Commerce City Transportation Master Plan

February 2026

Commerce CITY

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Figures and Tables

Acknowledgments

The Commerce City Public Works Department has prepared the Commerce City Transportation Plan with valuable contributions from many individuals and partner organizations. The City Council members listed below are expected to consider adoption of this plan. Previous City Council members provided direction and input during plan development.

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Commerce City Departments

E3 Division
Center for Innovation
City Manager's Office
Communications
Community Development
Community Relations
Economic Development
Manager's Office of Economic Opportunity and Cultural Affairs
Parks, Recreation And Golf
Police Department

Stakeholder Agencies

Adams County
Adams 14 School District
Central Elementary School
City and County of Denver
City of Brighton
City of Thornton
Denver International Airport (DEN)
Denver Regional Council of Governments (DRCOG)
E-470 Public Highway Authority
Rocky Mountain Arsenal National Wildlife Refuge
Regional Transportation District (RTD)
South Adams County Fire Protection District
South Adams County Water and Sanitation District

Consultant Team

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Michael Baker International

1 | Introduction

Purpose of the Transportation Plan

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, accessible, and sustainable transportation system. As part of the Denver metro region and one of Colorado's fastest-growing communities, Commerce City faces increasing pressures on its roadway network, freight corridors, and multimodal infrastructure due to rapid population and employment growth.

This Plan builds on the foundation established in Commerce City's 2010 Transportation Plan and reflects the substantial changes the city has experienced in the past decade. With a population that has more than doubled since 1990 and continued growth expected, the City is updating its Transportation Plan to provide a data-driven framework for guiding future transportation decisions. It evaluates how people move today, whether by car, foot, bike, transit, or truck, and identifies strategies to meet evolving needs across all modes.

The Transportation Plan will guide Commerce City's transportation investments over the next 25 years. While it sets a long-range vision and direction, transportation plans are routinely updated before their horizon years to reflect changing travel patterns, community priorities, funding opportunities, and technological advancements. These periodic updates ensure that the Plan remains responsive and relevant as the city continues to grow and evolve.

Ultimately, the Commerce City Transportation Plan is a community-informed roadmap that will guide transportation investments and policies to support continued growth, foster vibrant neighborhoods, and enhance quality of life for residents, workers, and visitors.

Related Plans

The Commerce City Transportation Plan builds on a wide range of local and regional planning efforts to ensure consistency with existing policies, goals, and investments. Reviewing these plans is a critical part of the planning process. It helps identify shared priorities, avoid duplication of effort, and create sound recommendations that strengthen connections to existing facilities, services, and planned improvements. This process also helps position the City for future funding opportunities by demonstrating a coordinated, forward-thinking approach that complements regional strategies.

The Transportation Plan was developed in close coordination with Commerce City's Comprehensive Safety Action Plan (CSAP), which followed a similar timeline. Given the strong connection between mobility and safety, the two planning efforts were aligned to ensure consistency in goals, data, and community priorities. Several jointly conducted public engagement activities allowed residents to share their experiences and concerns in one place while helping both plans reflect a unified vision for a safer, more accessible transportation system across the city.

The following plans and studies were reviewed as part of the planning process:

Commerce City Plans

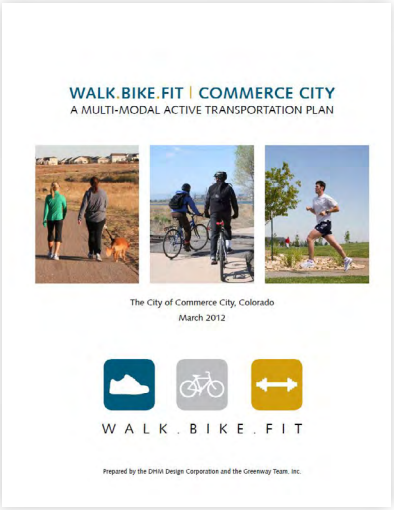
- Commerce City 2045 Comprehensive Plan (2024)
- Commerce City Parks, Recreation, and Golf Master Plan (2024)
- Commerce City Economic Development Strategic Plan (2024)
- Commerce City 2024–2028 Strategic Plan (2023)
- Commerce City Sustainability Action Plan (2023)
- Urban Land Institute Advisory Services Panel Report (2018)
- Commerce City Station Area Master Plan (2013)
- Commerce City Walk Bike Fit: A Multi-Modal Active Transportation Plan (2012)
- Commerce City Transportation Plan (2010)
- Commerce City Economic Development Strategic Plan (2010)

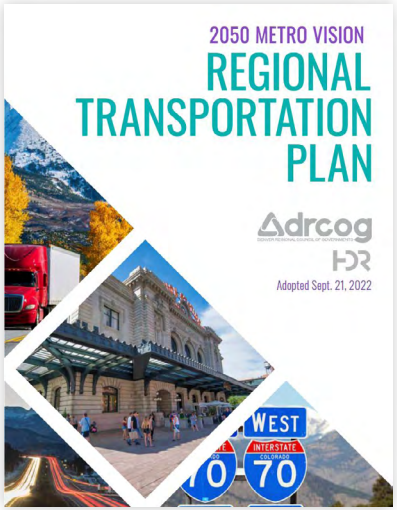
Adams County Plans

- 120th Avenue Corridor Study (2025)
- Advancing Adams Transportation Master Plan (2022)
- Sustainable Adams County 2030 Plan (2021)

Regional Plans

- 2050 Metro Vision Regional Transportation Plan (2024)
- DRCOG Taking Action on Regional Vision Zero (2024)
- Peña Boulevard Transportation and Mobility Master Plan (2024)
- DRCOG Active Modes Crash Report 2010–2019 (2024)
- Reimagine RTD (2022)
- 2050 Metro Vision Coordinated Transit Plan (2021)
- Regional Multimodal Freight Plan (2019)
- Denver Regional Active Transportation Plan (2019)





Planning Process

The Commerce City Transportation Plan was developed through a collaborative and iterative process guided by data analysis, industry best practices, and meaningful community and stakeholder engagement. The planning process occurred in three key phases, each designed to build on the previous phase's findings and provide regular check-in points with the public, City staff, and regional partners.

Phase 1: Understanding Existing and Future Conditions

The first phase focused on identifying current and anticipated mobility needs across Commerce City. Activities included reviewing existing conditions, analyzing future growth projections, and summarizing past planning efforts that continue to shape the City's transportation system. Equally important was the early community engagement conducted during this phase. While technical data provides a foundation, it does not always capture the full picture, especially the day-to-day experiences of residents or the challenges that specific neighborhoods or groups face. This engagement also helped shape the Transportation Plan's vision and goals by highlighting the transportation issues that matter most to the people who live and work in Commerce City, thereby ensuring that the Plan reflects local priorities from the beginning.

Phase 2: Exploring Opportunities and Tradeoffs

The second phase of the planning process focused on identifying and refining potential strategies, policies, and projects to address the needs and challenges identified in Phase 1. This phase included further community and stakeholder engagement to explore tradeoffs, test ideas, and prioritize goals and strategies.

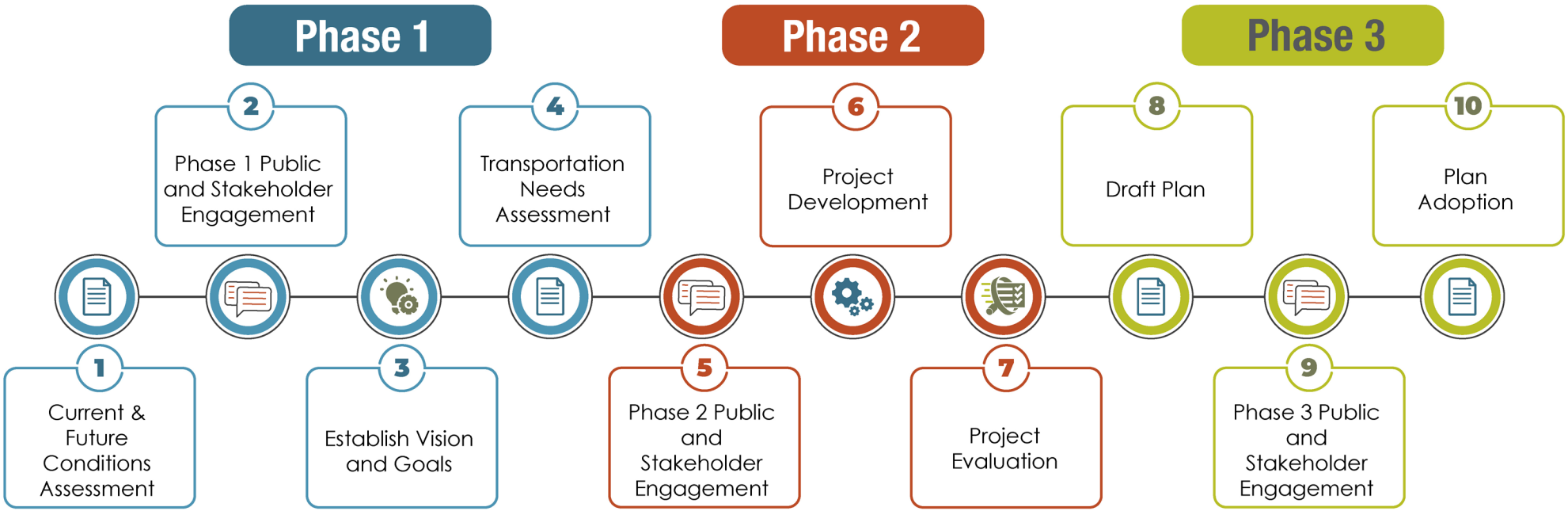
Input collected during this phase helped shape the Plan's framework by highlighting the types of transportation improvements most important to the community. This feedback was used to evaluate different approaches, consider investment priorities, and ensure the Plan reflects the values and preferences of Commerce City residents and stakeholders.

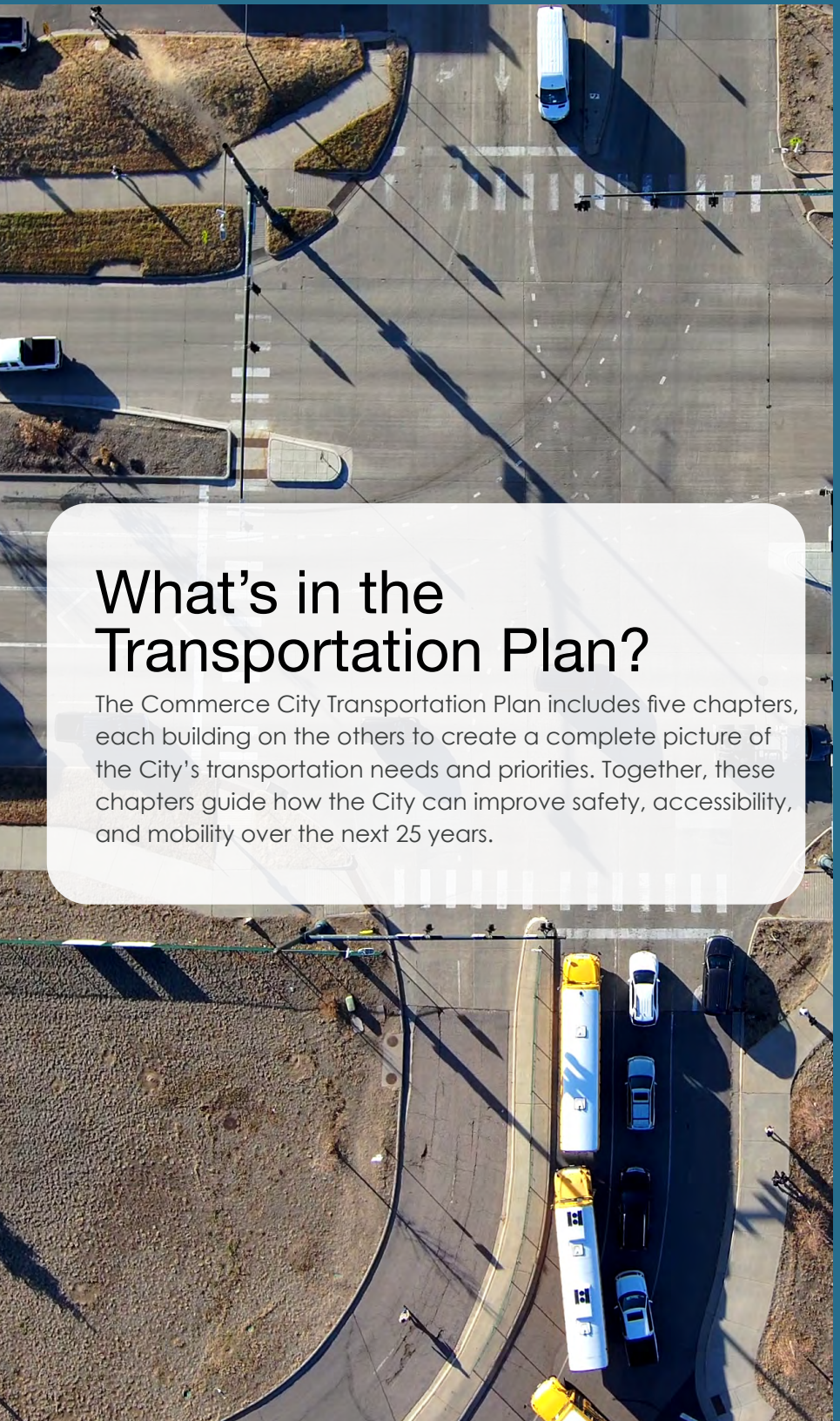
Phase 3: Finalizing the Plan and Recommendations

In the final phase of the planning process, input from earlier stages was synthesized into this Draft Transportation Plan. This draft includes proposed goals, priority projects, policy recommendations, and implementation strategies that respond to the needs, challenges, and values identified through technical analysis and community input.

The Draft Plan is being shared with the community, stakeholders, and City staff to gather feedback and confirm alignment with Commerce City's vision for the future. Comments received during this review phase will help refine the recommendations and ensure the final Plan reflects local priorities and supports the City's long-term growth and mobility goals.

Plan Process Phasing





What's in the Transportation Plan?

The Commerce City Transportation Plan includes five chapters, each building on the others to create a complete picture of the City's transportation needs and priorities. Together, these chapters guide how the City can improve safety, accessibility, and mobility over the next 25 years.

1. Introduction

The first chapter outlines the purpose and scope of the Transportation Plan and explains how it was developed. It provides context from past and current planning efforts and introduces the community-driven vision and goals that form the foundation of the Plan.

2. Community and Stakeholder Engagement

Chapter 2 summarizes the input gathered from community members and stakeholders throughout the first two phases of engagement, with a placeholder for the third and final phase. Community feedback played a central role in shaping priorities and identifying transportation needs.

3. Current and Future Conditions

Chapter 3 summarizes the detailed technical analysis conducted as part of the planning process. It covers existing demographics, travel behavior, and conditions across all travel modes, along with forecasts for 2050 to help anticipate future demands on the transportation system.

4. Recommended Transportation Plan

The heart of the Plan, Chapter 4 outlines Commerce City's multimodal transportation strategy. It introduces how the various modal plans were developed and how they work together to form a more connected, safer, and more efficient transportation system. The chapter includes:

- Multimodal Streets Plan
- Transit Plan
- Bicycle Plan
- Pedestrian Plan
- Safety Plan
- Transportation Technology & Innovation

5. Implementation and Next Steps

The final chapter outlines how Commerce City can put the Plan into action. It includes short-, mid-, and long-term projects; policy and strategy recommendations; potential funding sources; and performance measures to help track progress and adjust over time.

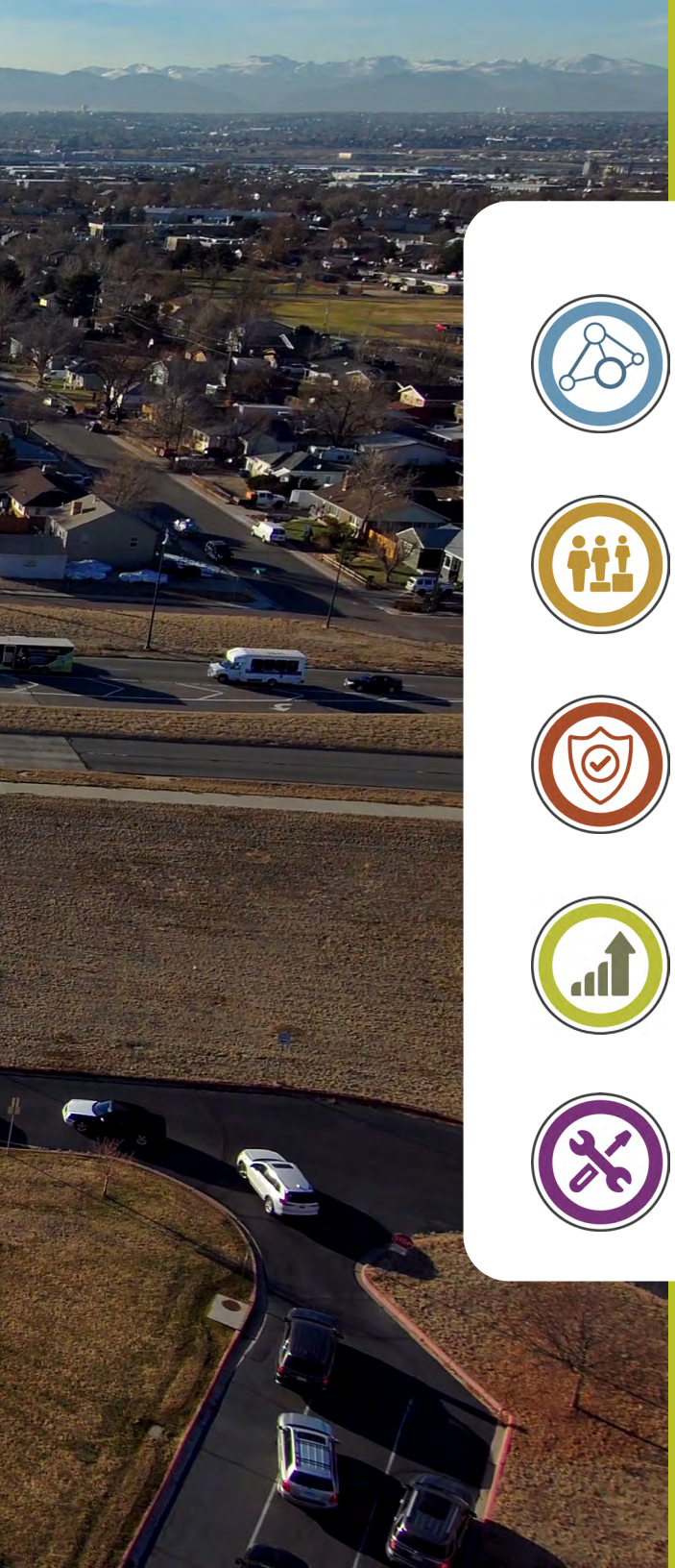
Vision and Goals

A clear vision and set of goals are critical to any long-range transportation plan. They provide a unifying framework for guiding decisions, shaping investments, and evaluating progress over time. The vision expresses the community's aspirations for its transportation system, while the goals outline the key outcomes the Plan seeks to achieve. Together, they help ensure that future projects and policies align with community priorities and support a safe, accessible, and sustainable transportation future.

