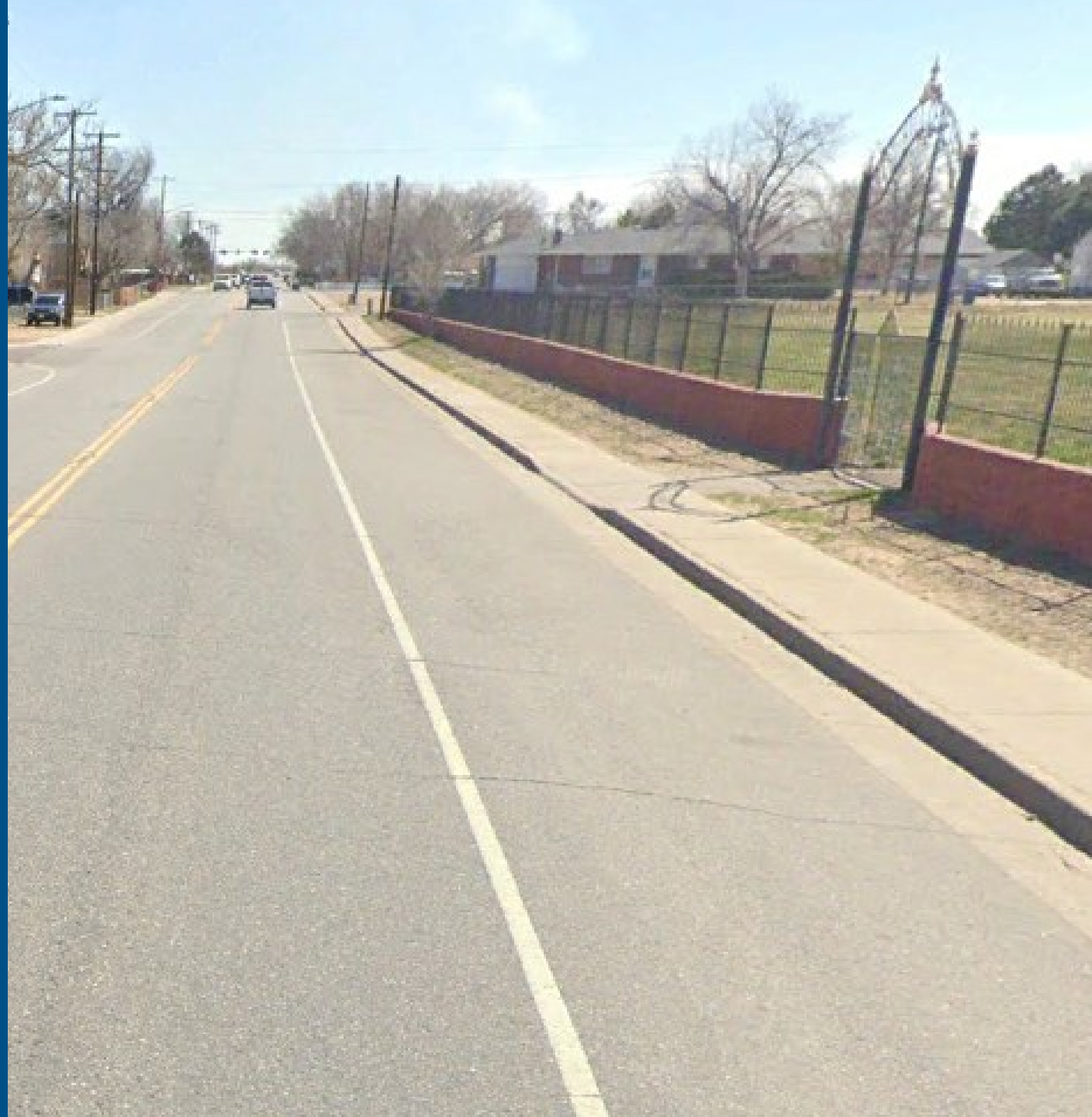
# E 64th Ave Corridor Study

June 23, 2025

Commerce CITY

*Quality Community for a Lifetime*



# Agenda

- Project History and Goals
- Project Schedule
- Existing Conditions
- Feedback (Stakeholder and Public)
- Alternatives
- Questions

# Project History and Goals

# History of E 64th Ave Corridor Study

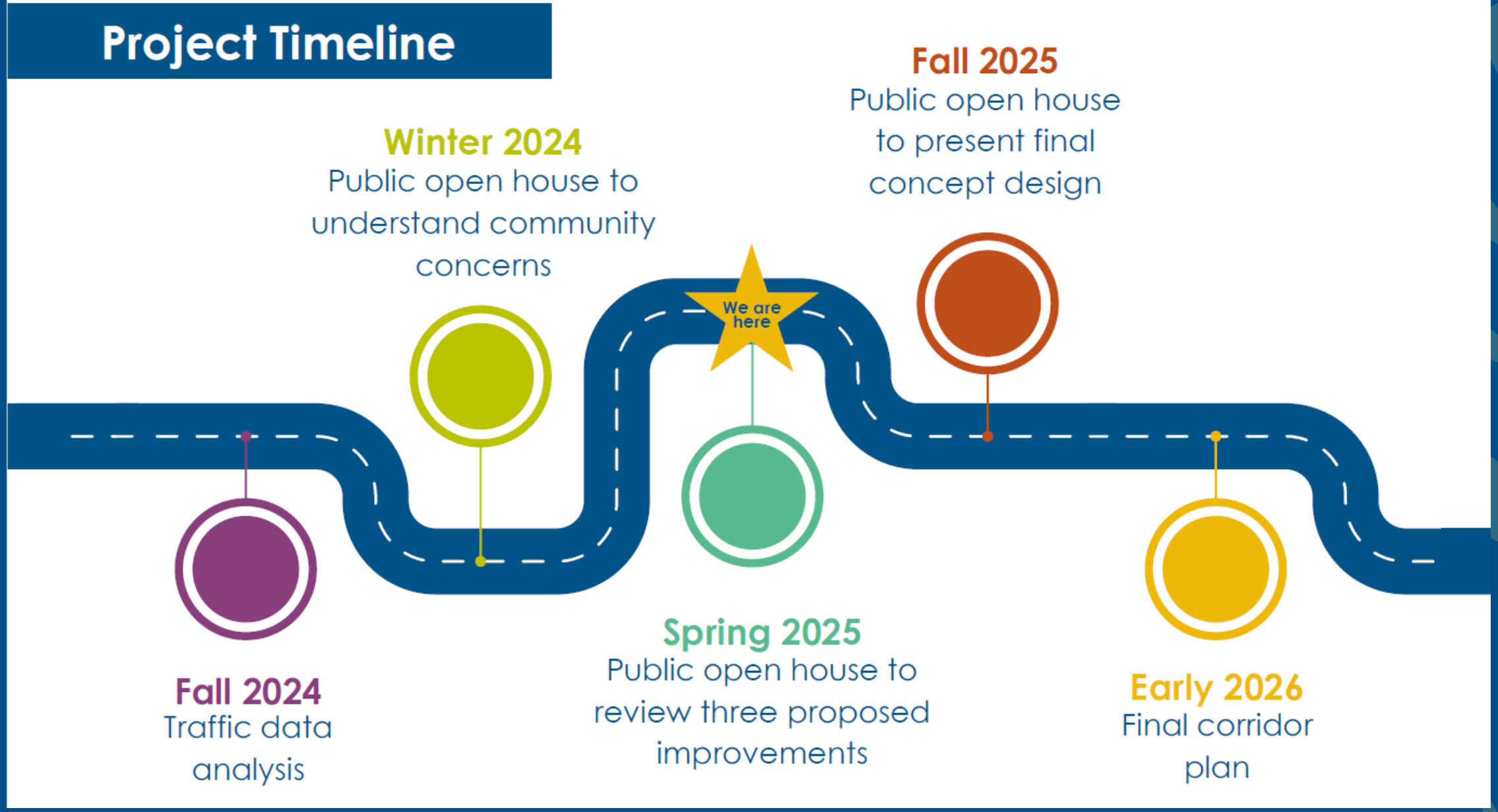
- Commerce City was awarded a grant from the Highway Safety Improvement Program to help fund the 64th Avenue Corridor Study.
- City Council approved an IGA for the HSIP grant in September of 2023, and work on the study began with the identified consultant in 2024.
- The scope for the study phase of the project consists of an evaluation of various transportation system and roadway enhancements, including multi-use paths, bike lanes, intersection safety improvements, and roadway cross-section reconfigurations.

