can be implemented immediately with funding already available include:
 - Strategic shut off of permissive left turns throughout the City with a focus on the priority areas
 - Refresh striping with in-house machine and staff throughout the City with a focus on the priority areas
 - Implement 2027 HSIP grant to replace faded regulatory signs throughout the City with a focus on the priority areas



Implementation Continued

- Recognizing that many projects will require more funding for implementation, the City will apply for SS4A grant funding in 2026 to help implement additional projects.



Policy, Process and Design Guidance

Policies:

- Complete Streets Policy
- Bicycle / Pedestrian Master Plan

Process:

- Annual Resurfacing Projects
- Signage and Striping Maintenance

Design Guidance:

- Engineering Construction Standards and Specifications
- Walk / Bike / Fit Active Transportation Plan



W A L K . B I K E . F I T



Commerce
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Progress Tracking

- The SAP serves as a guide to achieve a 50% reduction in fatal and serious injury crashes by 2050
- The City and Planning Oversight Committee will monitor progress towards reducing traffic deaths and serious injuries



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Plan Effectiveness

- Members of the Planning Oversight Committee will review the SAP annually, using the following performance metrics as a guide

Performance Measure	Description
Fatal Crashes	Total number of traffic fatalities in Commerce City.
Fatal Crashes Per 100 People	Number of fatal crashes divided by the annual Vehicle Miles Traveled (VMT) for a rate of crashes.
Serious Injury Crashes	Total number of traffic related serious injuries in Commerce City.
Serious Injury Rate	Number of serious injury crashes divided by the annual Vehicle Miles Traveled (VMT) for a rate of crashes.
Pedestrian Fatalities and Serious Injuries	Total number of pedestrian fatalities and serious injuries.
Bicycle Fatalities and Serious Injuries	Total number of bicyclist fatalities and serious injuries.
Constructed Traffic Safety Projects	Number of traffic safety projects constructed Citywide.
On-going Traffic Safety Projects	Number of traffic safety projects in continued development from previous years.



Questions?