The vision and goals for the Commerce City Transportation Plan were developed through a collaborative process that included input from residents, stakeholders, City staff, and agency partners. This process emphasized the importance of creating a transportation system that reflects the values of the people who live and work in Commerce City, builds on past planning efforts, and addresses the opportunities and challenges of a growing, diverse city.

Vision

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



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: Create a transportation network that is accessible to all by reducing physical, economic, and social barriers and providing 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.

Issues and Ideas
Problemas e ideas

Add/Improve Crossing
Agregar/ Mejorar Cruce

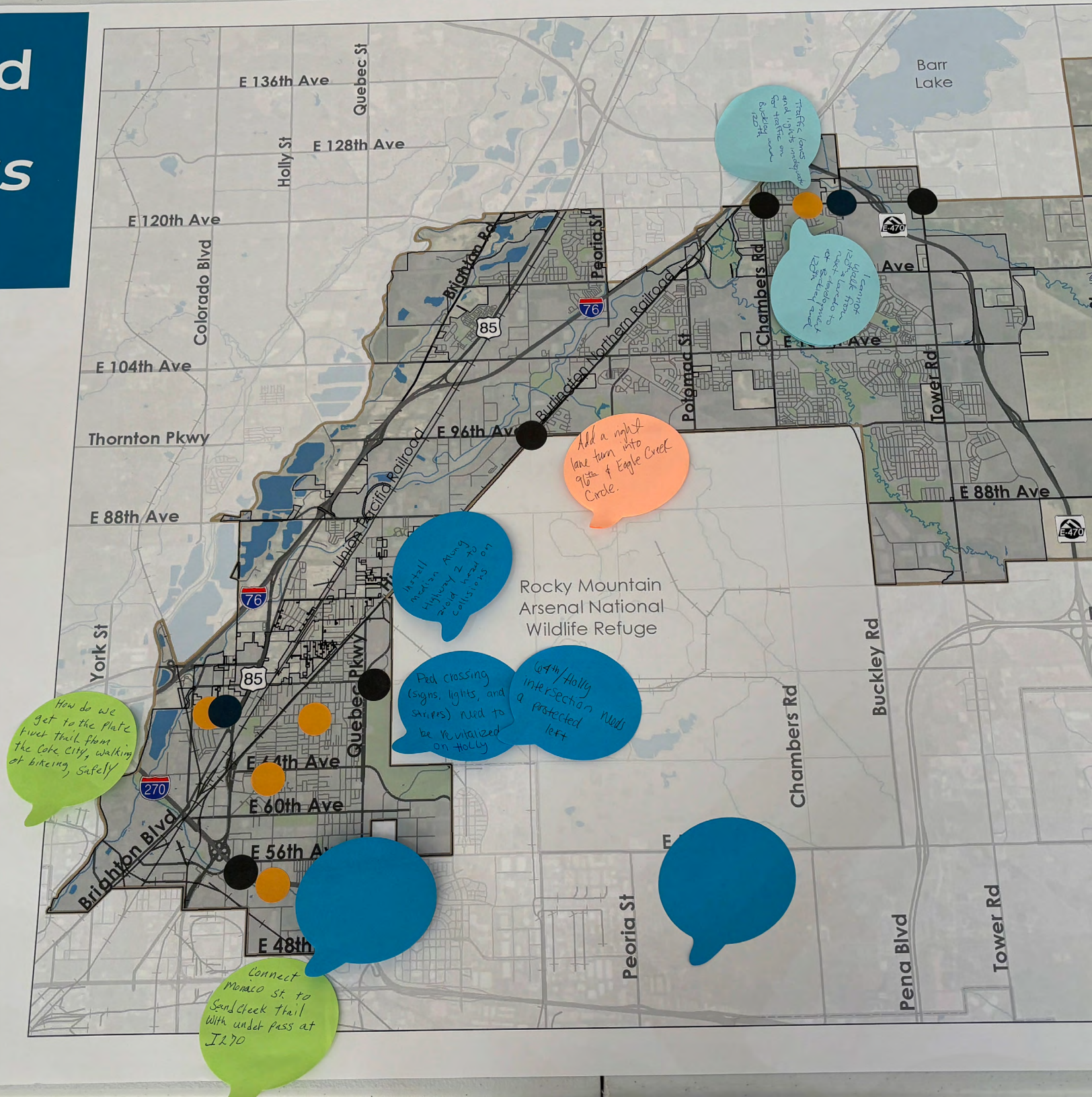
Add/Improve Transit
Agregar/ Mejorar Tránsito

Poor
alking/Biking
Condiciones
icientes para
eatones/
ciclistas

Traffic Congestion
Congestión del tráfico

vement
ea
de
rar

Safety Idea
Inquietudes de seguridad



2 | Community & Stakeholder Engagement

Overview

A collaborative community and stakeholder engagement process played a central role in developing the Commerce City Transportation Plan. The City conducted joint engagement for the Transportation Plan and the related Safety Action Plan to honor the community's time and increase participation. Community and stakeholder input helped the City to better understand existing conditions, identify transportation priorities, and shape a shared vision for the future. Conducted in three phases engagement aligned with key milestones in the planning process.

Community

Residents were invited to participate through interactive online tools, pop-up events, and community-wide mailers. Structured to meet people where they are, engagement, both online and in person, focused on raising awareness, gathering input, and ensuring that feedback from a wide range of community voices helped guide the planning process.

Stakeholders

A Stakeholder Advisory Committee (SAC) was formed to engage key agencies and organizations throughout the development of the Plan. The SAC included 23 representatives from Adams County, neighboring jurisdictions, transportation partners, schools, and other organizations. This group provided insights on community needs, promoted public engagement opportunities, and ensured alignment with existing plans and initiatives to support shared priorities and coordinated implementation.

Engagement Phasing

Phase 1: Values & Needs
(August - October 2024)

What types of improvements are important to you?

What problems do you encounter when traveling in Commerce City and what ideas do you have to overcome these problems?

Phase 2: Priorities & Tradeoffs
(March - April 2025)

What transportation investments are most critical?

What strategies would you employ to achieve the transportation goals?

Phase 3: Validation
(September - October 2025)

Draft Plan Review

Did we get it right?

Phase 1: Values and Needs

Phase 1 represents the most important and robust phase of engagement for the Commerce City Transportation Plan. Conducted jointly with the Safety Action Plan, this phase focused on listening to the community and identifying issues that may not surface through technical analysis alone. The primary goals were to understand existing travel behaviors, hear the community's top transportation and safety concerns, and begin shaping the vision for Commerce City's future transportation network. The project team designed engagement activities to reach a wide range of residents and stakeholders while respecting their time by combining efforts across both plans.

Interactive Online Survey

An interactive online survey ran for 75 days and included an overview of the project, an activity to rank the top transportation issues, an interactive map for location-based comments, a questionnaire about travel habits, and a way for people to sign up for project updates and stay engaged (Figure 1). The survey, which received input from 220 participants, generated more than 800 comments and nearly 7,000 total data points. Promotion included mailers to more than 12,300 households, social media, newsletters, and outreach by the SAC.

Figure 1: Interactive Online Survey

Pop-Up Events and Open Houses

Five pop-up events were held at community gathering places across Commerce City. Hosting these events at existing community functions or public facilities allowed the project team to meet people where they already were. At each event, residents could speak directly with the project team and share feedback in a casual setting. Events during the first phase included:

- Back-to-School Resources Fair at Adams City High School on August 3, 2024: 80 participants
- Eagle Point Recreation Center on August 29, 2024: 35 participants (originally set up as a formal open house, this event was pivoted mid-way into a lobby-based pop-up to better engage foot traffic)
- Bison Ridge Recreation Center Grand Re-Opening on September 4, 2024: 24 participants
- Belle Creek Community Center September 10, 2024: 5 participants
- Touch-a-Truck at Dick's Sporting Goods Park on September 21, 2024: 72 participants

Pop-up events were especially successful in reaching people who might not typically attend public meetings. By catching residents in high-traffic locations or during existing events, the project team engaged a wider and more diverse group of participants.

Stakeholder Advisory Committee (SAC)

The SAC met to provide agency- and organization-level insights on community needs and system-wide challenges. This group helped identify opportunities to coordinate with other local and regional transportation efforts. Key insights included:

- **Regional coordination:** Align with ongoing projects in Brighton, Thornton, Adams County, and others.
- **Railroad crossings:** Explore grade separation to improve connectivity and emergency response.
- **Transit access:** Emphasize connections to existing and future transit routes.
- **Freight operations:** Address operational issues and improve freight corridors.
- **Community awareness:** Help amplify engagement through their networks.

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Key Takeaways

Travel Behavior & Barriers

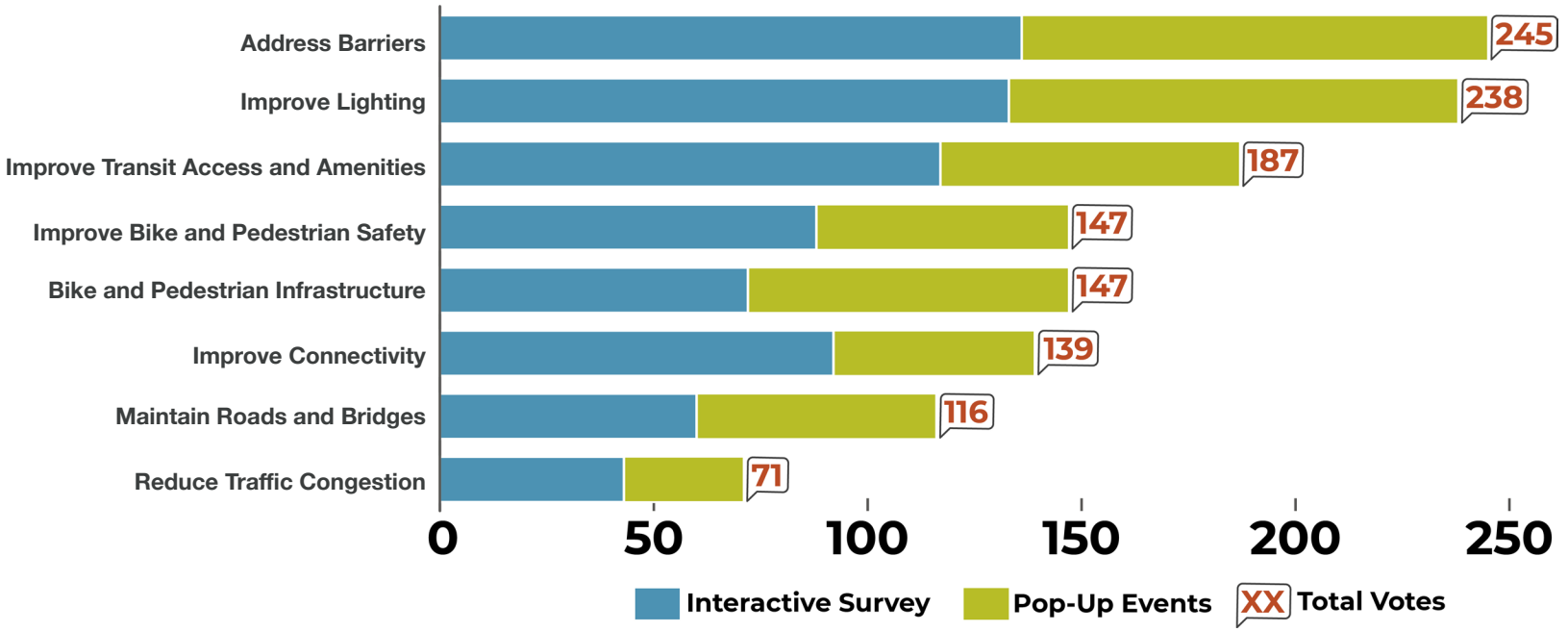
Survey results showed that driving is by far the most common way people get around in Commerce City, with 95 percent of respondents identifying it as their primary mode of travel. Other modes such as biking, walking, and transit are rarely used and come with their own set of barriers that limit their appeal or feasibility.

For drivers, the most common concerns included traffic congestion, unsafe or aggressive driver behavior, and difficulties entering or exiting neighborhoods. People who walk noted that destinations are often too far apart, crossings feel unsafe, and many areas lack continuous sidewalks. Bicyclists shared similar frustrations, citing a lack of dedicated infrastructure, concerns about speeding cars, and missing connections between bike routes. Transit users and potential riders pointed to poor first- and last-mile access and limited amenities at stops like shelters and seating as key obstacles to using the system more frequently.

Top Community Priorities

Community members were asked to identify their top transportation priorities through the online survey, open houses, and pop-up events. Across all engagement activities, the most commonly cited priorities included reducing traffic congestion, maintaining roads and bridges, improving connectivity, and enhancing bicycle and pedestrian infrastructure and safety. Figure 2 summarizes these results.

Figure 2: Community Transportation Priorities



Location-Based Needs

Participants provided detailed location-based feedback using an interactive comment map to highlight specific areas where improvements are most needed. Safety and pedestrian crossings were a top concern, especially at major intersections along US 85 at 104th, 112th, and 120th avenues, as well as along Highway 2 at Quebec Parkway and at the entrance to the Belle Creek neighborhood. Participants frequently noted these locations as lacking safe pedestrian crossings and presenting visibility or traffic-related hazards.

Participants most commonly flagged transit access issues along the 104th Avenue corridor, particularly near the Park-n-Ride and key intersections like Landmark Drive, Potomac Street, and Chambers Road. Residents identified these areas as lacking adequate transit stops or needing better pedestrian access to existing ones.

Walking and biking gaps were noted in the Belle Creek neighborhood and along 120th Avenue between I-76 and Buckley Road. Participants frequently identified these locations as missing sidewalks, trail connections, or safe bicycle infrastructure, limiting access to nearby destinations.

Participants also called for general improvements to road conditions, lighting, and congestion management in northwest and north-central parts of the city, particularly between 104th and 120th avenues.

Congestion hotspots were consistently identified at the US 85 and I-270 interchange, as well as along Chambers Road and Tower Road, where delays and traffic backups are common.

Comment Themes

Community feedback revealed a strong desire for transportation improvements that make travel safer, smoother, and more comfortable. Many residents expressed frustration with traffic congestion and emphasized the need for smoother roads and more turn lanes to improve vehicle flow. When it came to walking and biking, residents overwhelmingly preferred widened sidewalks and separated multi-use paths, rather than sharing space with vehicles.

Transit access was another common theme. Residents said they would be more likely to use transit if it were more frequent, better connected to nearby neighborhoods, and included amenities like shelters and benches. Safety and visibility also stood out, with frequent concerns about speeding in residential areas, poorly lit streets, and dangerous intersections. In addition to these functional needs, many community members voiced a desire for a more attractive and comfortable travel environment, including more trees, landscaping, and features to reduce traffic noise, particularly near busy roads and rail lines.

Phase 2: Priorities and Tradeoffs

The second phase of engagement focused on identifying which transportation investments are most important to the community and which strategies should be prioritized to achieve the Plan's goals. Feedback from this phase helped to shape how projects are evaluated, understand residents' preferences when balancing tradeoffs between modes, and refine strategies used to achieve the City's vision.

Interactive Online Survey

Outreach efforts included a second interactive online survey, a bilingual postcard mailed citywide, social media promotion, and direct emails to community members who signed up for project updates. Open for 59 days, the survey generated nearly 6,500 data points from 243 participants.

Pop-Up Event

In-person engagement as centered on a pop-up booth at the popular Mini-Con event, where 197 attendees interacted with the booth and participated in a jellybean voting activity to prioritize transportation goals. Information was available in English and Spanish, and staff encouraged attendees to visit the project website to stay involved.

Key Takeaways

Goal Ranking

Across both online and in-person engagement, **safety** emerged as the highest priority. Residents expressed concerns about poor nighttime lighting, unsafe bus stops, and deteriorating roadways. Participants also emphasized the need for a **connected multimodal network**, noting a lack of north-south transit routes, disconnected walking and biking infrastructure, and isolated neighborhoods like Reunion.

Accessibility also ranked high, with many residents sharing frustration that key destinations like schools and bus stops were difficult or impossible to reach by wheelchair or mobility device. There was also growing recognition that the need for accessible transportation options is increasing citywide.

Sustainable growth and **asset maintenance** were ranked lower, though both received strong support as secondary priorities. Residents emphasized that while sustainability is important, immediate safety and accessibility concerns should come first. Many also felt that existing roads and infrastructure must be better maintained before investing in major expansions.