# Goals of E 64th Ave Corridor Study

- Improve safety, accessibility, and connectivity through the corridor.
- Promote sustainability and community well-being.
- Create and enhance the transportation network for all users.

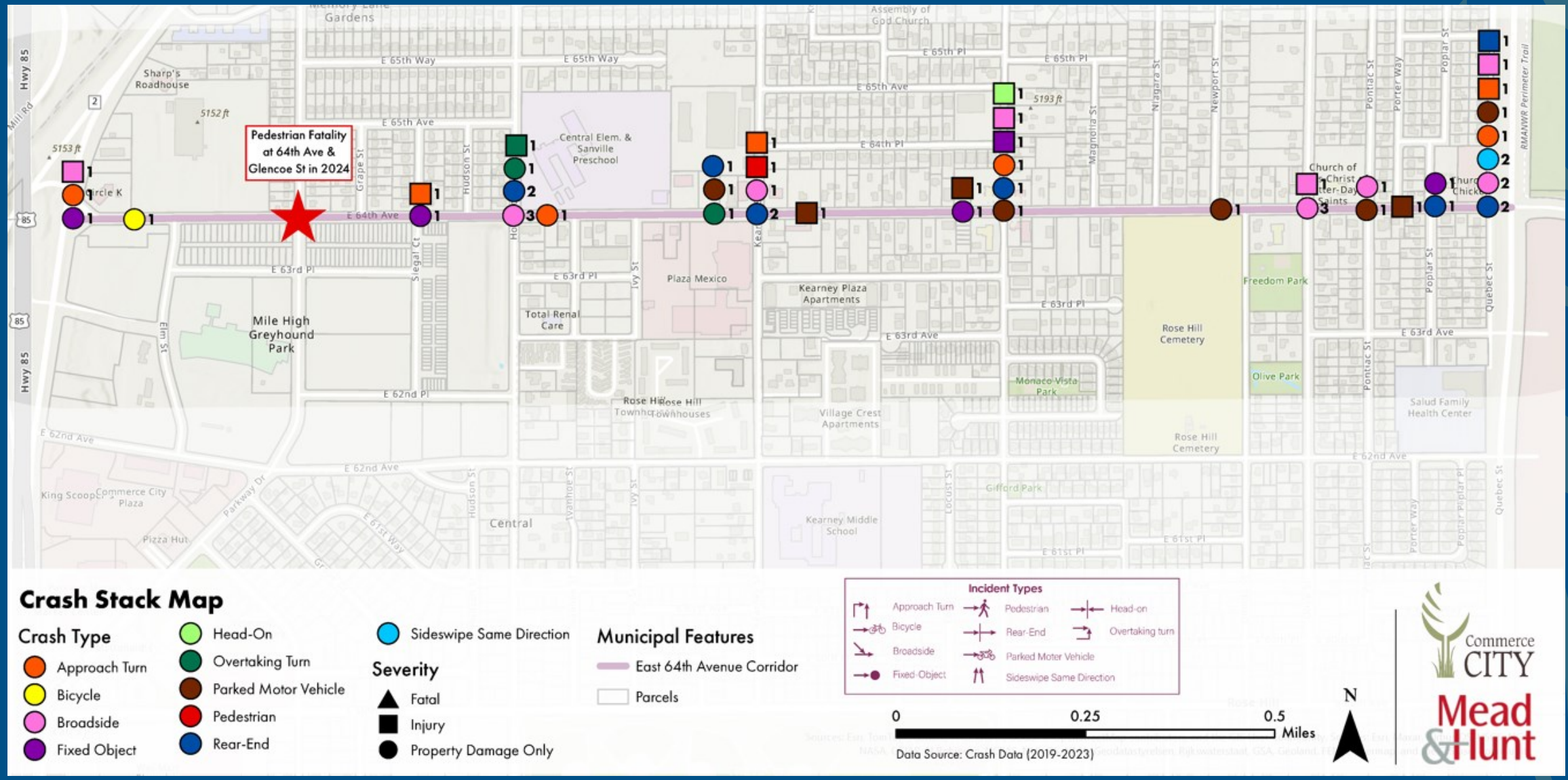
# Project Schedule

# Project Timeline

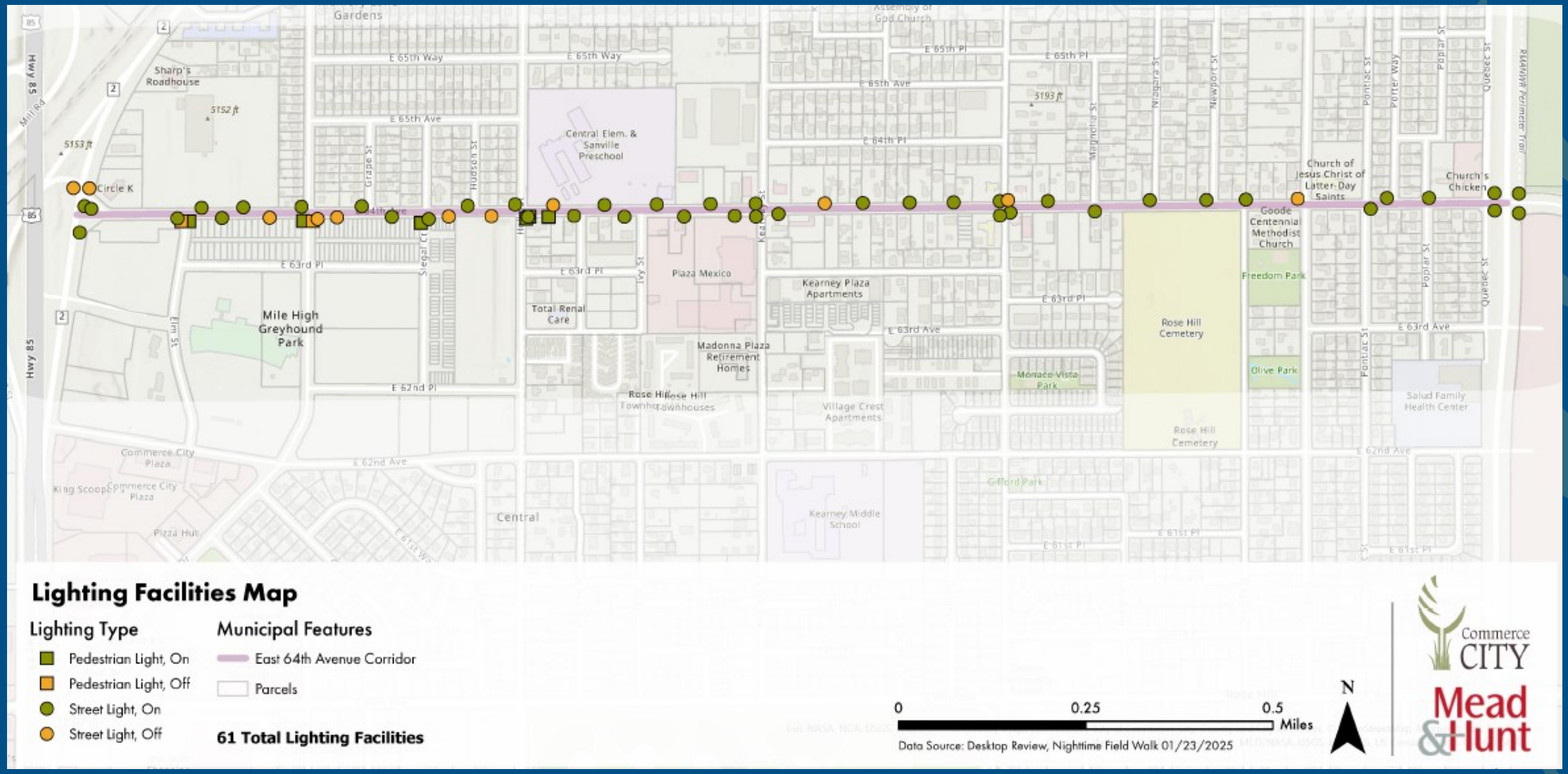


# Existing Conditions

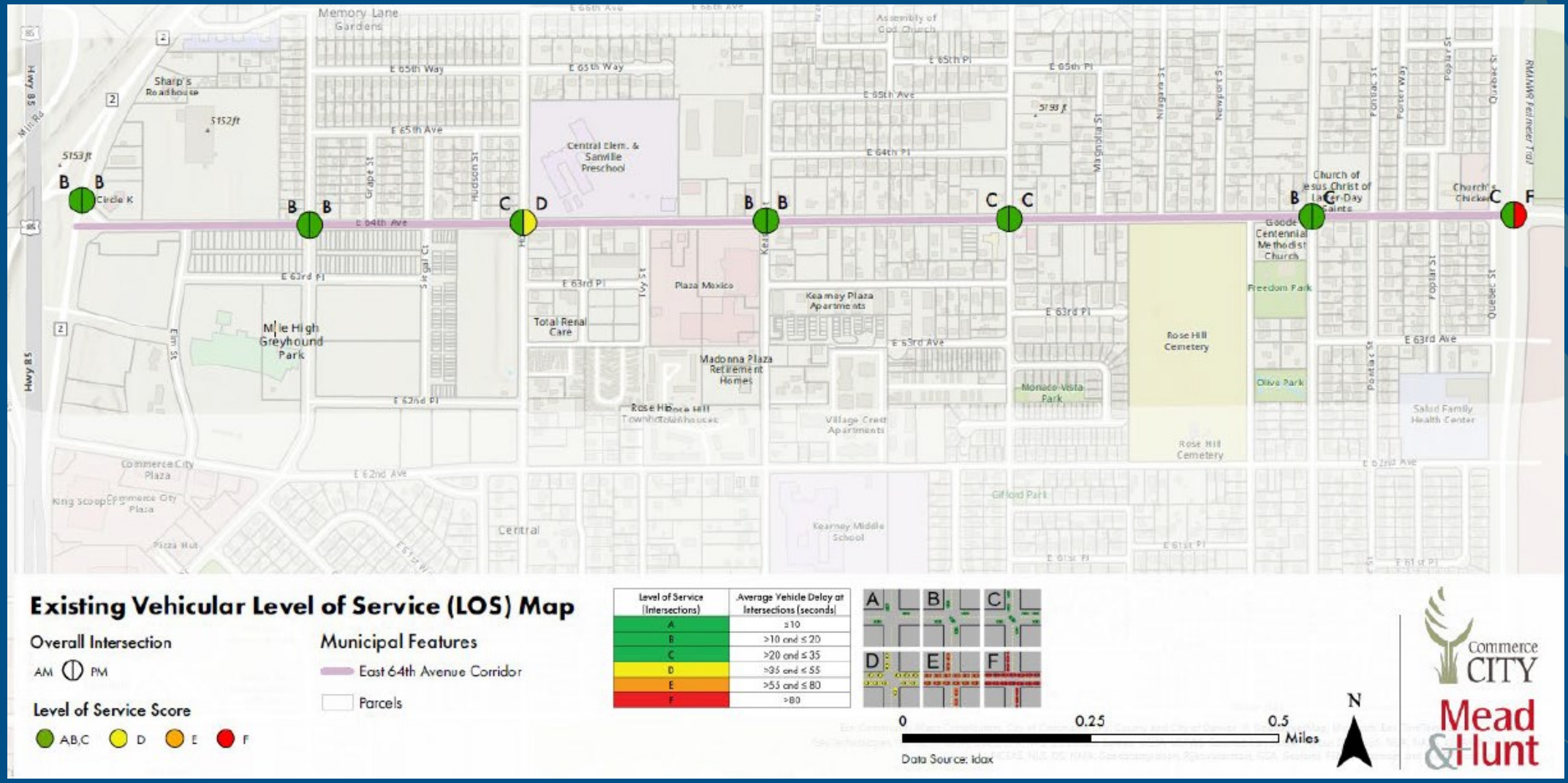
# Crash History (2019-2023)



# Lighting Facilities



# Vehicular Level of Service



# Speeds, East of Glencoe (5 lanes)

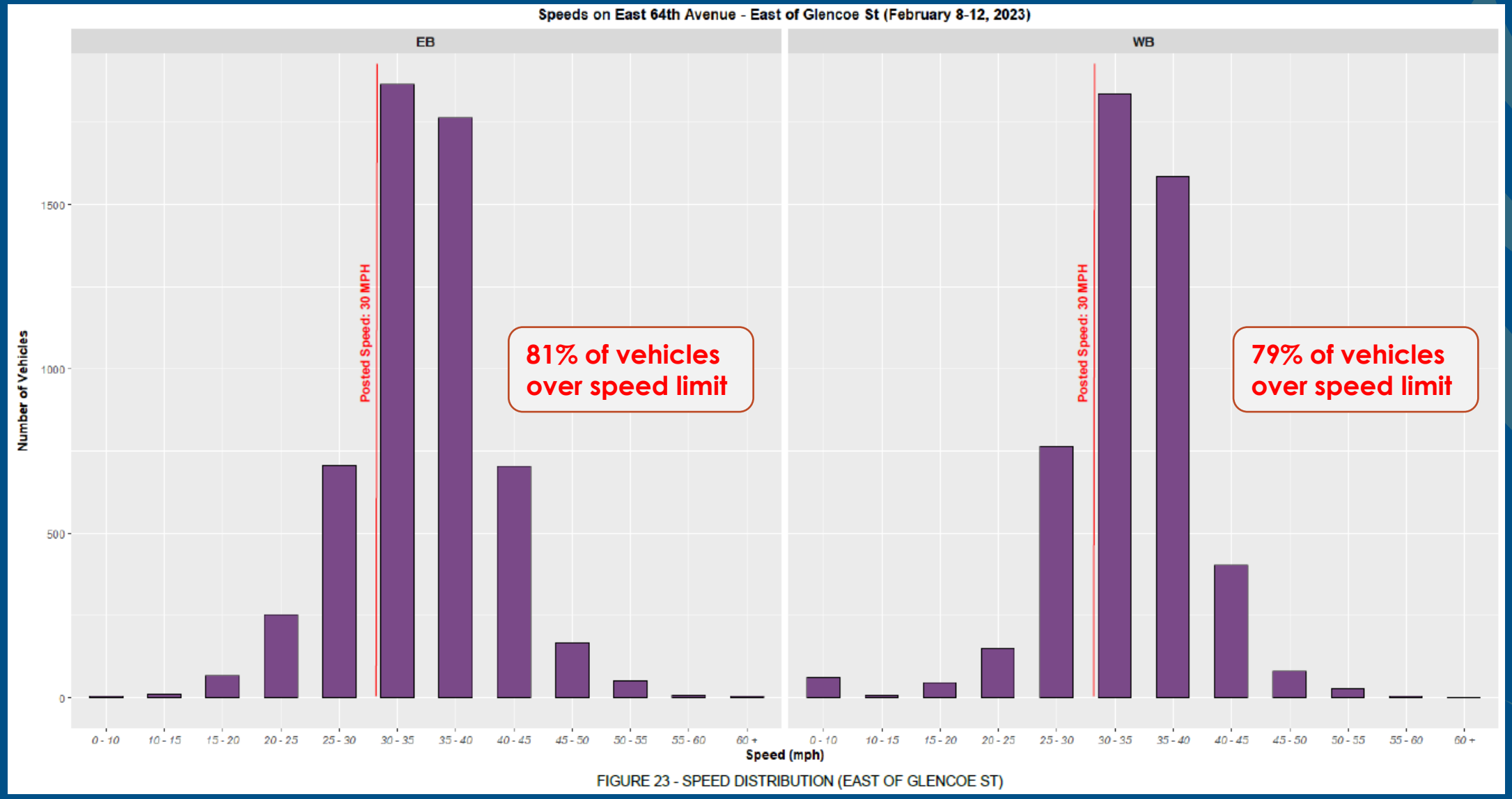



FIGURE 23 - SPEED DISTRIBUTION (EAST OF GLENCOE ST)