1 Safety

2 Connected Multimodal Network

3 Accessibility

4 Sustainable Growth

5 Asset Maintenance

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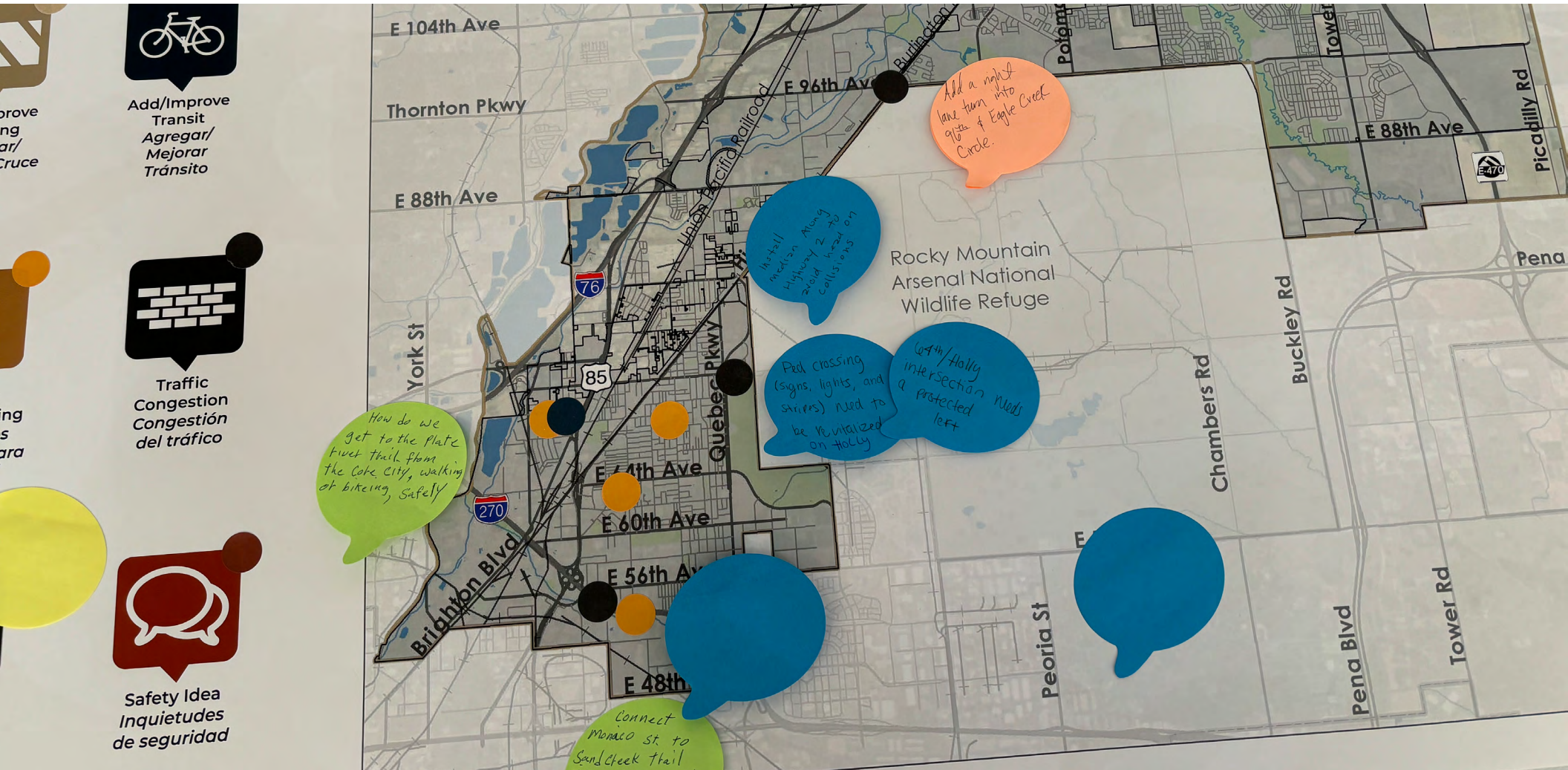
Comment Themes

Open-ended comments in Phase 2 reinforced many of the priorities heard during the first phase of engagement. Residents continued to express frustration with deteriorating roads, traffic congestion along major corridors like Tower Road and 104th Avenue, and unsafe driving behavior near schools and in neighborhoods. Residents voiced strong, repeated support for filling multimodal gaps, including protected bike lanes, sidewalks, and trail connections. Comments also emphasized the need for more reliable and accessible transit, as well as concerns about long delays at railroad crossings, echoing earlier calls for grade separations and improved emergency access.

Preferred Strategies

When asked how to achieve the goals, participants consistently prioritized strategies that use physical infrastructure improvements like better sidewalks, safer crossings, lighting, and roadway maintenance. Education and enforcement strategies received moderate support but were viewed as secondary to infrastructure upgrades.



Street Design Tradeoffs

Street design preferences revealed tradeoffs between modes. On major arterials, nearly half of respondents favored an additional lane for cars, while one-third supported dedicated transit lanes and about one-fifth preferred protected bike lanes, as shown on Figure 3.

On minor arterials and collectors, however, a majority of respondents favored bike and pedestrian infrastructure suggesting stronger support for multimodal features on smaller streets, as shown on Figure 4 and Figure 5.

Figure 3: Major Arterial Street Design Preferences

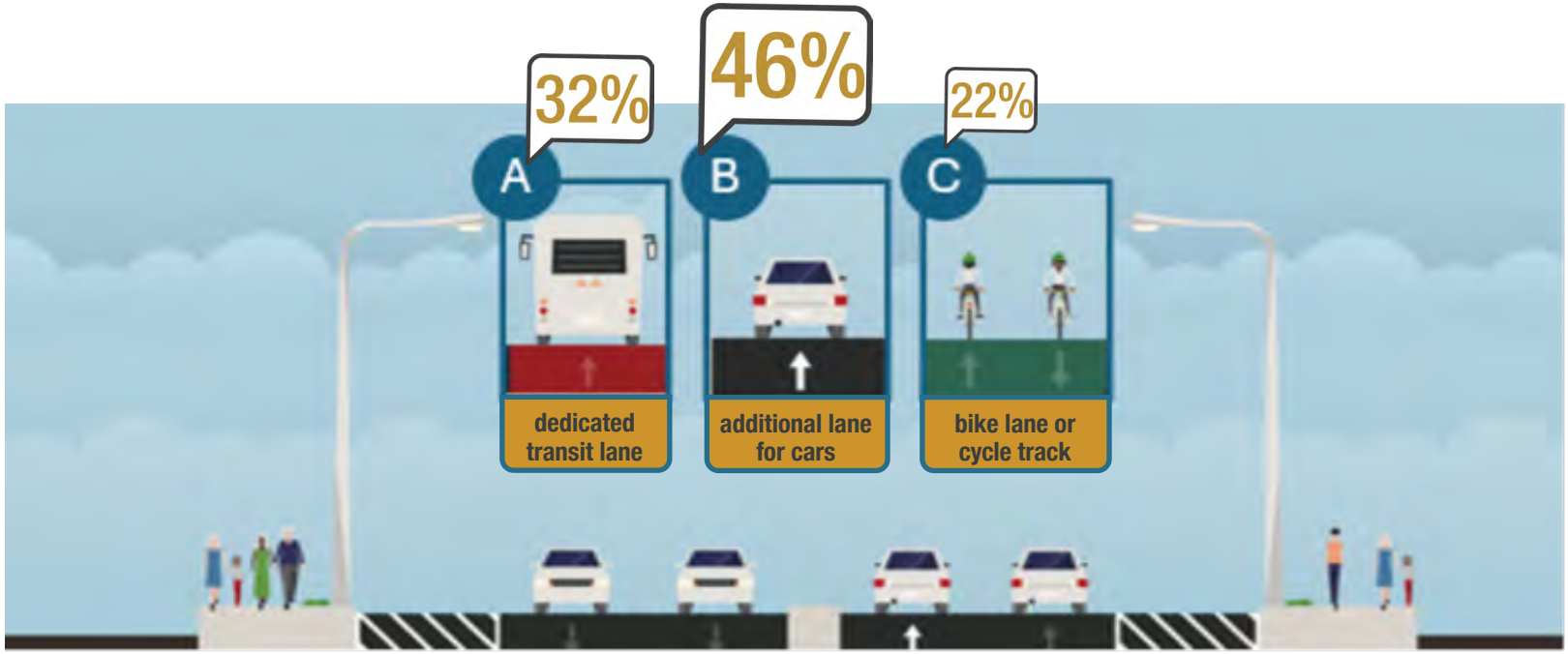


Figure 4: Minor Arterial Street Design Preference

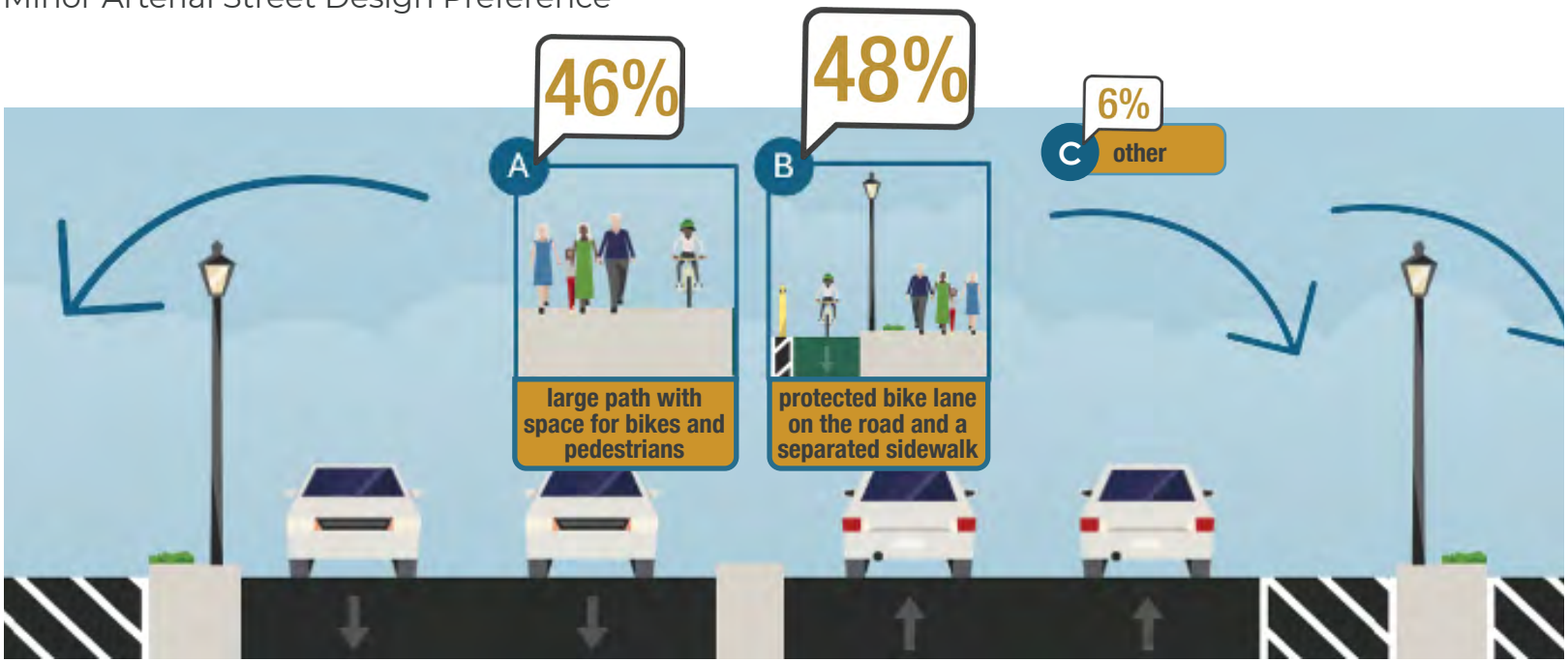
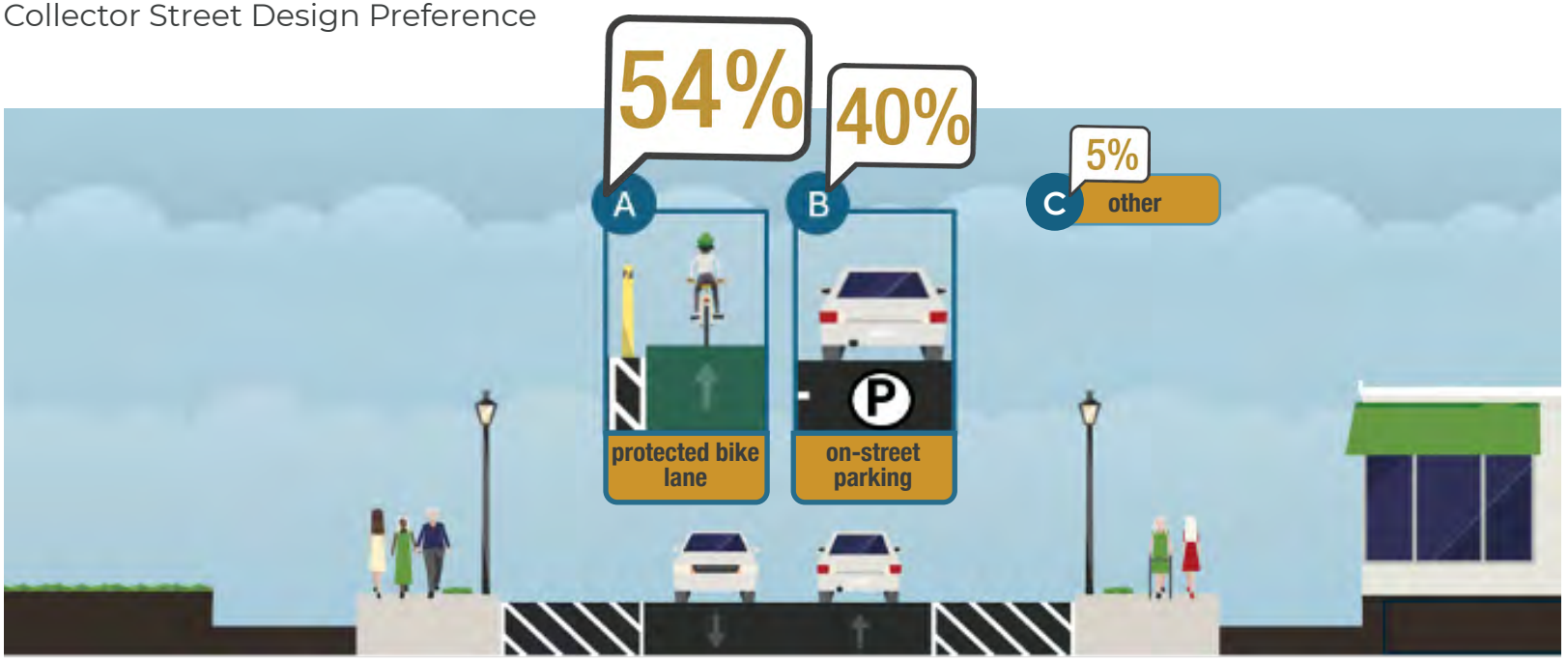


Figure 5: Collector Street Design Preference



Phase 3: Validation

For the third phase of engagement, the Draft Transportation Plan was posted online for public review for five weeks and promoted through the Commerce City website and social media channels. It was also featured at the September 25, 2025 SpeakUp Commerce City event at the Bison Ridge Recreation Center, where community members could review materials and share feedback in person.

Public feedback reflected strong community interest in improving roadway safety, transit access, and connections for people walking and biking. While many comments expressed concern that the draft plan might not fully address key needs, most of the issues raised are directly addressed in the final plan recommendations.

Comment Themes

Transit Access and Reliability

Many residents emphasized the need for expanded north–south transit service, particularly along Quebec Parkway and Highway 2. The final plan includes strategies within the City's control to support transit improvements, such as enhancing stop access and comfort, pursuing capital projects that improve bus speed and reliability, and continuing to advocate with RTD for expanded service coverage through ongoing coordination and future planning efforts.

Railroad Crossings

Several comments highlighted the impacts of trains blocking intersections, especially along 96th Avenue and 104th Avenue. The plan addresses this concern by recommending grade-separated crossing at 96th Ave and new interchanges along 104th Ave, which would improve safety and reduce congestion for commuters and emergency responders.

Traffic and Safety at Key Intersections

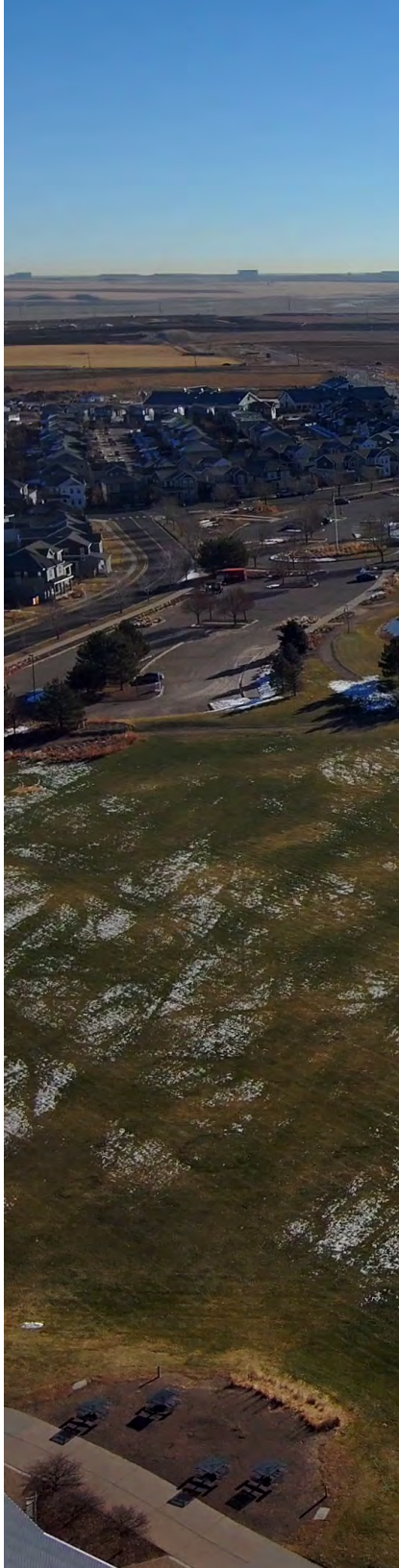
Concerns about congestion and frequent crashes, particularly near 120th Avenue and Chambers Road, underscore the need for proactive planning. The plan's capacity and safety improvement projects are designed to anticipate future growth and ensure key intersections can safely accommodate increased travel demand.

Walking and Biking Connections

Residents requested more walking and biking facilities, especially in the Belle Creek area and connections to the South Platte River Trail. The plan recommends on-street bicycle and pedestrian connections to regional trails and expanded local networks to improve comfort, safety, and connectivity.

Proactive Planning and Implementation

Multiple comments stressed the importance of planning ahead rather than reacting to congestion or safety problems. The Transportation Plan fulfills this request by establishing a proactive framework to prioritize investments, balance roadway capacity with multimodal improvements, and align infrastructure expansion with future development.



3 | Current and Future Conditions

To build a transportation system that meets the needs of Commerce City today and in the future, it's important to understand how people currently move around the city, where the transportation network is performing well, and where gaps and challenges exist. This chapter provides a snapshot of current conditions across all modes, including driving, walking, biking, transit, and freight, and identifies how those conditions are expected to evolve as the city continues to grow.

The analysis draws from recent data on population, employment, travel behavior, and infrastructure. It highlights where demand is increasing, which areas face safety or access concerns, and how transportation needs vary across different parts of the community. Forecasts for 2050 help estimate future traffic volumes, commuting patterns, and system demands, providing a foundation for the recommendations presented in Chapter 4 this Plan.

By identifying current issues and future trends, this chapter helps ensure that Commerce City's transportation investments are informed and positioned to support a safe, connected, and resilient network for all users.