# Speeds, East of Olive (2 lanes + parking)

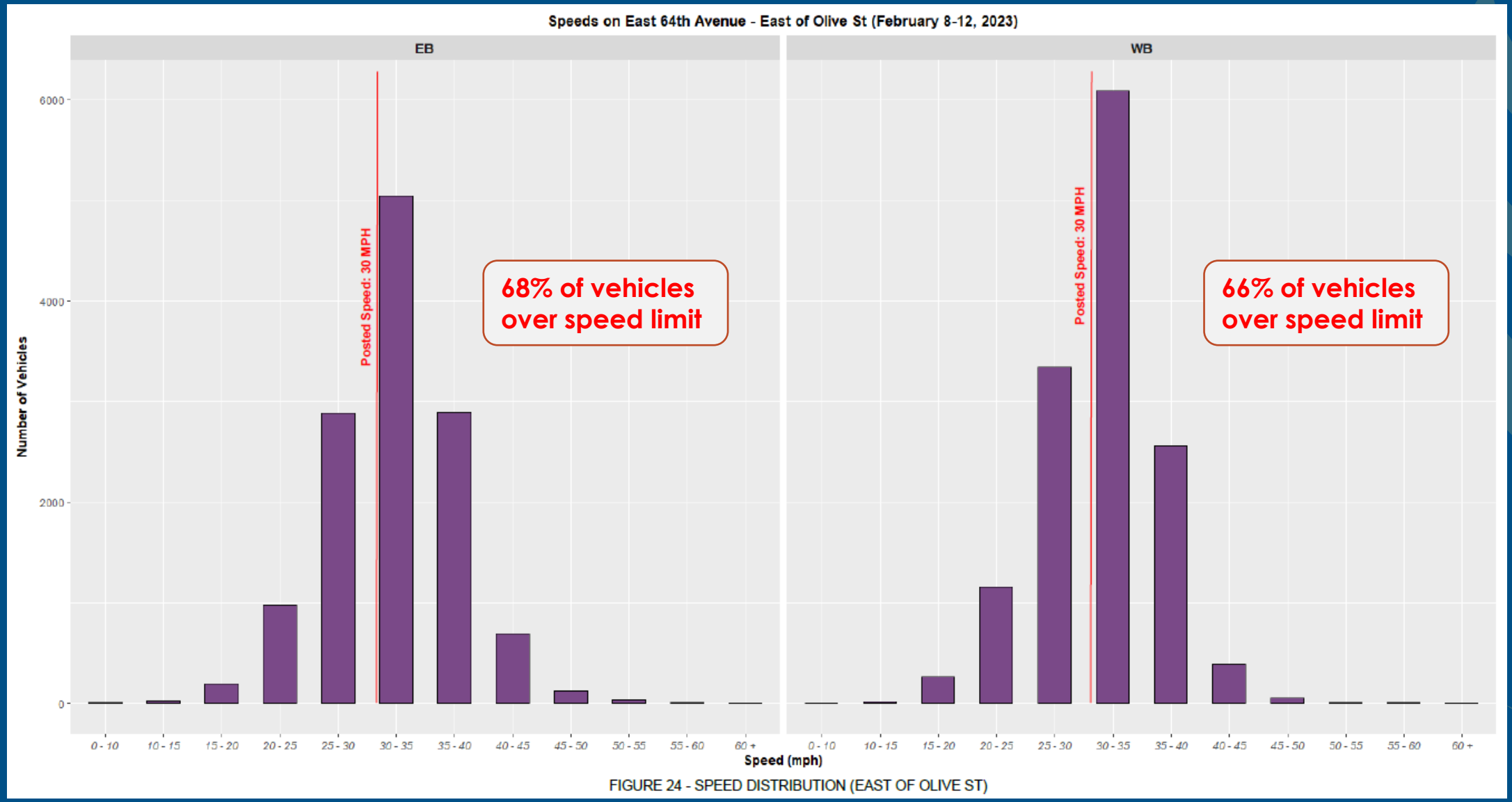



FIGURE 24 - SPEED DISTRIBUTION (EAST OF OLIVE ST)

# Feedback
## Stakeholders and Public

# Stakeholder Walk Participants

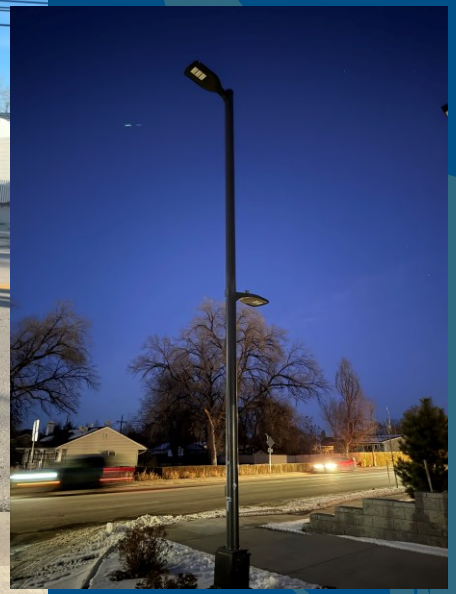
**11/13/24**

- 18 people walked the whole corridor
- Stakeholders Represented:
  - Commerce City Public Works
  - Commerce City Economic Development
  - RTD
  - Adams County School District 14
  - Central Elementary School
  - South Adams County Fire District
  - Colorado State Patrol
- Consultants:
  - Ayres
  - Mead & Hunt
  - Chickenango

# Stakeholder Walk Observations

## 11/13/24

- Ramps and sidewalks are **not ADA compliant**
- **Many driveways** are not actively used
- Lanes widths vary from **10' – 20' lanes**
- **Event traffic** can cause major congestion
- **Emergency response** generally has ok operations, but some intersections (like Monaco) are more difficult to navigate with the ladder truck
- The **street lights** are not all working
  - Subsequent dark hours visit on 1/23/25
- Major issues with **school drop off and pick up** at Central Elementary
- There is **anticipated to be more bike and ped activity** with the new Mile High Greyhound Development



# Public Feedback Round 1 12/5/24

**12 people responded (online and in-person)**

- Most people lived on/near E 64th (8)
- Most people use the corridor daily (7)
- Most people primarily drive (11)

**If all modes felt safe, 5 people would bike**

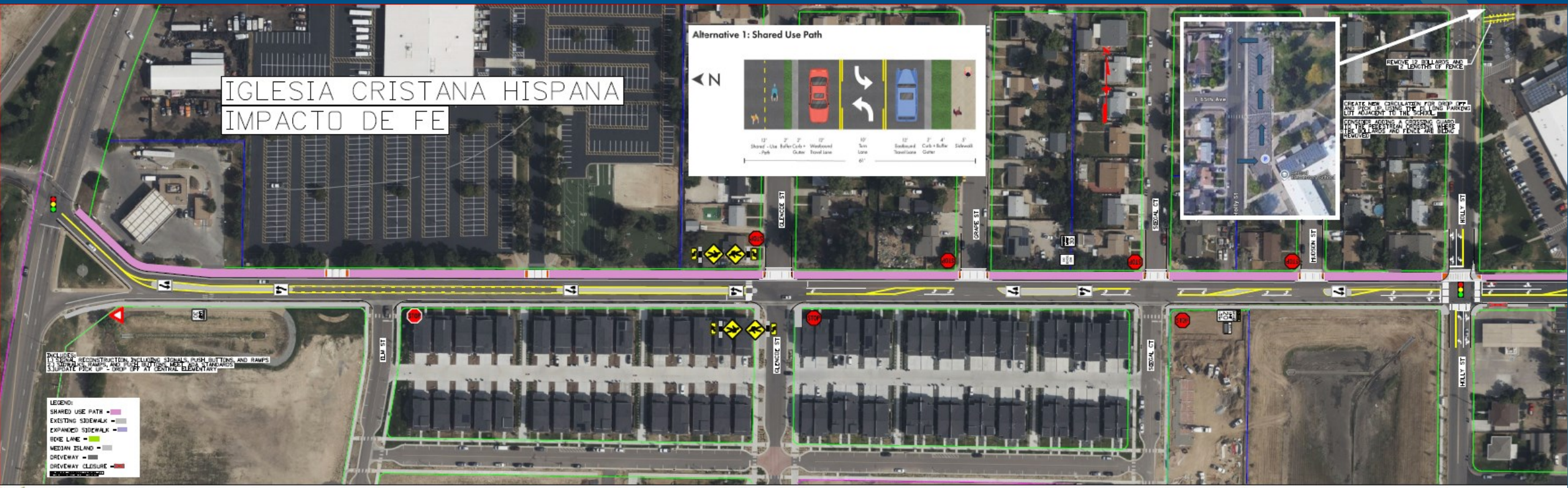
- Primary factors preventing them from walking/biking:
  - Speeding (8)
  - Narrow sidewalks (7)
  - Inadequate lighting (6)
  - Lack of ADA ramps (4)
  - Insufficient/Missing sidewalks (4)
- They would like to see:
  - Lighting (6)
  - ADA ramps (5)
  - Crosswalks/pedestrian signals (5)
  - Wider sidewalks (4)
  - Bike lanes (4)

# Public Feedback Round 2 3/27/25

## What We Heard

# Alternatives

# Alternative 1: Shared Use Path (1 of 3)

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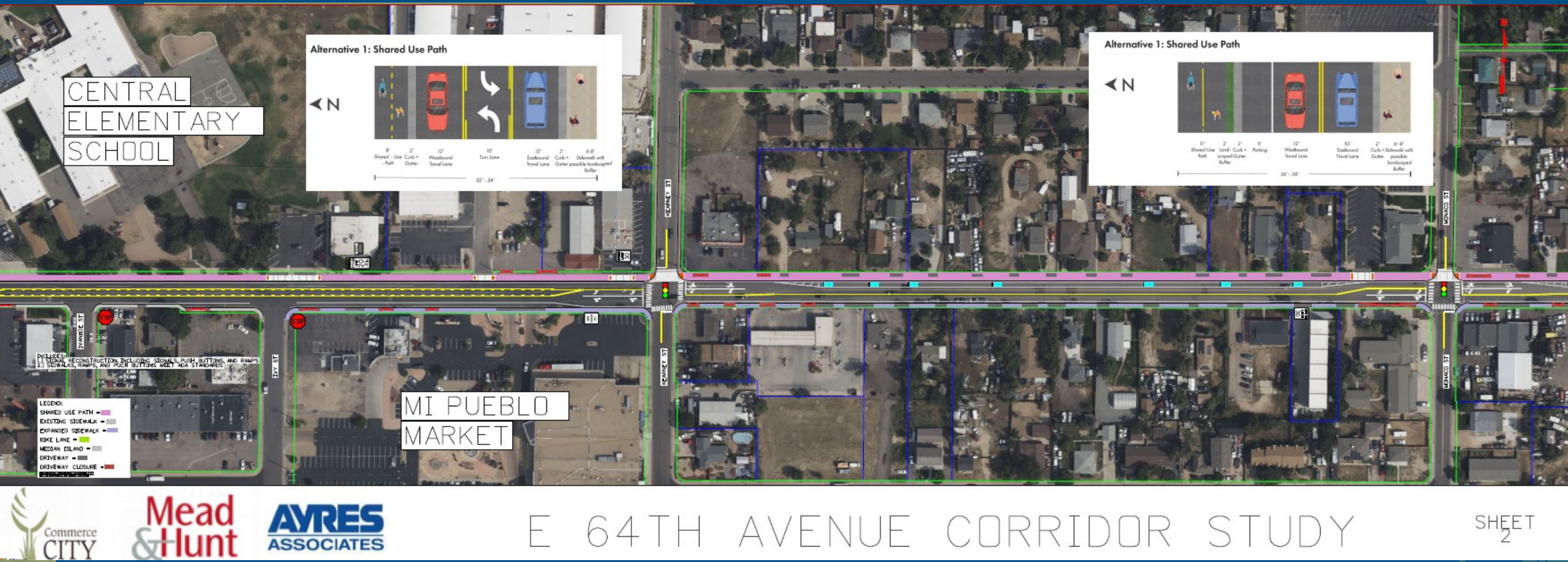
E 64TH AVENUE CORRIDOR STUDY

SHEET 1

# Alternative 1: Shared Use Path (2 of 3)

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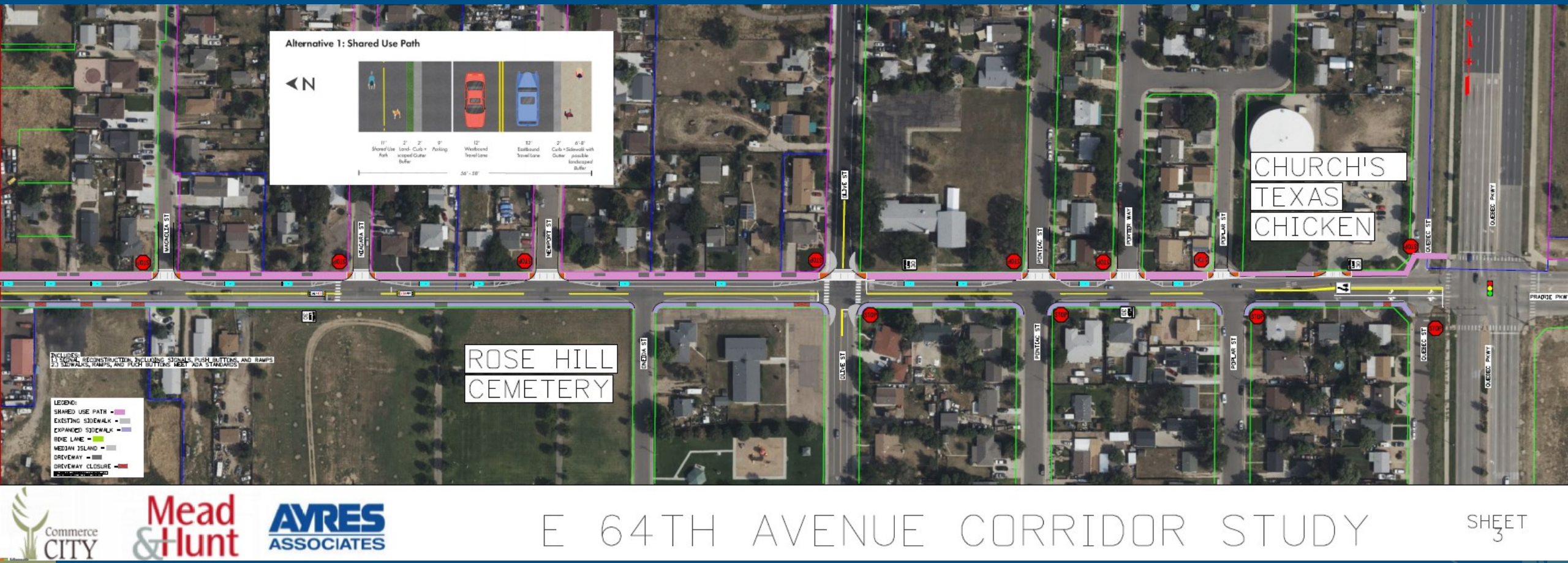
E 64TH AVENUE CORRIDOR STUDY