Community Profile

Commerce City is currently home to over 70,000 residents, with approximately 13,300 people living outside the city limits but within the designated urban growth boundary. In 2023, the city had about 28,500 households, a number that is projected to grow by nearly 60 percent to roughly 45,000 households by 2050. Much of this growth is expected in the Core City and Northern Range areas. In particular, the Tower Road corridor is anticipated to experience significant development, consistent with greenfield development patterns seen in other parts of the Denver metro area near the airport. Figure 6 shows the projected household density in 2050, highlighting areas of concentrated residential growth.

Commerce City's Urban Growth Boundary, established through intergovernmental agreements (IGAs), defines where the City expects urban development to occur and where it plans to extend infrastructure and services. The Future Growth Areas identify land that may be annexed over time. These areas remain under other jurisdictions but are planned for potential long-term development consistent with the Commerce City Comprehensive Plan.

Commerce City also serves as a major employment hub. In 2023, there were approximately 37,600 jobs in the city. By 2050, that number is expected to nearly double to around 74,000 jobs. According to U.S. Census data, many of these jobs are in transportation and warehousing, construction, manufacturing, and administrative services, sectors that benefit from the city's strategic location near major freight corridors, industrial centers, and Denver International Airport. Most future job growth is expected to occur in existing employment areas through the expansion of current businesses and the development of new commercial and industrial spaces. Projected employment density in 2050 is shown on Figure 7, which illustrates continued growth in the city's major job centers.

Figure 6: Future Household Density (2050)

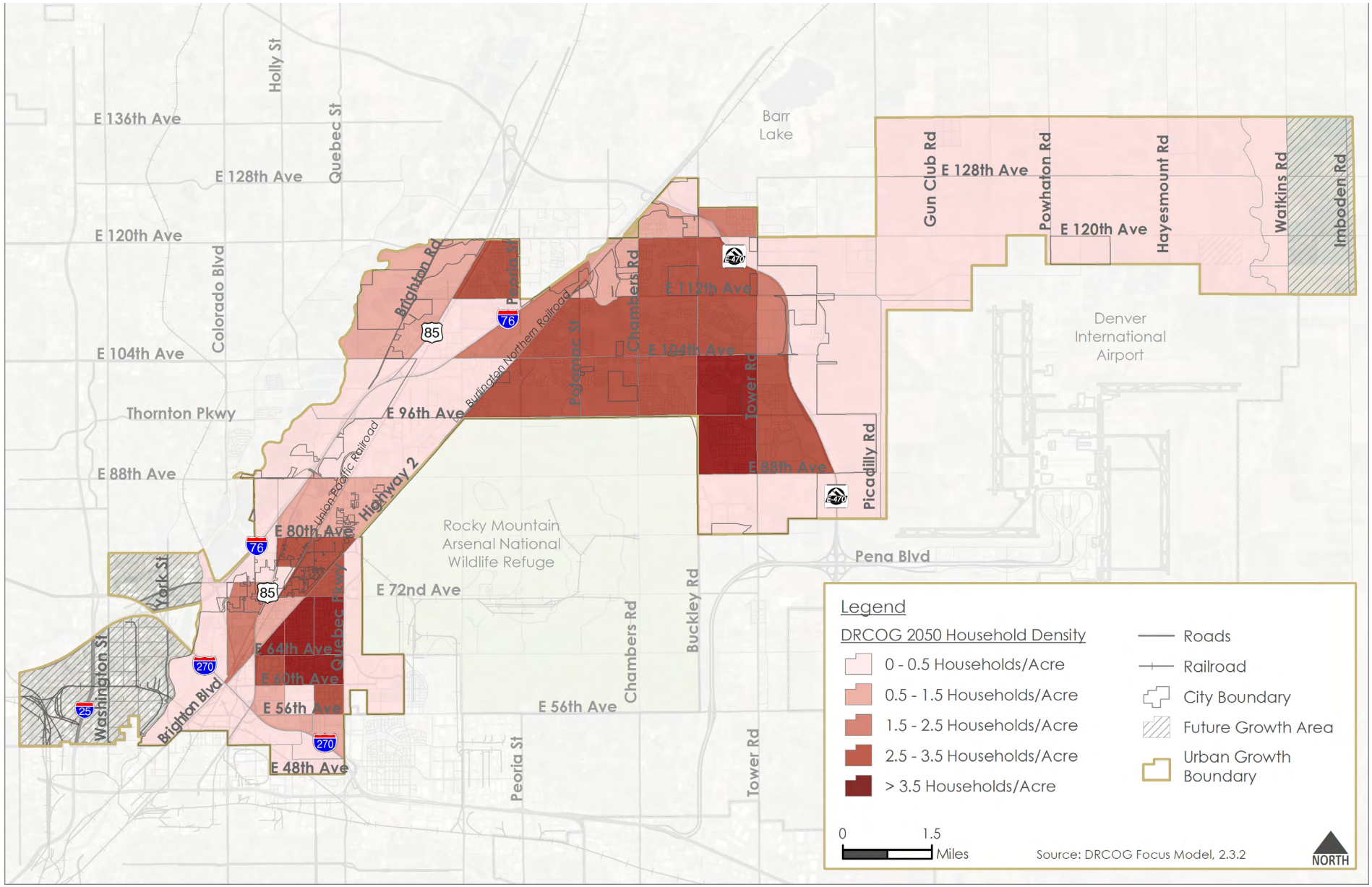
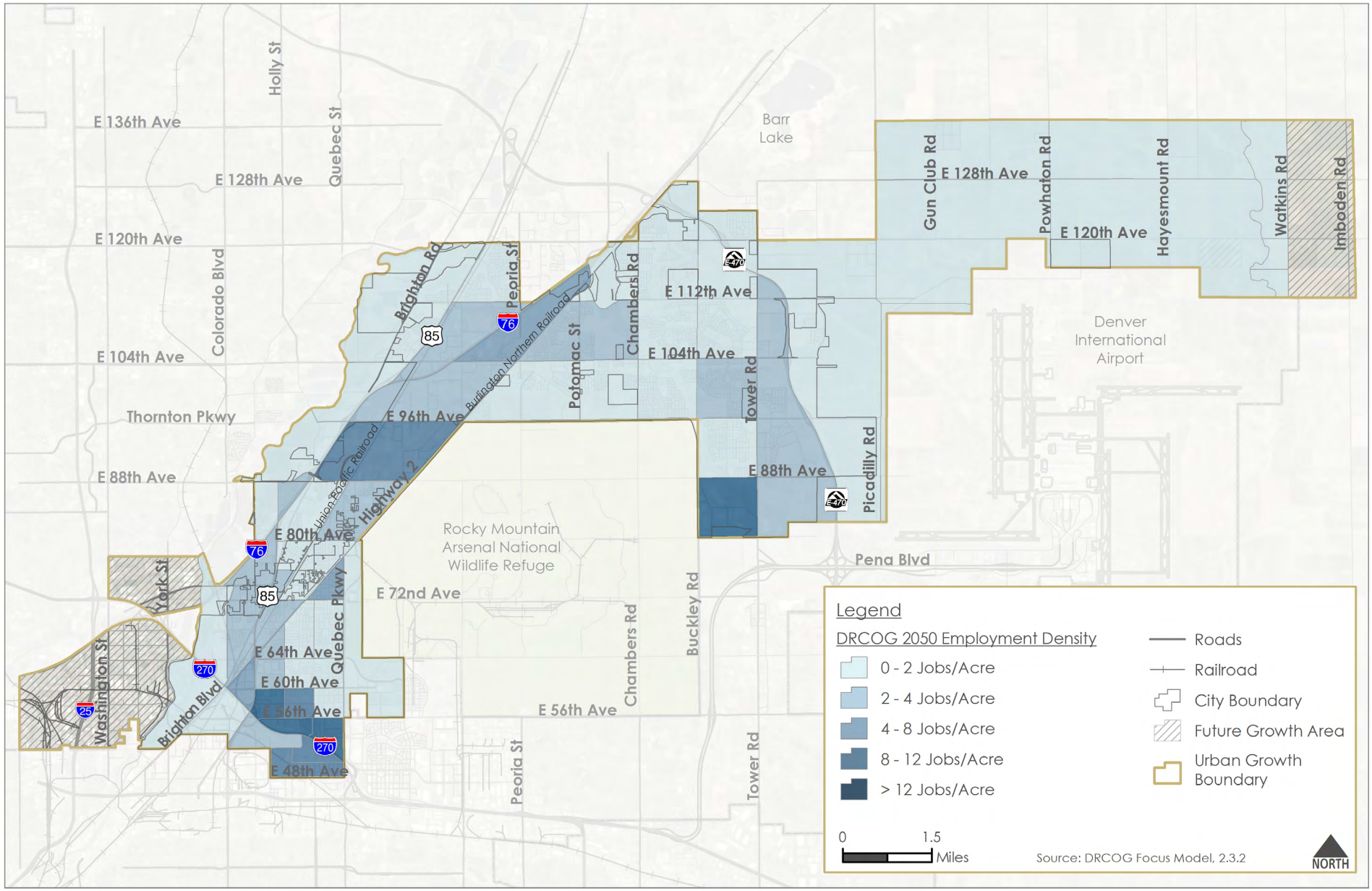


Figure 7: Future Employment Density (2050)



Travel Patterns

Understanding the travel patterns of residents, workers, and visitors provides context into how many people are traveling, their origins and destinations, which transportation mode they are using, and how long it takes to reach their destination. This information can provide insight into where and what types of future improvements may be the most valuable.

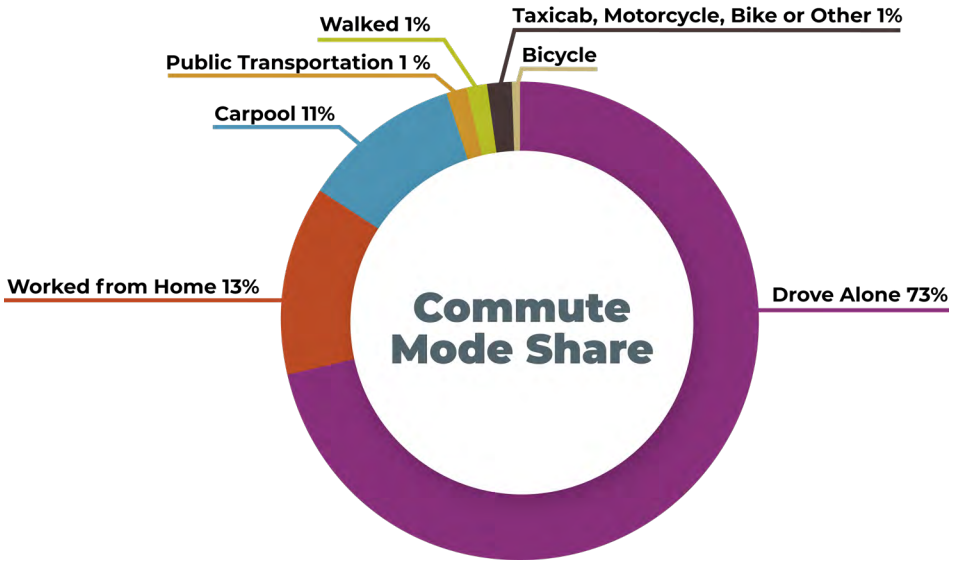
Commute Mode Share

Most Commerce City residents commute by car. In 2022, about 84 percent of workers drove to work, with 73 percent driving alone and 11 percent carpooling. Residents used alternative transportation options far less frequently. Only 1 percent of residents took transit, and 1 percent walked to work. No commute trips by bicycle were recorded in the 2022 data. Roughly 13 percent of residents worked from home, reflecting a shift in work patterns following the COVID-19 pandemic. While this percentage may change in future years, remote work is expected to remain a significant factor in travel behavior. Figure 8 shows the breakdown of commute modes used by Commerce City workers.

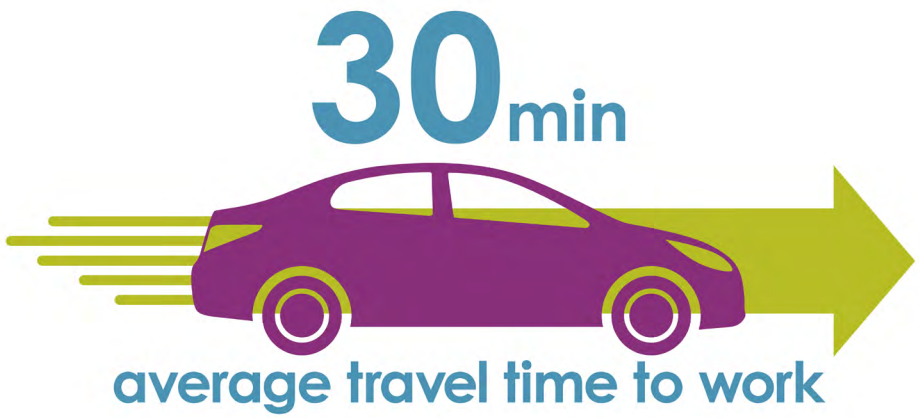
Travel Time

Commute patterns are shaped not just by distance, but by the number of people using the same routes during peak hours. In Commerce City, the average one-way commute time is approximately 30 minutes, which is slightly longer than the statewide average of 27 minutes. Nearly half of residents (48 percent) have a commute of less than 30 minutes, while about one-third commute between 30 and 44 minutes. Around 19 percent of workers report commute times of 45 minutes or more.

Figure 8: Commute Mode Share



Source: U.S. Census Bureau American Community Survey 2022 5-Year Estimates



Source: U.S. Census Bureau American Community Survey, 2022 5-Year Estimates

Inflow and Outflow

Inflow and outflow data from the U.S. Census Longitudinal Employer-Household Dynamics (LEHD) program provide insight into how people move between where they live and work. In 2021, approximately 25,780 Commerce City residents commuted out of the city for work, while 33,520 workers commuted into the city from surrounding areas. An additional 3,000 residents both live and work within Commerce City.

Overall, the number of jobs located in Commerce City exceeds the number of working residents by nearly 7,000, reinforcing the city's role as a regional employment center. These trends highlight the importance of providing convenient and reliable transportation options for both inbound commuters and residents traveling to jobs within the city, particularly in key employment areas where job growth is expected to continue. Figure 9 illustrates this inflow and outflow pattern, including the most common cities of origin and destination for Commerce City workers.

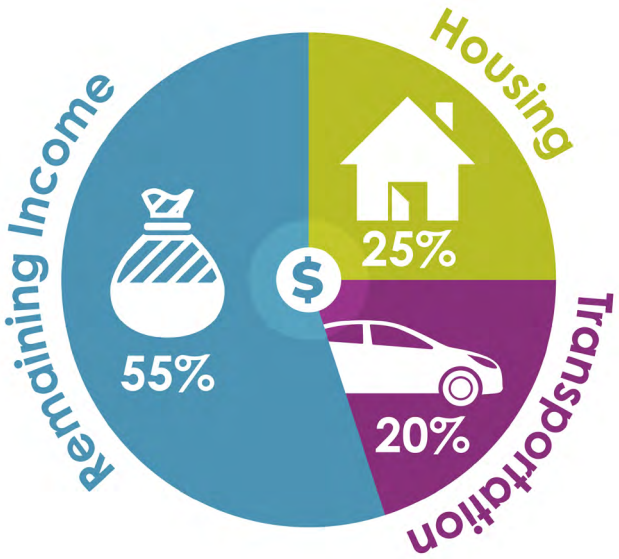
Housing and Transportation Affordability

The Housing and Transportation (H+T) Affordability Index measures the combined cost of housing and transportation as a percentage of household income, offering a more complete view of affordability than housing costs alone. The national benchmark is 45 percent of income.

In Commerce City, households spend exactly 45 percent of their income on housing and transportation, right at the national threshold. On average, 25 percent goes toward housing and 20 percent toward transportation, which includes costs like fuel, maintenance, insurance, and transit. The typical household spends $16,030 per year on transportation alone, making it one of the largest expenses after housing.

Figure 9: Commuter Inflow and Outflow

Source: U.S. Census Bureau American Community Survey, 2021 5-Year Estimates, Longitudinal-Employer Household Dynamics Program



Source: The Center for Neighborhood Technology H+T Affordability Index, 2024

Groups with Specific Transportation Needs

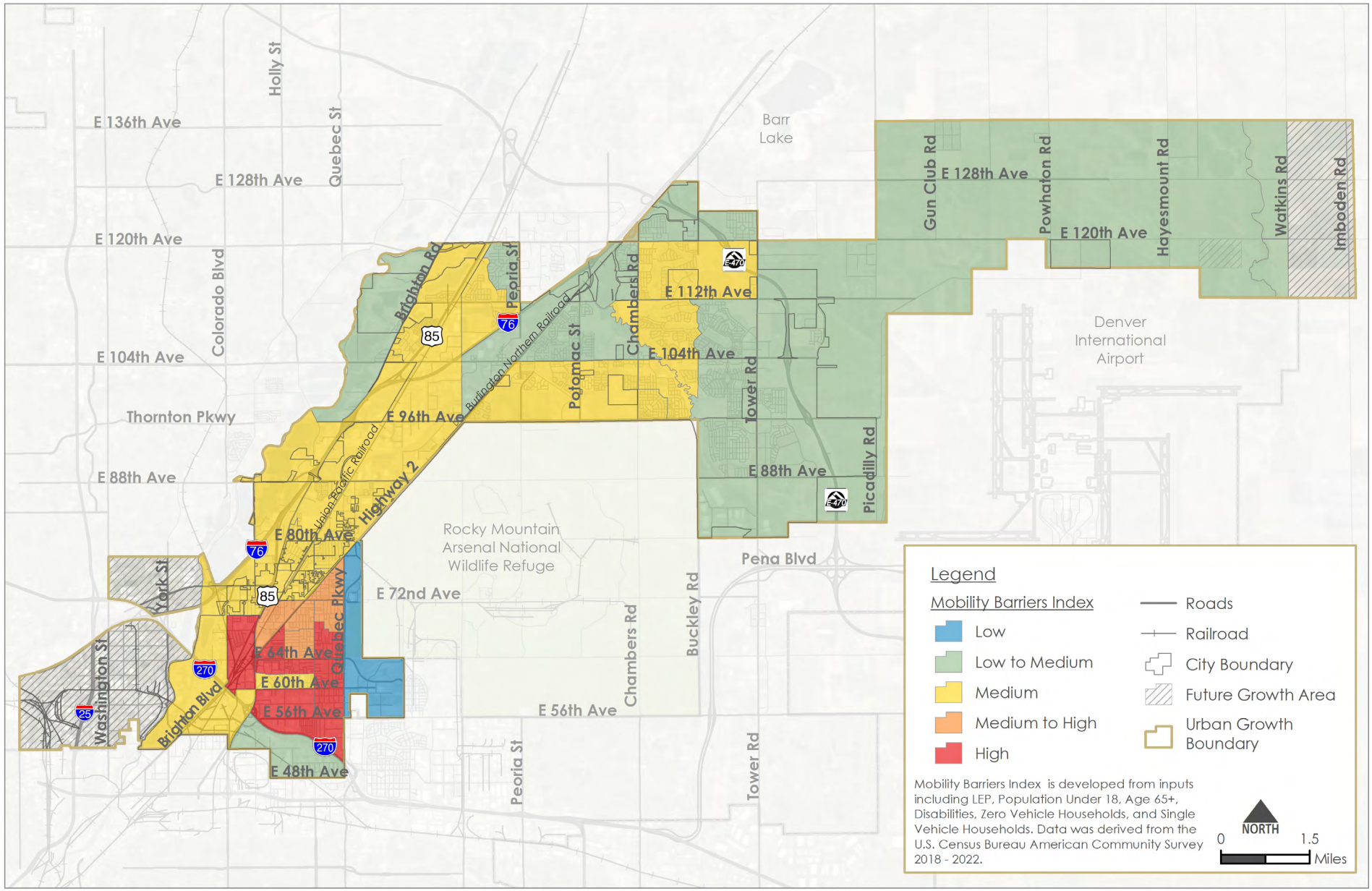
A well-designed transportation system should support the needs of all community members by providing safe and reliable ways to reach important destinations. Some groups, however, experience specific mobility challenges that can make travel more difficult. These challenges may include physical barriers, limited transportation choices, or difficulty reaching key services.

Understanding where mobility barriers exist is important for planning improvements that help people move around more easily. This includes identifying areas with safety concerns and recognizing where certain users may face greater difficulty than the general population. By focusing on these needs, Commerce City can develop practical solutions that improve access and support everyday travel for residents.

Mobility Barriers

Mobility barriers affect people with disabilities, youth, older adults, people with limited English proficiency (LEP), and households with one or no vehicles. These individuals may be unable or choose not to drive, making them more reliant on walking, biking, or transit. Combining data across these groups helps to better understand where enhanced mobility options are most needed. The Core City area again stands out as having a higher concentration of residents who may face these challenges (Figure 10).

Figure 10: Mobility Barriers Index

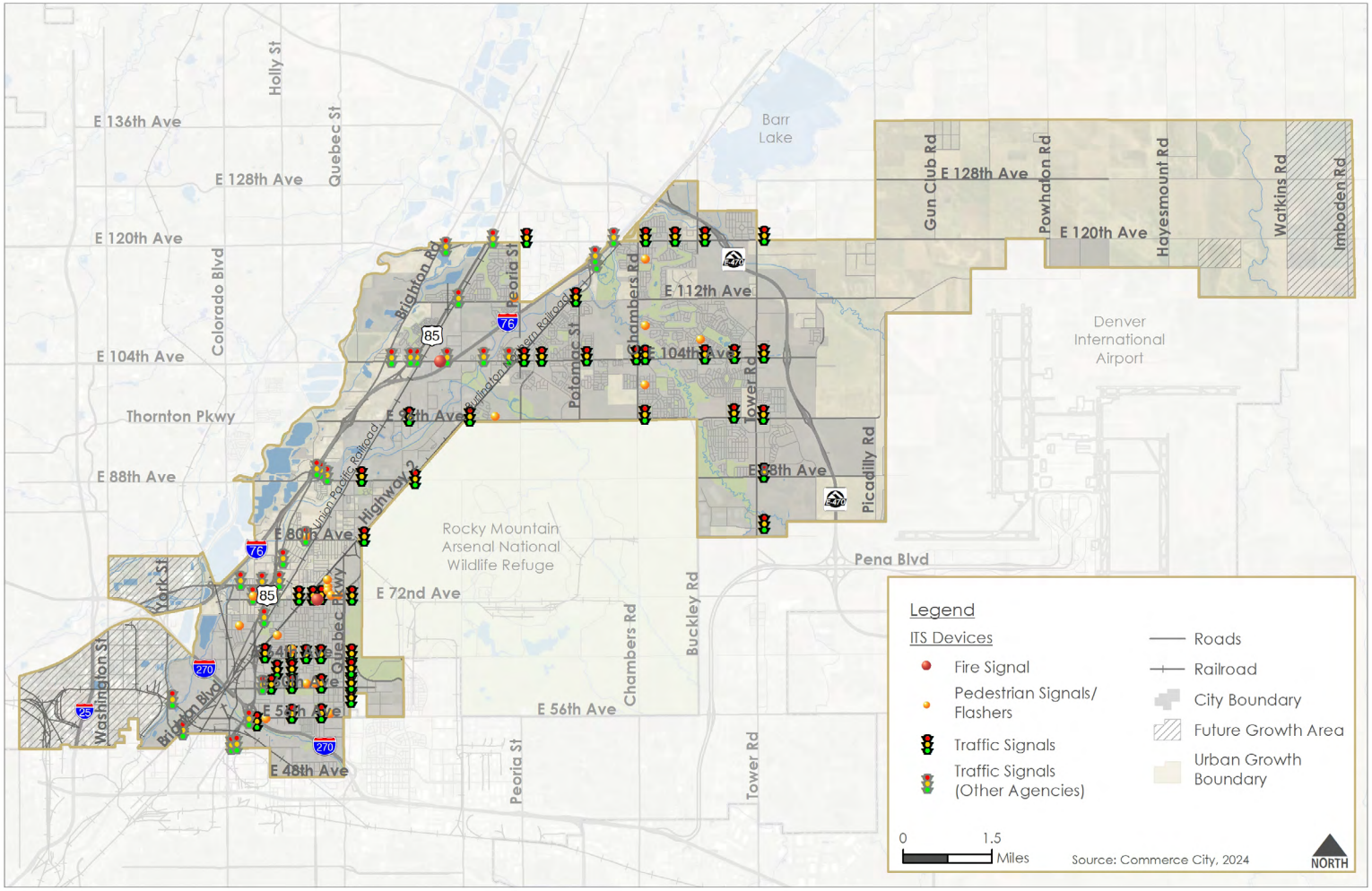


Roadway Network

Commerce City has a growing roadway network that supports regional travel, industrial freight movement, and local access. This Transportation Plan focuses on city-owned arterial and collector roads, which play a vital role in connecting neighborhoods, businesses, schools, parks, and key destinations across the city. While local residential streets are not the primary focus of this Plan, they are considered in the context of access, connectivity, and multimodal needs. Highways, tollways, and other major facilities owned and operated by agencies such as Colorado Department of Transportation (CDOT) and E-470 Authority are also not the focus of this Plan, although they are important components of the broader regional network and were considered in the analysis.

Commerce City's roadway network includes several important corridors that serve as the city's main thoroughfares. These include major north-south routes such as Quebec Parkway, Tower Road, and Highway 2 and key east-west corridors such as E 96th Avenue, E 104th Avenue, E 56th Avenue, and E 120th Avenue. These roadways support a wide range of users and serve as the foundation for Commerce City's multimodal system (Figure 11).

Figure 11: Roadway Network and Signals



Traffic Signals and Intelligent Transportation Systems Infrastructure

Traffic signals play a critical role in managing roadway operations and ensuring the safe and efficient movement of people and vehicles. Commerce City owns and operates approximately 50 traffic signals, with about half located in the Core City area. These signals are essential for supporting traffic flow, reducing delays, and improving safety at key intersections. However, many of the signals in the Core City are outdated and have exceeded their expected service life, limiting the City's ability to implement newer technologies that enhance system performance and user safety. Of the approximately 50 traffic signals in Commerce City, 36 are currently connected to the communication system. The remaining signals are split between the south and north parts of the city, highlighting the need for continued strategic investment in expanding and upgrading the fiber network.

Pavement Condition and Maintenance

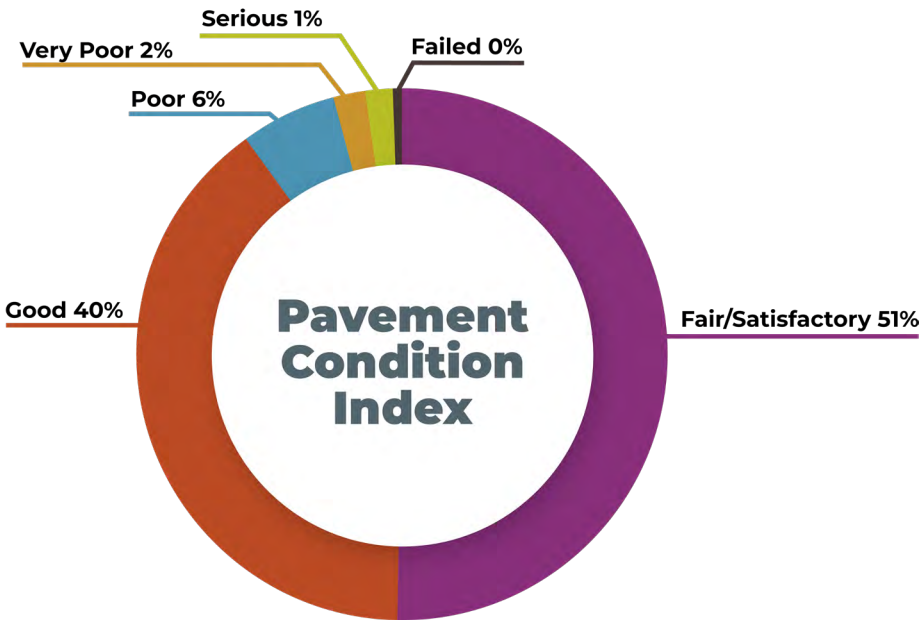
Pavement condition is a key indicator of roadway health and helps determine where maintenance or repairs are needed. Figure 12 shows the percentage of city-owned roads in each condition category. More than 90 percent of Commerce City's roads are currently rated in good or fair/satisfactory condition. The remaining 9 percent are in poor or worse condition. If left unaddressed, these segments risk further deterioration, which could lead to significantly higher repair costs in the future.

Commerce City uses a pavement maintenance plan that evaluates road condition, traffic volume, and roadway type to determine needed repairs. Maintenance types include:

- **Routine:** Crack sealing, mastic asphalt sealing, pothole patching.
- **Preventive:** Slurry or chip seal to extend life of roads in good condition.
- **Corrective:** Structural repairs like resurfacing or mill and overlay.

When pavement reaches the end of its life, full reconstruction is required, especially for concrete roads, which are durable but harder to repair. A regular maintenance schedule preserves road quality, lowers long-term costs, and keeps travel smooth and safe.

Figure 12: Pavement Condition Index



Freight

Freight movement is a critical component of Commerce City's transportation network and economy. With its proximity to Denver International Airport, major highways, and key industrial centers, the city serves as a regional hub for goods movement. Efficient and safe freight routes support local businesses, facilitate regional commerce, and connect the city to state and national markets. Figure 13 summarizes the truck and rail freight system in Commerce City.

Truck Routes

Commerce City has designated several key truck routes to support freight-dependent businesses, particularly those located near industrial areas and airport-adjacent developments. Major east-west truck corridors include E 120th Avenue, E 104th Avenue, E 96th Avenue, E 88th Avenue, E 72nd Avenue, and E 56th Avenue. Key north-south corridors include Quebec Parkway, Highway 2, Chambers Road, and Tower Road.

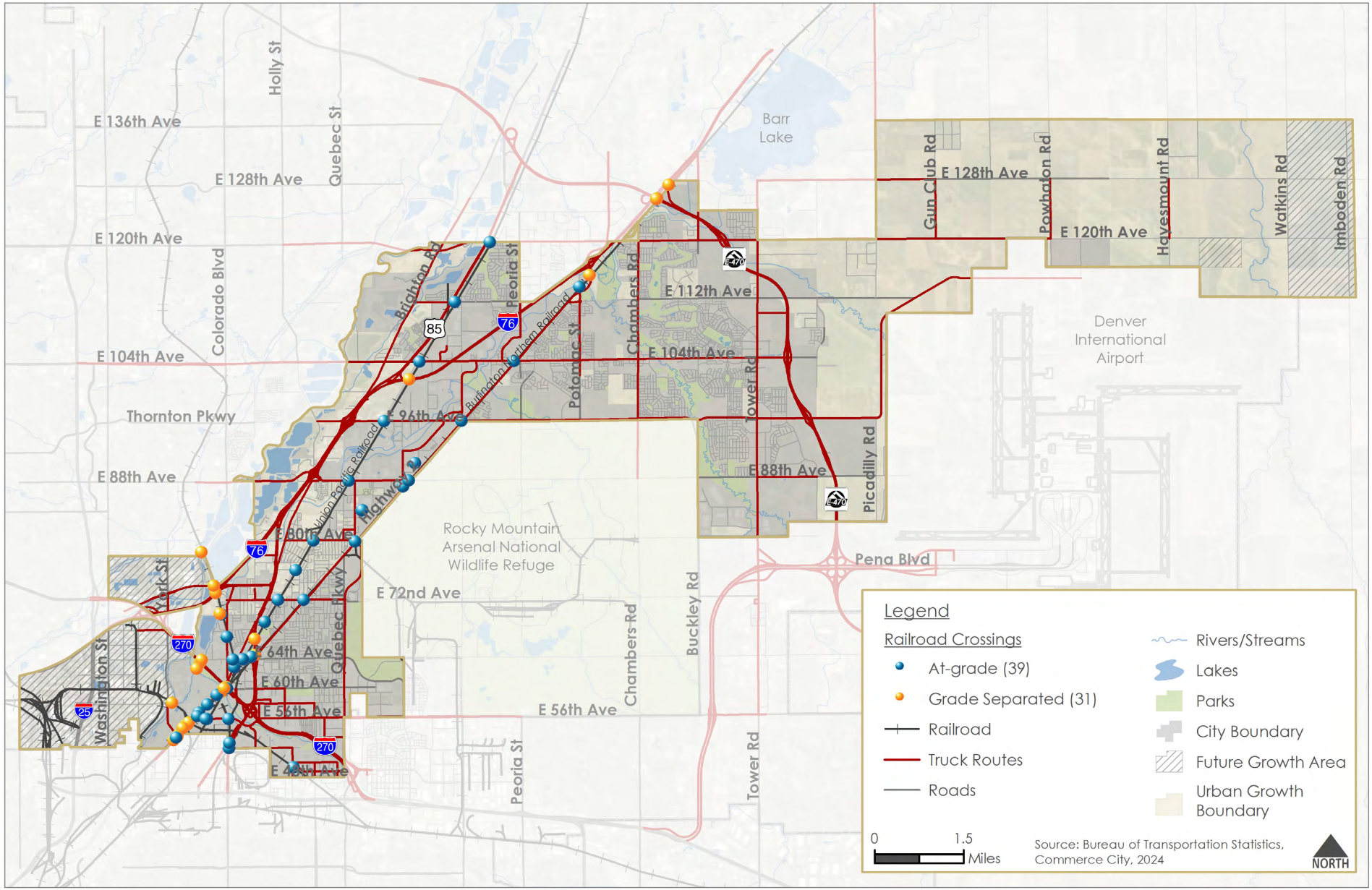
Railroads and Crossings

Two Class I rail lines serve Commerce City: BNSF, which runs east from Denver to Fort Morgan, and Union Pacific (UP), which extends north from Denver to Cheyenne, Wyoming. Together, these lines support both regional and long-haul freight operations. The city contains 39 at-grade and 31 grade-separated railroad crossings, most located along the BNSF and UP alignments. At-grade crossings can create delays and safety concerns, particularly for pedestrians and bicyclists. In addition, the Denver Rock Island Railroad, a Class III short line operator, serves local freight needs and manages its own yard, Silver Yard, west of Quebec Street.

To enhance safety and reduce noise impacts, Commerce City has established three railroad quiet zones, which allow trains to avoid sounding horns when approaching crossings in designated urban areas. These zones contribute to improved quality of life in adjacent neighborhoods while maintaining freight mobility.

Commerce City's short line railroads connect to five transload facilities across the city. These facilities enable the transfer of goods such as bulk liquids, aggregates, construction materials, and heavy equipment between rail and truck. Having this flexibility helps businesses move freight efficiently throughout the city, the region, and beyond.

Figure 13: Freight Routes and Railroad Crossings



Traffic Operations

Understanding current and future traffic volumes is essential for planning roadway and intersection improvements in Commerce City. Traffic data helps identify where congestion exists today and where growth is likely to create new challenges in the future.

Current traffic volumes are measured in vehicles per day (vpd), representing the average number of vehicles traveling on a roadway segment each day. Figure 15 shows the volumes collected between 2022 and 2023. This data establishes a baseline for evaluating performance and identifying capacity issues across the network.

To project future traffic patterns, the project team used the regional travel demand model developed by the Denver Regional Council of Governments (DRCOG). The model estimates how people will travel in 2050 based on where they live and work, the availability of roads and transit, and existing travel behavior patterns. The project team refined the model with local data, including planned road connections and updated land use assumptions, to better reflect conditions specific to Commerce City.

According to these forecasts, daily vehicle miles traveled (VMT) within the city are expected to grow from 1.09 million in 2023 to 1.89 million in 2050, an increase of 74 percent. This projected growth, illustrated on Figure 16, underscores the need for strategic transportation investments to maintain mobility, reduce congestion, and support future development.

Traffic Capacity

Traffic capacity refers to the maximum number of vehicles that can reasonably pass through a roadway segment under typical conditions during a set period, usually expressed as vehicles per day (vpd). Comparing existing and projected traffic volumes to planning-level capacity thresholds helps identify where congestion occurs or may develop in the future and where additional roadway capacity may be needed.

Roadway capacity is closely tied to level of service (LOS), a measure of how efficiently a road operates. When volumes approach or exceed a road's capacity, congestion increases and LOS declines. Understanding where these thresholds are met or exceeded helps guide decisions on future improvements. Figure 14 shows the volume-to-capacity (V/C) ratios for current conditions (2023) , projected conditions in 2050 without any network improvements and projected conditions with a full build out of the recommendations in this plan (Chapter 4). These future conditions reflect the city's expected growth and travel demand if no further infrastructure is added.