SHEET 2

# Alternative 1: Shared Use Path (3 of 3)

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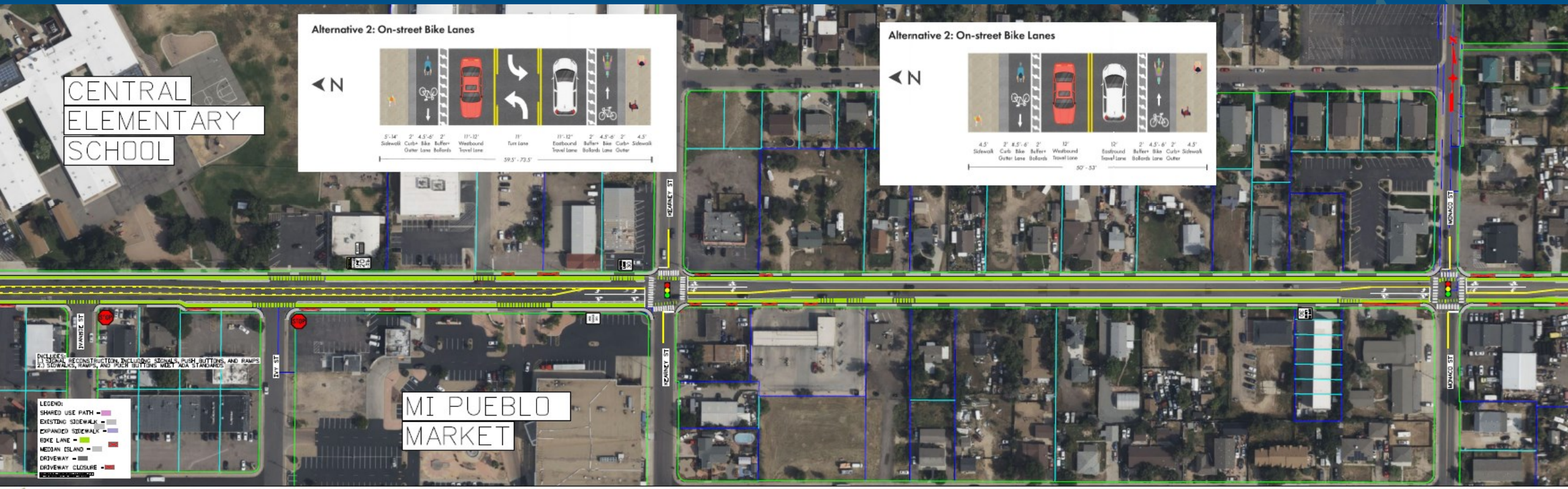
E 64TH AVENUE CORRIDOR STUDY

SHEET 3

# Alternative 2: Bike Lanes (1 of 3)

# Alternative 2: Bike Lanes (2 of 3)

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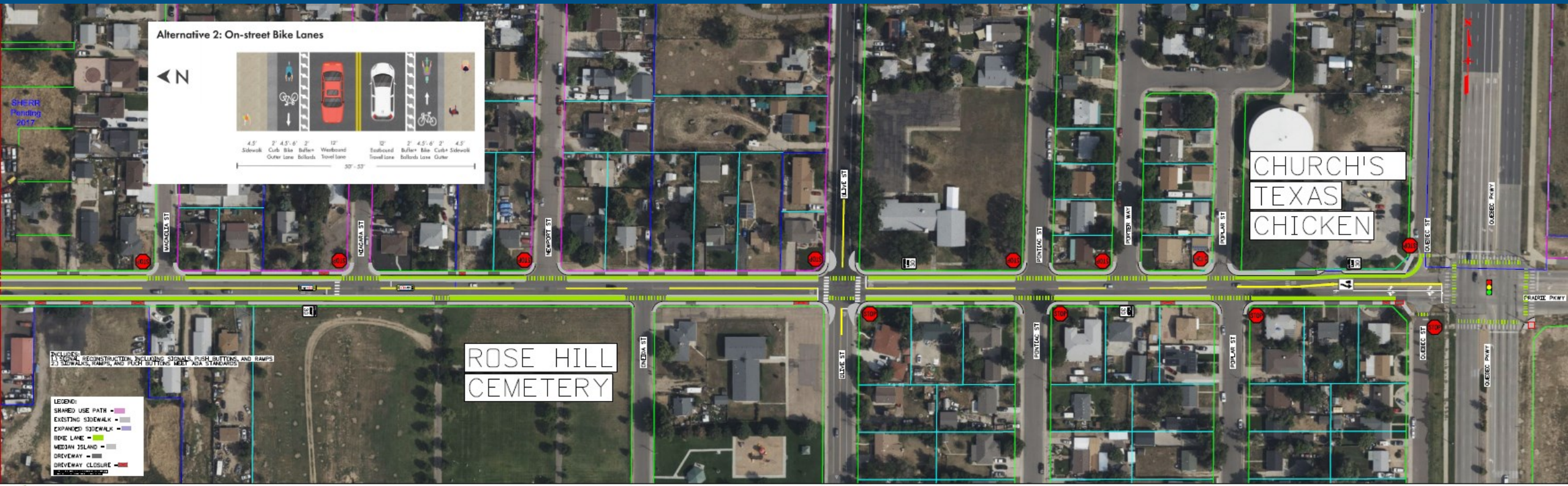
E 64TH AVENUE CORRIDOR STUDY