Figure 14: Current and Future Volume-to-Capacity

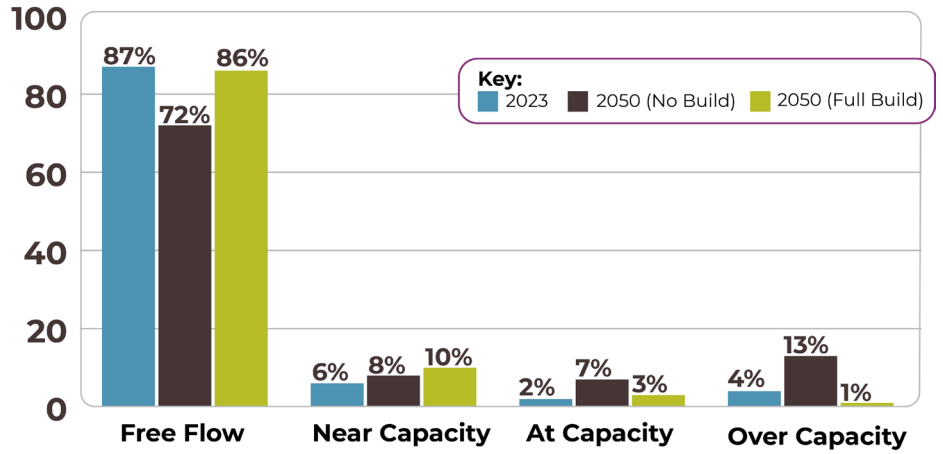


Figure 15: Existing Traffic Volumes

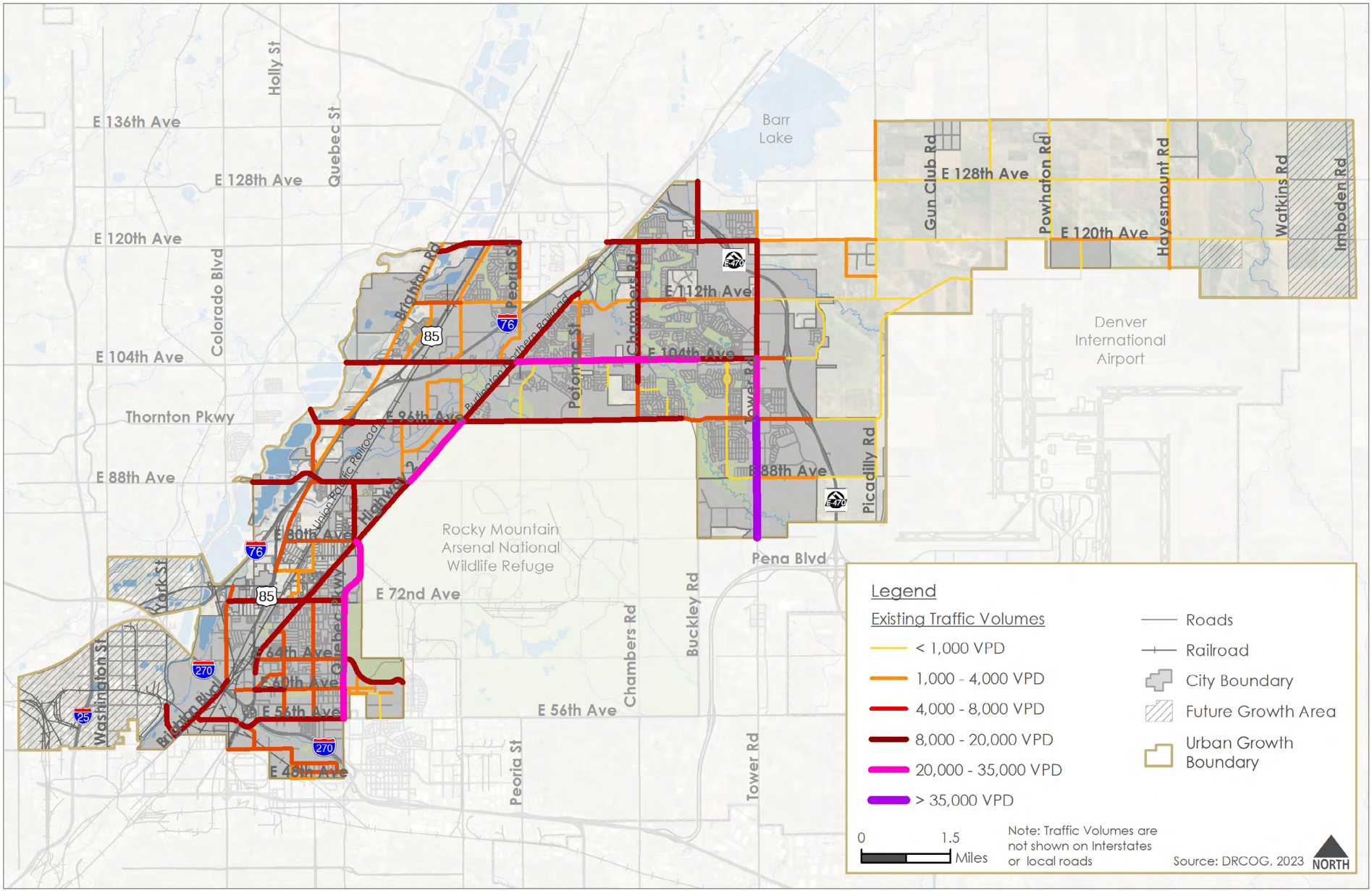
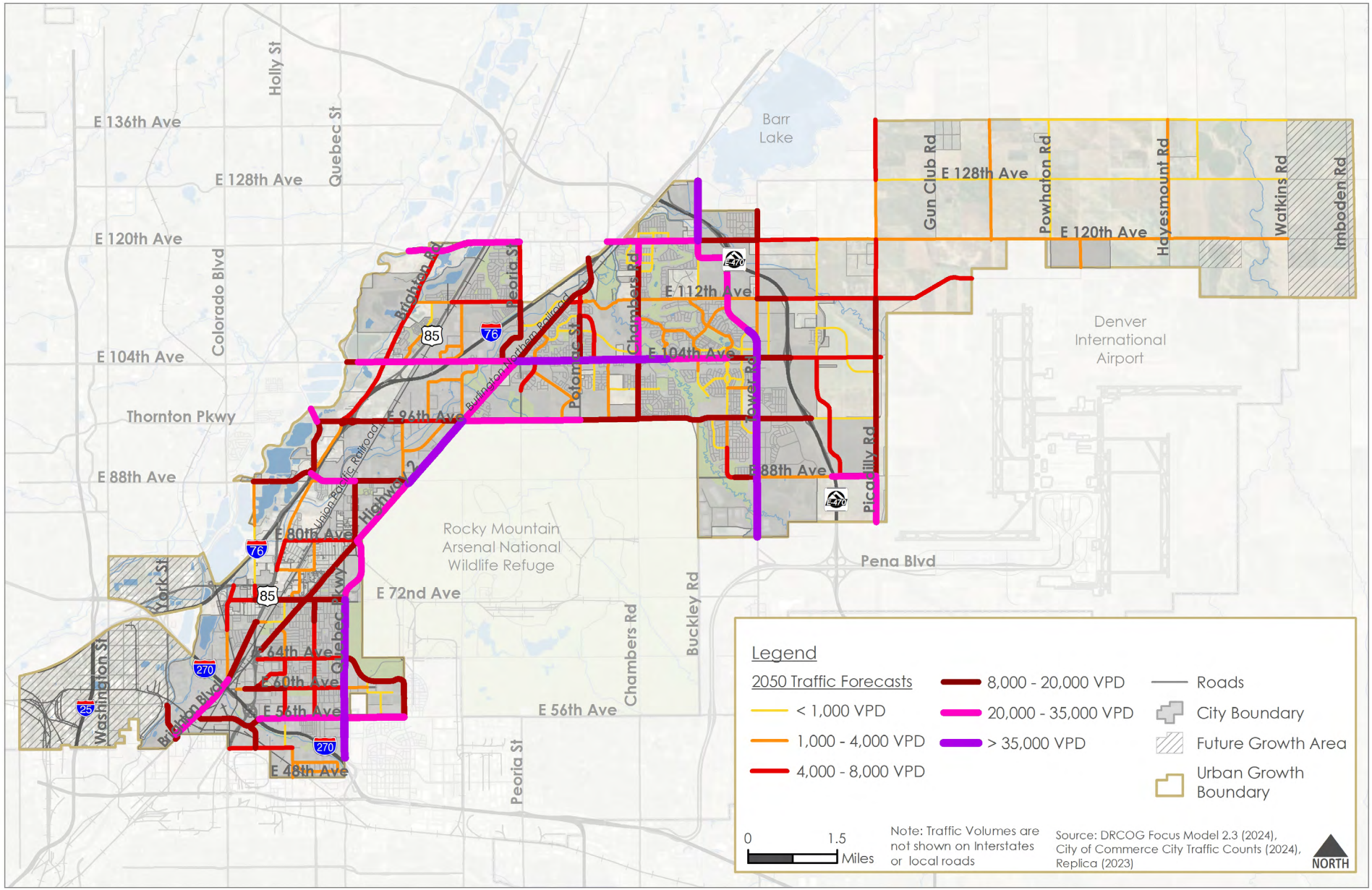


Figure 16: Future Traffic Forecasts (2050)



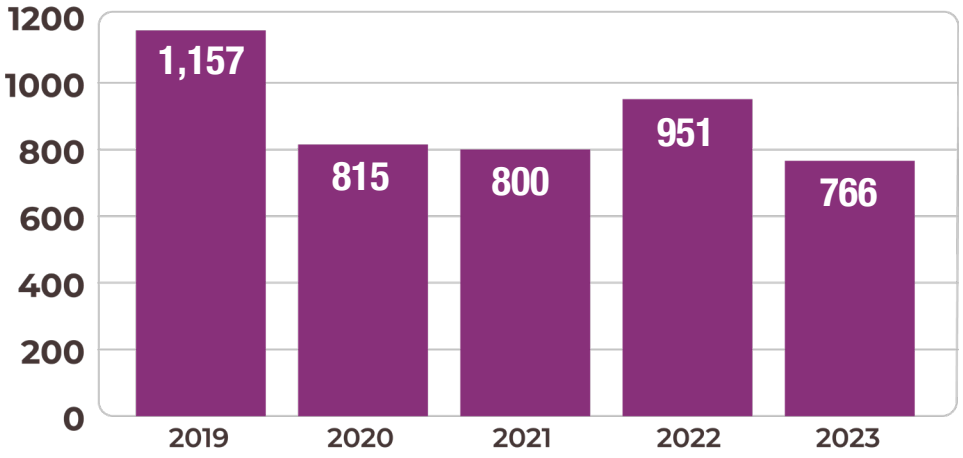
Safety

The project team analyzed crash data from January 1, 2019, to December 31, 2023, to understand roadway safety conditions in Commerce City. This analysis draws directly from the concurrent Safety Action Plan effort, which includes a much more in-depth review of crash patterns, contributing factors, and high-injury locations. While the Transportation Plan summarizes key findings, the Safety Action Plan serves as the primary source for detailed safety analysis.

The analysis looked at crash locations, types, and severity to identify patterns and trends. In some areas, crashes happened frequently. In others, fewer crashes occurred but were more severe. Both types of locations are important to consider when setting safety priorities. Only crashes that occurred on city-owned arterial and collector streets were included. Crashes on state highways and private roads were excluded, as the City does not maintain those facilities.

Over the five-year period, 4,489 crashes were reported. The number of crashes declined sharply in 2020 and 2021, likely due to reduced travel during the COVID-19 pandemic. Crashes increased again in 2022 but remained below 2019 levels (Figure 17).

Figure 17: Total Crashes by Year (2019-2023)



Of the total crashes, 29 (less than 1 percent of total crashes) resulted in a fatality and 89 (2 percent of total crashes) resulted in a serious injury. Another 23 percent involved a possible or non-incapacitating injury, while the remaining 74 percent resulted in property damage only (PDO). As indicated, in Table 1, the severity of crashes in the city is similar to statewide trends.

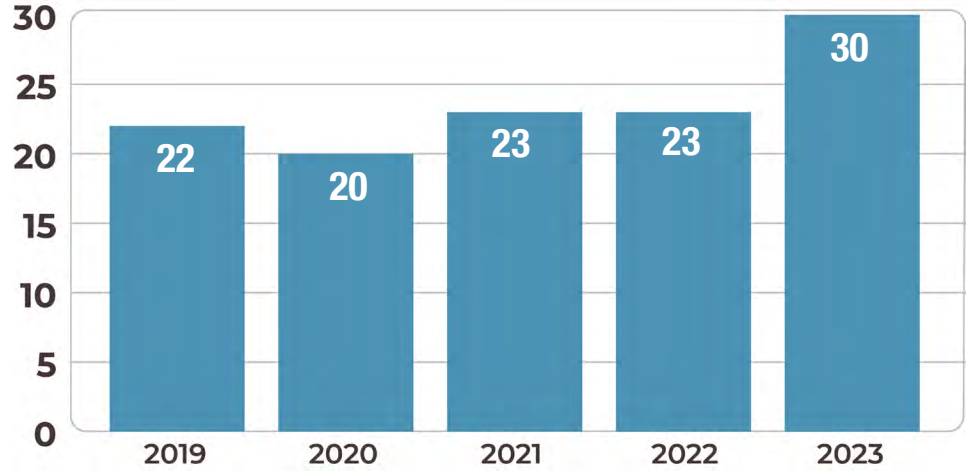
Table 1: Commerce City and Colorado Crash Severity Comparison (2019-2023)

Crash Severity	Commerce City	Colorado
Fatal	0.6%	0.6%
Serious Injury	2.0%	2.9%
Non-Incapacitating Injury	8.1%	8.3%
Possible Injury	14.7%	14.6%
Property Damage Only (PDO)	74.6%	73.7%

Between 2019 and 2023, there were 29 fatal crashes and 89 serious injury crashes. These severe crashes increased over time, with the highest number (30) recorded in 2023, as shown in Figure 18, even as the overall number of crashes decreased since 2019. Figure 19 maps the locations of these severe crashes across the city.

During the study period, 56 crashes involved pedestrians and 23 involved bicyclists. Of the 118 severe crashes in the study period, 3 percent involved biking; 12 percent, walking; and 85 percent, driving. This means that 15 percent of severe crashes involved a bicycle or a pedestrian. Most crashes involving a bicyclist or a pedestrian occurred in the Core City area, where the street grid is denser, destinations are closer together, and there is generally more bicycle and pedestrian activity.

Figure 18: Commerce City Severe Crashes by Year (2019-2023)



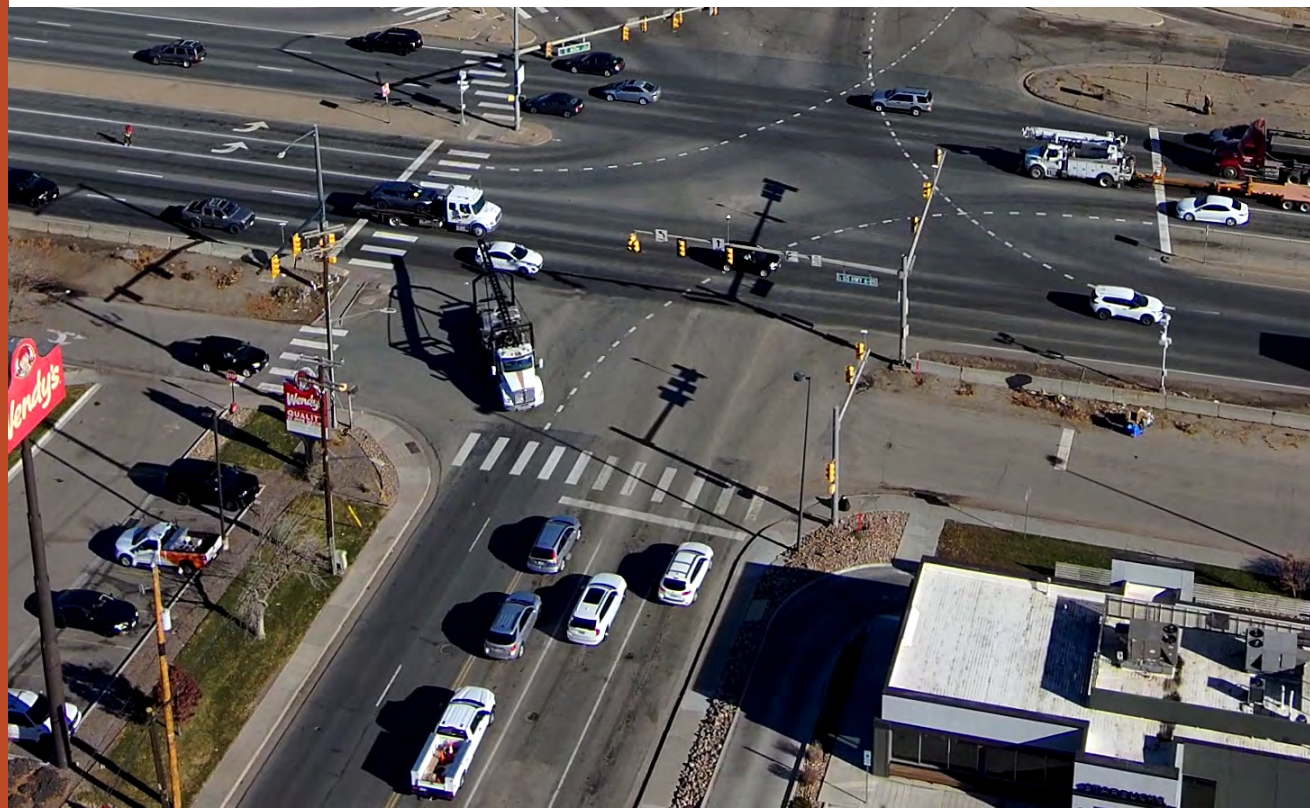
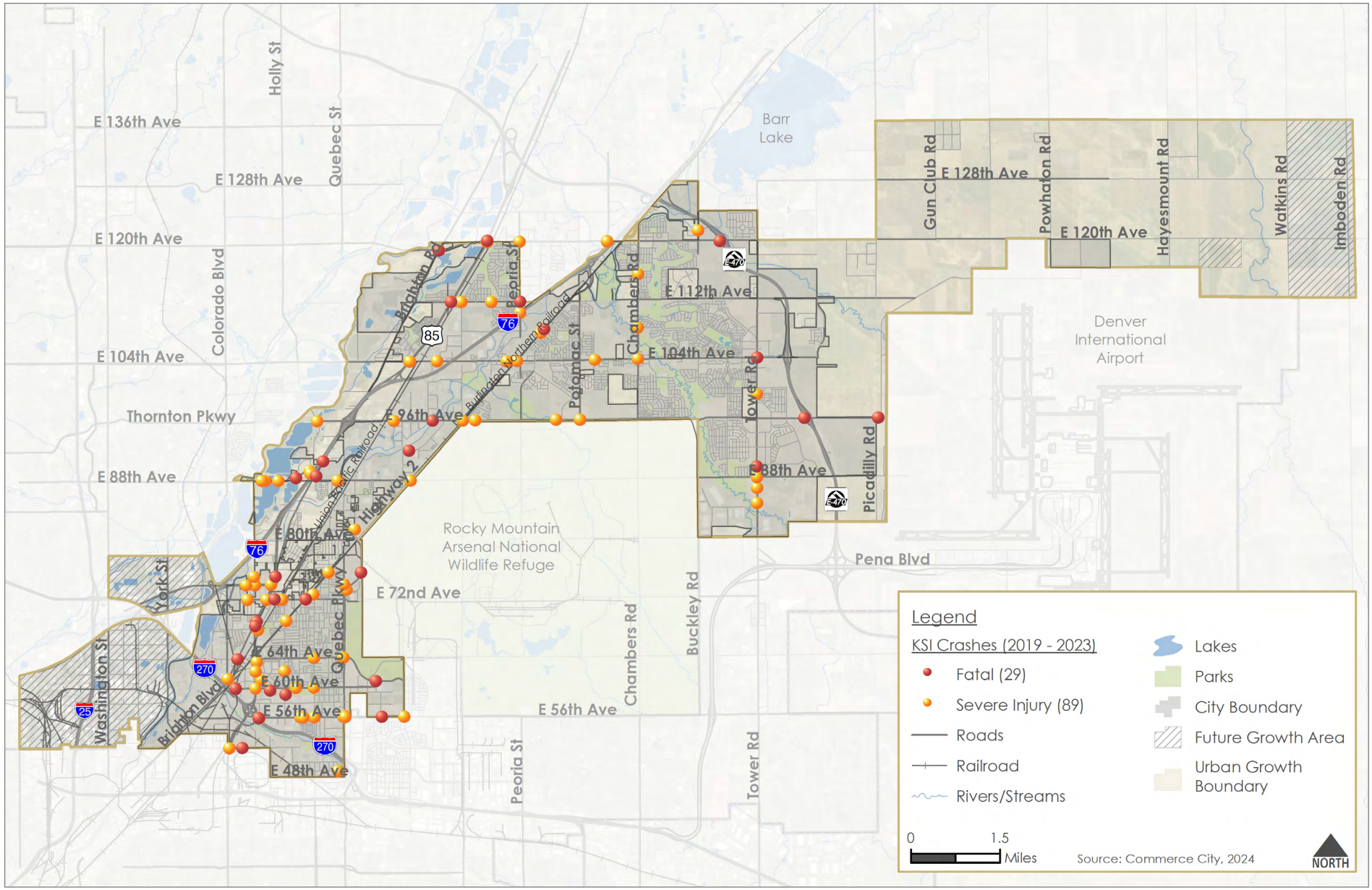


Figure 19: Fatal and Serious Injury Crashes (2019-2023)



Pedestrian, Bicycle, and Trail Networks

Pedestrian Network

High-quality pedestrian infrastructure is a vital part of a complete transportation system. Sidewalks and crossings connect people walking or using mobility devices, such as wheelchairs, to neighborhoods, jobs, schools, parks, and other key destinations. Sidewalks also support recreation, including walking, running, and biking. A well-connected sidewalk network helps make walking and wheeling safer, easier, and more comfortable throughout the city.

Trails provide additional mobility options for people walking, biking, or using wheeled devices. Local multi-use trails support short trips by linking neighborhoods, parks, schools, and open spaces. Regional trails offer longer-distance connections across the metro area and are often used for commuting or recreation.

Commerce City's trail system includes both hard- and soft-surface paths. Figure 20 shows the current sidewalk and trail network, along with identified sidewalk gaps. Currently, the City has identified 24 miles of sidewalk gaps, many of which are in the Core City area.

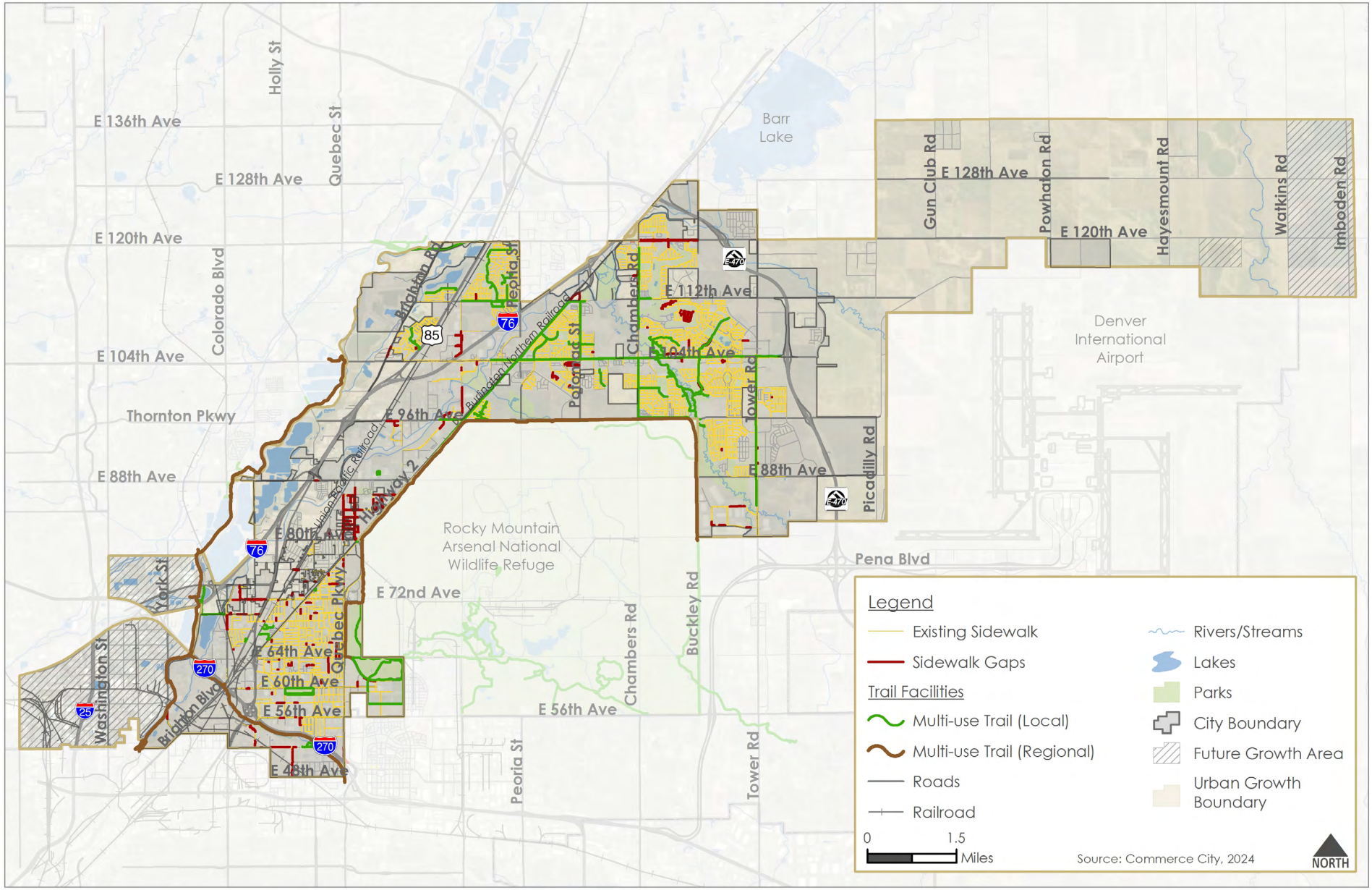
Walk Score

Walk Score, a tool developed by the company Walk Score (a subsidiary of Redfin), rates the walkability of cities, neighborhoods, and specific addresses across the United States. Scores are based on the distance to nearby amenities such as grocery stores, schools, parks, restaurants, and public transit. Additional factors like block length and intersection density are also used to estimate how pedestrian-friendly an area is. Homebuyers, renters, and planners commonly use Walk Score to understand how easy it is to live a car-free or car-light lifestyle in a given location.

Commerce City has an overall Walk Score of 30, which classifies it as "car-dependent," meaning most daily errands require a car. However, walkability varies across the city. Some areas score significantly higher. For example, the Derby neighborhood has a Walk Score of 60, while Central Commerce City and the Tichy area score 57 and 55, respectively. These areas are considered "somewhat walkable," where some errands can be accomplished on foot.

Variations in walkability reflect differences in street layout, proximity to destinations, and pedestrian infrastructure and help highlight areas where investments in sidewalks, trails, and crossings could have the most impact.

Figure 20: Existing Trails, Sidewalks, and Sidewalk Gaps

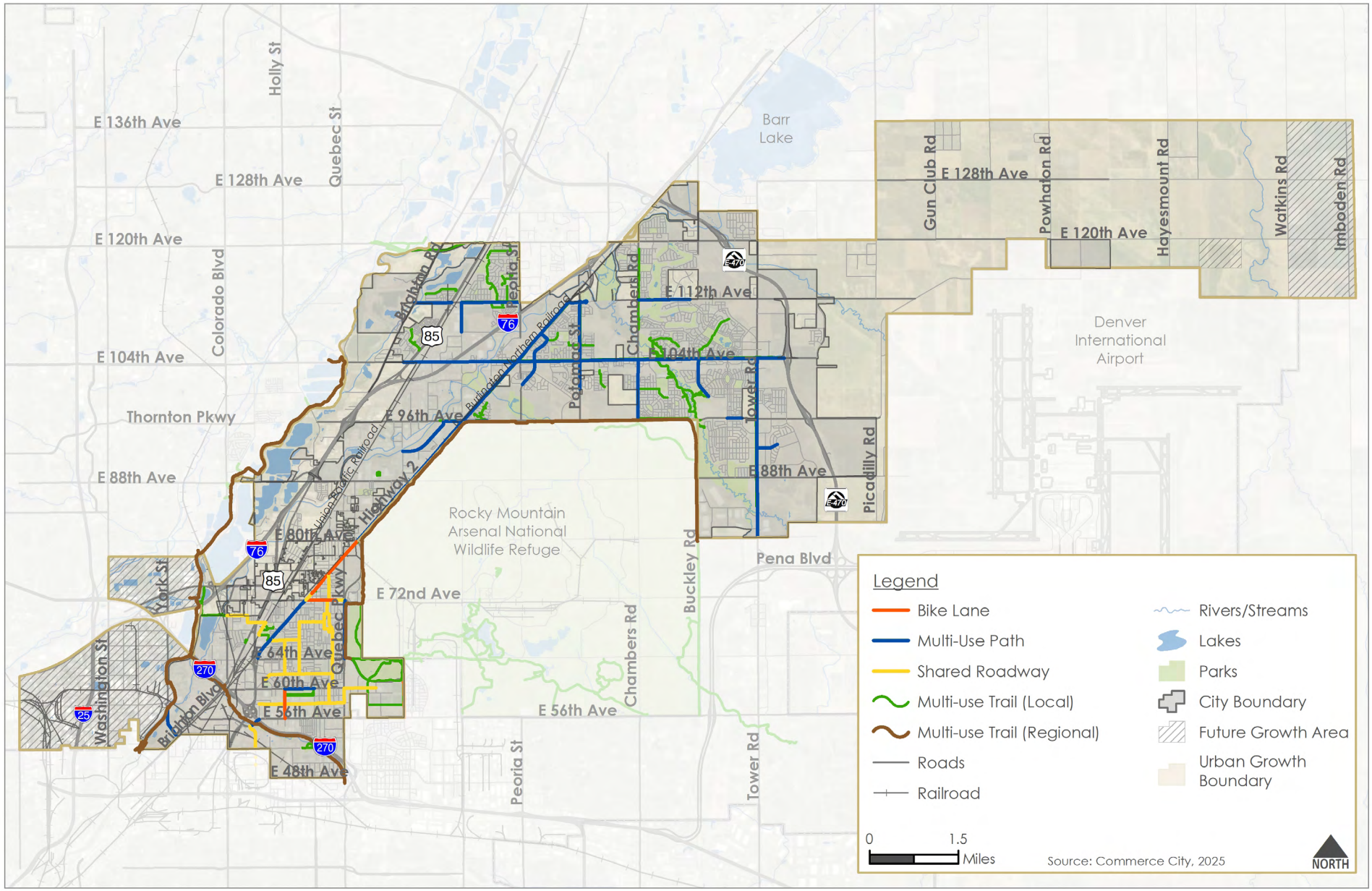


Bicycle Network

Bicycle infrastructure is an important part of a complete transportation system. Biking connects residents, workers, and visitors to jobs, schools, parks, community centers, transit, and other destinations. It also supports active transportation, which promotes health and well-being, a priority highlighted in the 2012 Walk Bike Fit Plan.

Today, Commerce City has about 11 miles of on-street bicycle routes. Figure 21 maps the current on-street bike facilities, along with the broader trail network. Only a few neighborhoods in the southern part of the city and along Tower Road have designated on-street routes, which include a mix of bike lanes and shared roadways. Multi-use paths and trails are more common, providing longer-distance and regional connections. However, there are gaps in the overall network, and upgrades are needed to create a well-connected, low-stress system that makes biking a safer and more comfortable option for people of all ages and abilities.

Figure 21: Existing Bicycle and Trail Network



Transit Service

Transit plays an important role in supporting mobility for residents, workers, and visitors in Commerce City. The Regional Transportation District (RTD) provides most public transit services through fixed-route bus lines, commuter rail, and paratransit. Additional mobility options include those offered by community-based providers that serve older adults, people with disabilities, and others with specific transportation needs. Together, these services connect people to jobs, schools, medical care, shopping, and recreation within Commerce City and the larger metro area.

Fixed Route Transit

RTD currently operates one commuter rail line (the N Line) and nine bus routes that serve Commerce City, as shown on Figure 22. According to the July 2024 RTD Runboard, the N Line, Route 37, and Route 48 operate every 30 minutes during peak hours, while most other routes provide service every 60 minutes.

In 2022, RTD adopted the Reimagine RTD System Optimization Plan (SOP), which outlines a series of changes to be implemented over five years. Changes include route realignments, improved service frequencies, and expanded coverage to better serve current and future population and employment centers. Table 2 summarizes proposed changes.

In 2026, RTD will begin a Comprehensive Operations Analysis (COA) to evaluate system performance and update the roadmap beyond the 2022 SOP, providing an important opportunity for Commerce City to coordinate with RTD on future service needs and potential improvements.

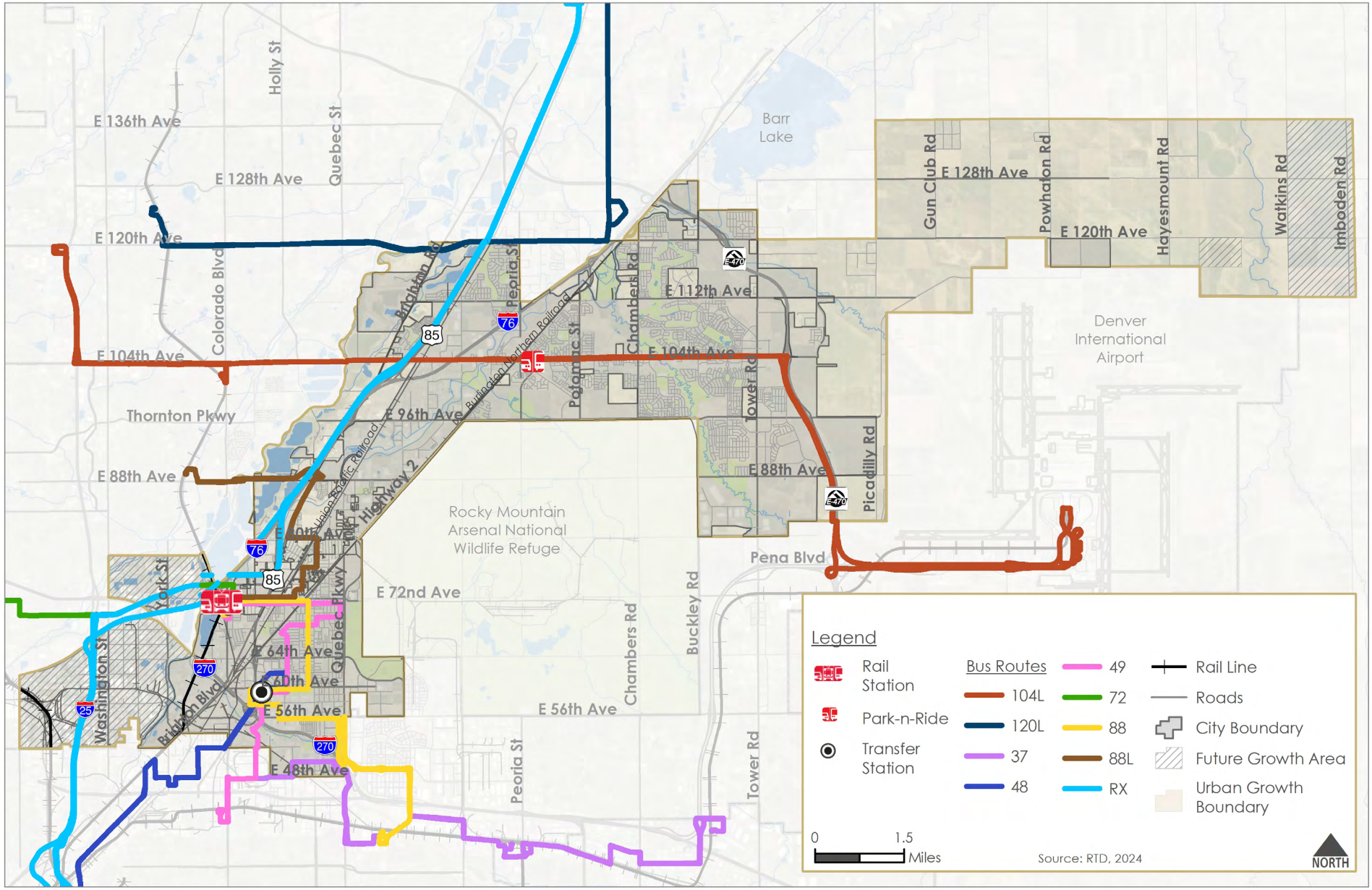
RTD also provides two Park-n-Ride facilities within the city:

- 104th/Revere Park-n-Ride serves Route 104L. It offers 90 vehicle parking spaces but does not have bike racks or lockers.
- Commerce City/72nd Avenue Station/Park-n-Ride connects the N Line to Routes 49, 72, 88, and 88L. It includes 330 vehicle spaces but also lacks bike parking facilities.