SHEET 2

# Alternative 2: Bike Lanes (3 of 3)

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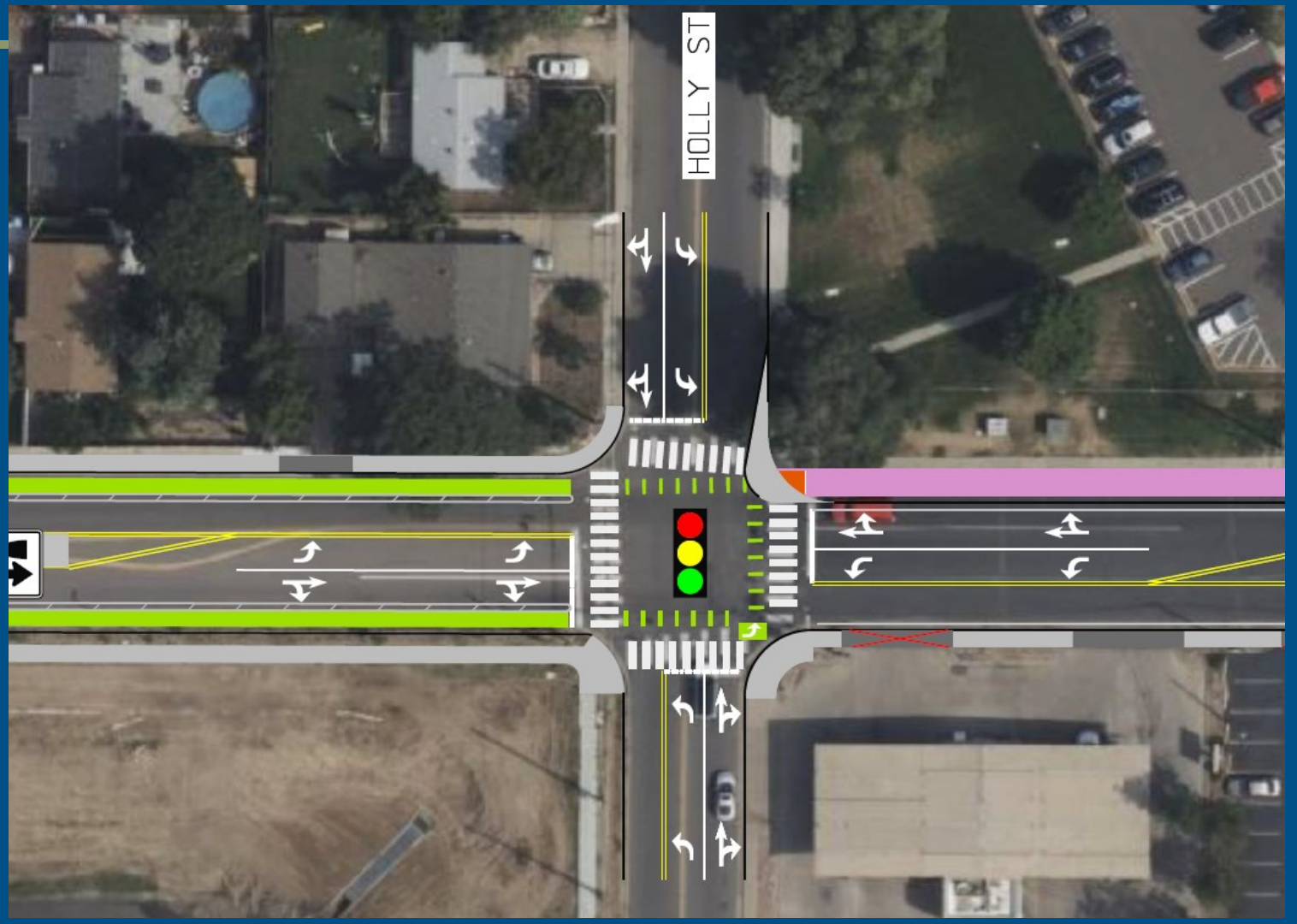
E 64TH AVENUE CORRIDOR STUDY

SHEET 3

# Alternative 3: Holly Intersection
## Bike Lanes (west end) and Shared Use Path (east end)

Same as Alt 2: Bike lanes to Old Hwy 2




Same as Alt 1: Shared Use Path to Quebec Pkwy

# Alternatives Scoring Matrix Key

| | Overall Construction Cost | Bicycle Acommodation | Pedestrian Acommodation | Traffic Safety | Traffic Calming and Speed Management | Geometric Impact | Streetscape Enhancement | Right of Way Impacts | Traffic Operations and Capacity | Utility Impacts |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | minimal cost | bicycle facility with vertical separation (i.e. physically protected bike lane or shared use path) | high quality pedestrian facility buffered by amenity zone or bike lane | significant reduction in conflict points | significant calming/ speed reduction (median, traffic circles, speed humps, bump outs, on-street parking, decreased access) | no curb relocation | significant increase in buffer/ streetscape (3x or greater) | no ROW Impacts | significantly Improves Level of Service | no impact |
| 3 | medium cost | conventional bicycle facility (no buffer) | medium quality sidewalk buffered by amenity zone or bike lane | no change in conflict points | minor calming/ speed reduction (narrowed lanes, reduced lanes, increased landscaping) | limited curb relocation < 30% | limited increase in buffer/ streetscape (in select locations) | limited ROW impacts | no/Little Change to Level of Service | relocations required |
| 1 | very high cost | no bicycle facility | continuous pedestrian facility (but no buffer) | increase in conflict points | speed increase (wider lanes, added lanes) | significant curb relocation > 60% | decrease in buffer / streetscape | significant ROW Impacts | degrades Level of Service to Failing | major impact |

# Alternatives Scoring Matrix

## Alternatives Matrix

| Alternatives | Overall Construction Cost | Bicycle Accommodation | Pedestrian Accommodation | Traffic Safety | Traffic Calming and Speed Management | Geometric Impact | Streetscape Enhancement | Right-of-Way Impacts | Traffic Operations and Capacity | Utility Impacts | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Alternative 1: Shared Use Path | 1 | 5 | 4 | 4 | 3 | 1 | 3 | 5 | 3 | 4 | 33 |
| Alternative 2: Bike Lanes | 4 | 5 | 1 | 4 | 5 | 5 | 2 | 5 | 3 | 5 | 39 |
| Alternative 3: Bike Lanes (west of Holly Street) and Shared Use Path (east of Holly Street) | 3 | 5 | 3 | 4 | 4 | 2 | 3 | 5 | 3 | 4 | 36 |

# Estimated Cost Ranges

| # | Alternative Name | *Estimated Construction Cost Range* |
|---|---|---|
| 1 | Shared Use Path on the north side | $10-$11 M |
| 2 | On-street bike lanes (remove a travel lane west of Holly, remove parking east of Holly) | $4-$5 M |
| 3 | On-street bike lanes west of Holly and Shared Use Path on the north side east of Holly (Combo of Alts 1 and 2) | $7-$8 M |

# Questions?