Transit ridership data from January 2024 shows that Commerce City averages nearly 2,000 weekday boardings at transit stops within city limits. The busiest stops are those served by multiple routes:

- Commerce City & 72nd Station sees the highest use, with approximately 490 average weekday boardings. The N Line and Routes 49, 72, 88, and 88L serve this station.
- 60th Avenue & Dahlia is another key location, with about 350 average weekday boardings across Routes 48, 49, and 88.

Figure 22: Fixed Route Transit



Paratransit and Accessibility Services

RTD Access-a-Ride

Access-a-Ride, RTD's complementary paratransit service, is designed for individuals who cannot use regular fixed-route bus or rail services due to a disability. This shared-ride service follows guidelines set by the Americans with Disabilities Act (ADA) of 1990. To qualify, riders must apply and be approved through RTD's eligibility process.

Service is available within three-fourths (¾) of a mile from RTD's local bus routes and light or commuter rail stations. Access-a-Ride offers both curb-to-curb and door-to-door service. Discounted fares are available for riders age 19 and older whose household income is at or below 250 percent of the Federal Poverty Level.

Other Accessibility and Mobility Providers

In addition to Access-a-Ride, several other organizations provide mobility services in Commerce City, offering a range of transportation options for older adults, people with disabilities, and others with limited mobility:

- Amazing Wheels
- Essie Lee Foundation
- InnovAge
- Via
- Heavenly Hands
- GoGoGrandparents
- Hop Skip Drive
- Key Transit

These services support a wide variety of needs, including medical trips, daily errands, airport rides, and school transportation. Many offer curb-to-curb or door-to-door assistance and may include special support for seniors and individuals with mobility challenges.

Commerce CITY

4 |Recommended Transportation Plan

The Recommended Transportation Plan provides a vision for a coordinated transportation network that supports all modes of travel in Commerce City. This chapter outlines a series of modal plans, including roadway, transit, bicycle, and pedestrian, that reflect the City's long-term goals and priorities. Each modal plan identifies the needs of the system and includes strategies and improvements to guide future decision-making.

The recommendations in this chapter are grounded in a thorough assessment of current and future conditions (as detailed in Chapter 2), along with robust public and stakeholder engagement. Commerce City residents, workers, and partners shared critical input on key issues, priorities, and challenges across all modes of travel. This feedback, combined with technical analysis of existing infrastructure, growth forecasts, crash data, and travel patterns, helped define the City's most pressing mobility needs.

Modal plans were developed to work in coordination. While each plan focuses on a specific mode or topic area, together they support a balanced, multimodal transportation network that can evolve with the city. Some needs and solutions appear across multiple modal plans, particularly where improvements can serve several user types (e.g., multimodal crossings, roadway upgrades that improve safety and access for all modes).

The modal plans in this chapter serve as a blueprint for building a more connected, safe, and accessible transportation system. Specific projects, programs, and policies to implement the modal plans are detailed in Chapter 5: Implementation and Funding.

Roadway Plan

The Roadway Plan establishes the long-term vision for Commerce City's street network. It defines the future functional classification system, identifies needed roadway capacity and safety improvements, and outlines policies to guide the design and operation of roadways across the city. The plan is grounded in current and future conditions analysis, stakeholder and community input, and guidance from previous corridor studies and regional transportation plans.

Commerce City's roadway network must keep pace with rapid growth and changing travel needs. This plan identifies improvements to expand capacity, improve safety, enhance freight movement, and support access for all users. These improvements include:

- New roadways to support growing development areas and provide critical network connections
- Roadway widening projects to accommodate projected traffic volumes
- New interchanges and grade-separated railroad crossings to improve safety and regional mobility
- Intersection and operational improvements to enhance safety and operations for all modes
- Traffic signal upgrades and fiber expansion to support modern traffic management and connected vehicle technology
- Freight mobility strategies to improve reliability on key corridors while minimizing residential impacts
- Updates to Engineering Construction Standards and Specifications to better align roadway design with the city's functional classification and multimodal goals

These improvements reflect a commitment to building a roadway system that balances mobility, safety, and community context. Serving as a foundation for coordinated investment and policy updates, the Roadway Plan supports Commerce City's broader vision for a connected and livable future.

What We Heard

Community members consistently raised concerns about traffic congestion, road maintenance, and safety on key corridors. Roads like Tower Road, 104th Avenue, and 96th Avenue were frequently mentioned as overcapacity or in need of widening. Many residents reported deteriorating pavement and rough crossings, especially in older neighborhoods. Concerns about speeding and aggressive driving were common, particularly near schools and in residential areas. Railroad crossing delays were also a top frustration, with requests for grade separations at major crossings. Overall, community members voiced strong support for improving traffic flow, maintaining existing roads, and addressing safety at key intersections and along freight corridors.

Functional Roadway Classification

Roads serve two primary functions: providing access to properties and supporting mobility through the transportation network. Functional roadway classification is a system that defines the role of each road in balancing those two needs. A road's classification influences its design, how it connects to other roads, what kinds of users it serves, and how land along the road can be accessed. The functional classification system supports Commerce City's long-term vision for a connected, efficient, and multimodal roadway network. It informs decisions about roadway design, access management, right-of-way preservation, and the inclusion of bicycle, pedestrian, and transit facilities.

While this plan recognizes the importance of all road types, its recommendations focus on collector and arterial roads. Local roads provide essential neighborhood access but are typically planned and constructed through the development process. The following classifications apply within Commerce City and can be seen in Figure 23.

Interstates and Freeways

Interstates and freeways provide the highest level of mobility and regional connectivity. They are typically limited-access, high-speed facilities with no at-grade intersections. In Commerce City, these include I-76, I-270, US 85, and E-470. These roadways are owned and operated by the CDOT or the E-470 Public Highway Authority and are not managed by the City.

Principal Arterials

Principal arterials are major roads that move large volumes of traffic across the city and region. They offer relatively high speeds with limited direct access to adjacent properties. Principal arterials often include signalized intersections and may support transit, freight, and multimodal travel.

Minor Arterials

Minor arterials provide citywide mobility while offering more frequent access than principal arterials. They serve medium-length trips and help distribute traffic to and from collector roads.

Major Collectors

Major collectors connect neighborhoods and employment areas to the arterial network. They carry lower volumes of traffic at slower speeds than arterials and often provide access to schools, parks, and other community destinations.

Minor Collectors

Minor collectors link local roads to major collectors and arterials. Minor collectors are typically located within neighborhoods and provide more direct access to adjacent land uses while still maintaining some through-movement capability.

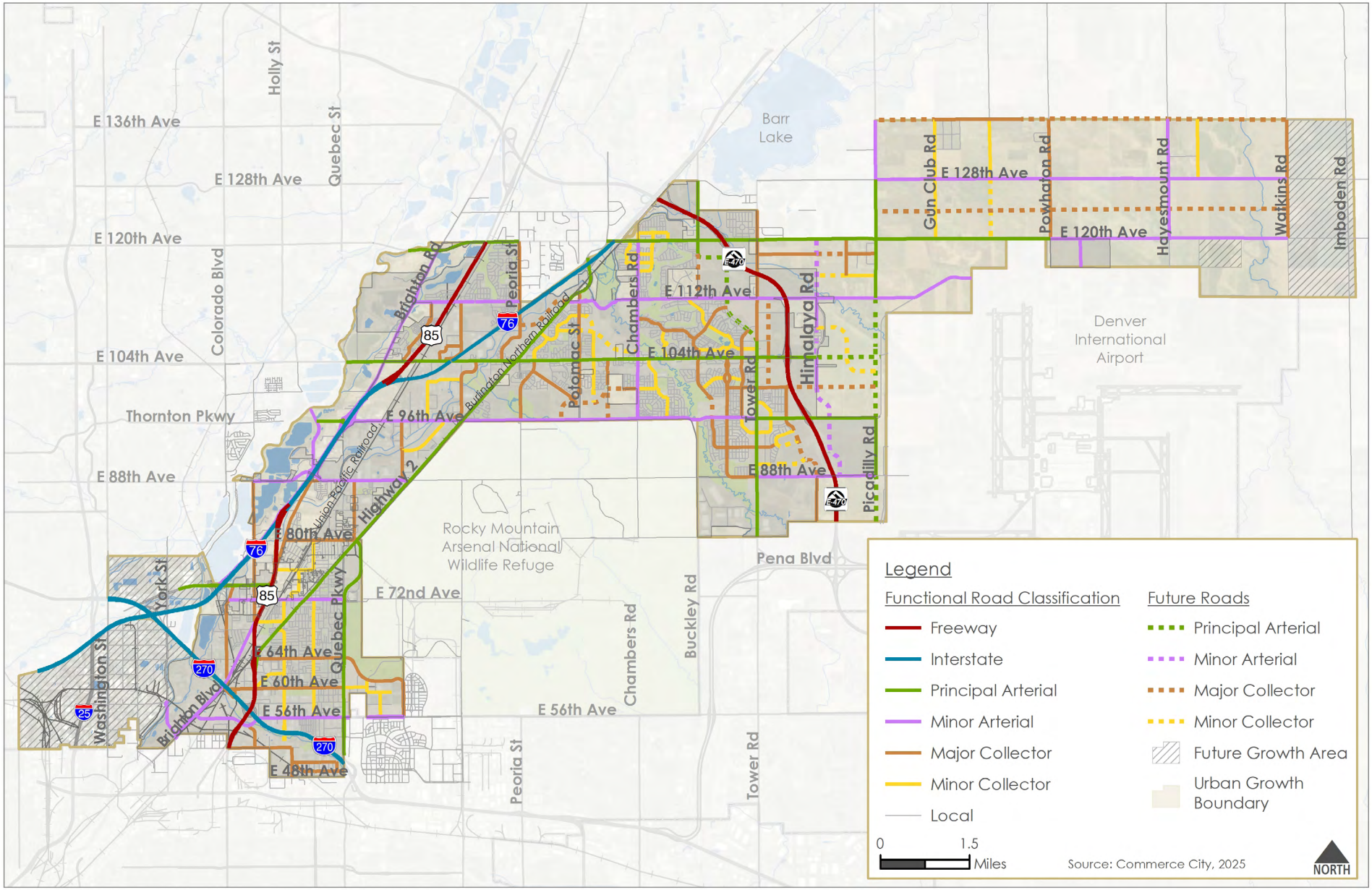
Local Roads

Local roads are the most common roadway type and are primarily used for property access. These low-speed, low-volume roads are often the most comfortable for walking and biking.

Action: Update the Engineering Construction Standards and Specifications to reflect the new functional classifications.

The functional classification system provides a foundation for applying consistent roadway design standards across the city. The updated classifications align with Federal Highway Administration (FHWA) guidelines and bring Commerce City's system in line with current best practices. They also improve consistency with neighboring jurisdictions and eliminate outdated classifications such as "Multimodal Arterial." Instead of separating multimodal needs into a single category, the updated system integrates multimodal considerations into each classification, supporting safe and accessible travel for all users regardless of mode.

Figure 23: Functional Roadway Classification Plan



Roadway Design Standards

To align Commerce City's transportation network with current goals and best practices, updates to the City's Engineering Construction Standards and Specifications are recommended. These modifications provide clearer direction for roadway design, balancing safety, accessibility, sustainability, and operational efficiency. The proposed changes are summarized in Table 2 and address several key elements:

- **Access Management:** Updating access guidance on minor collectors to balance driveway access with safety and traffic flow.
- **Design Speed and Speed Limits:** Setting design speeds equal to posted speeds, while allowing flexibility to reduce speed limits when supported by engineering studies.
- **Intersection Design:** Prohibiting the use of triple left-turn lanes, with a limited exception at 96th Avenue/Tower Road, where unique travel patterns require additional capacity.
- **Lane and Median Widths:** Adjusting lane widths to better reflect intended speeds and requiring minimum median widths to accommodate safety and design features.
- **Pedestrian and Streetscape Elements:** Expanding sidewalk and tree lawn widths to improve comfort, safety, and environmental quality for people walking and biking.
- **On-Street Parking:** Allowing parking in locations where bicycle lanes are not planned to support neighborhood access and local land use needs.
- **Maintenance and Sustainability:** Including a maintenance buffer in all sections to allow for sidewalk upkeep and requiring xeric median landscaping with drip irrigation to conserve water.

These design refinements are intended to support a more complete and balanced transportation system. By applying consistent and modernized design standards, Commerce City can create safer and more comfortable streets for all users, while maintaining flexibility to address context-specific needs.

Table 2. Proposed Design Characteristics by Functional Classification

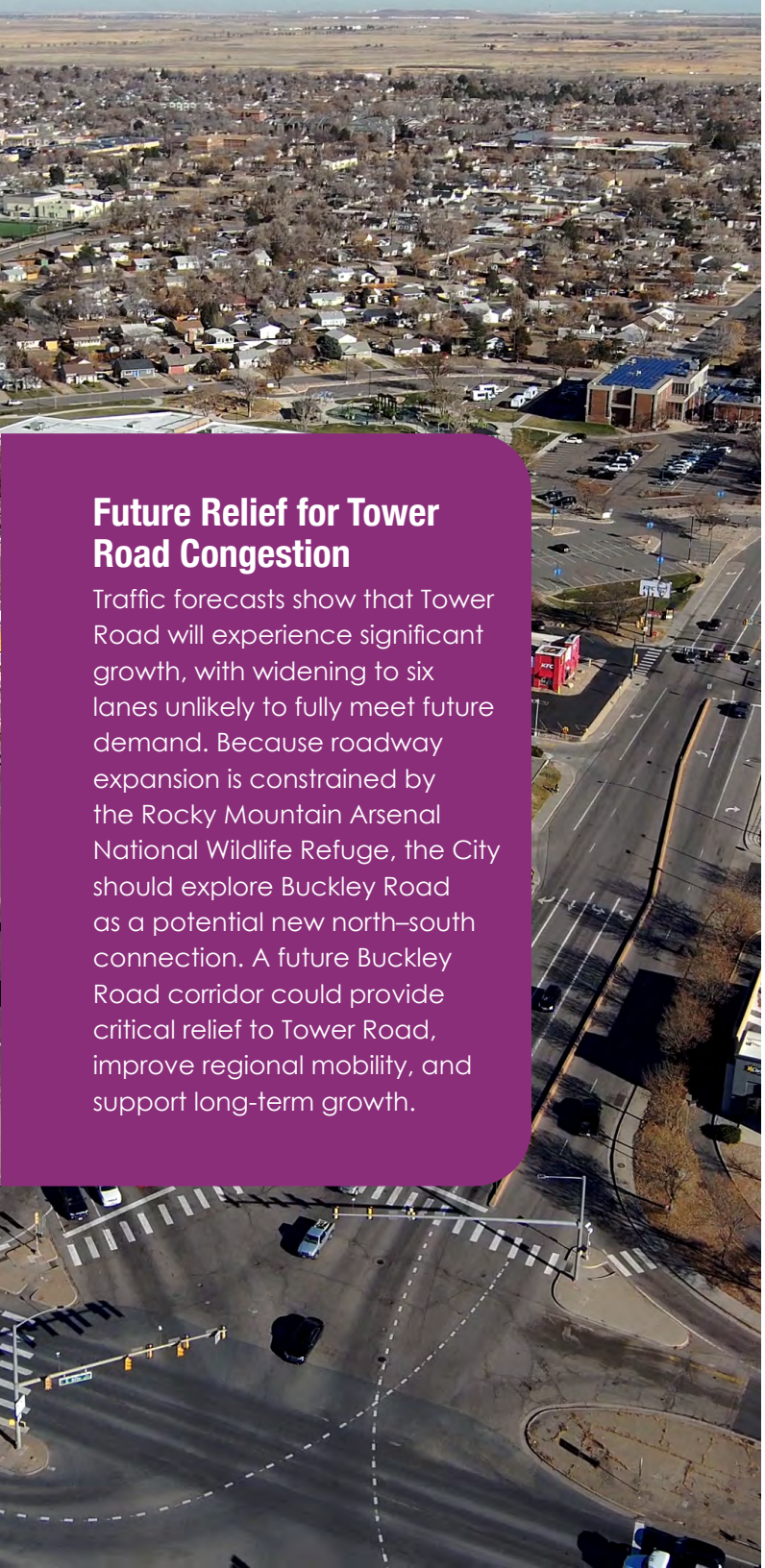
Typical Characteristics	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Roads
Design/Posted Speed (max)*	45	40	35	30	25
ROW Width	150'	120'	80'	64'	60'
Number of Through Lanes	4-6	4	2-4	2	2
Turn Lane Width (exclusive of curb and gutter)	11'	11'	10-11'	10-11' (if provided)	N/A
Through Lane Width (exclusive of curb and gutter)	12'	11-12'	11'	10-11'	10'
Divided / Undivided Median	Divided	Divided	Any****	Undivided	Undivided
Minimum Median Width (exclusive of curb and gutter)	15' (when turn lane provided, 11' turn lane + 4' median)	15' (when turn lane provided, 11' turn lane + 4' median)	15' (when turn lane provided, 11' turn lane + 4' median)	N/A	N/A
Tree Lawn (space between road & sidewalk)	10'**	8'**	6'	6'	5.5'
Sidewalk Width	10' (both sides)	10' (both sides)	8' (both sides)	8' (both sides)	5' (both sides)
Bicycle Facility Type	Protected Bike Lane or Multi-Use Path	Protected Bike Lane or Multi-Use Path	Buffered Bike Lane	Bike Lane	Neighborhood Bikeway
Buffer Width (space between bike & thru lane)	2'	2'	2'	N/A	N/A
On-Street Parking Allowed	No	No	Yes	Yes	Yes
Parking Width***	-	-	8'	8'	8'

*Posted speed limits may be subject to reduction based on an engineering study.

**When sidewalk meanders, tree lawn should be no less than 5' at any point.

***Parking width includes the 2' wide gutter pan.

****When a two-way, left-turn lane is provided, it should be no less than 14 feet in width.



Future Relief for Tower Road Congestion

Traffic forecasts show that Tower Road will experience significant growth, with widening to six lanes unlikely to fully meet future demand. Because roadway expansion is constrained by the Rocky Mountain Arsenal National Wildlife Refuge, the City should explore Buckley Road as a potential new north–south connection. A future Buckley Road corridor could provide critical relief to Tower Road, improve regional mobility, and support long-term growth.

Developing the Future Roadway Network

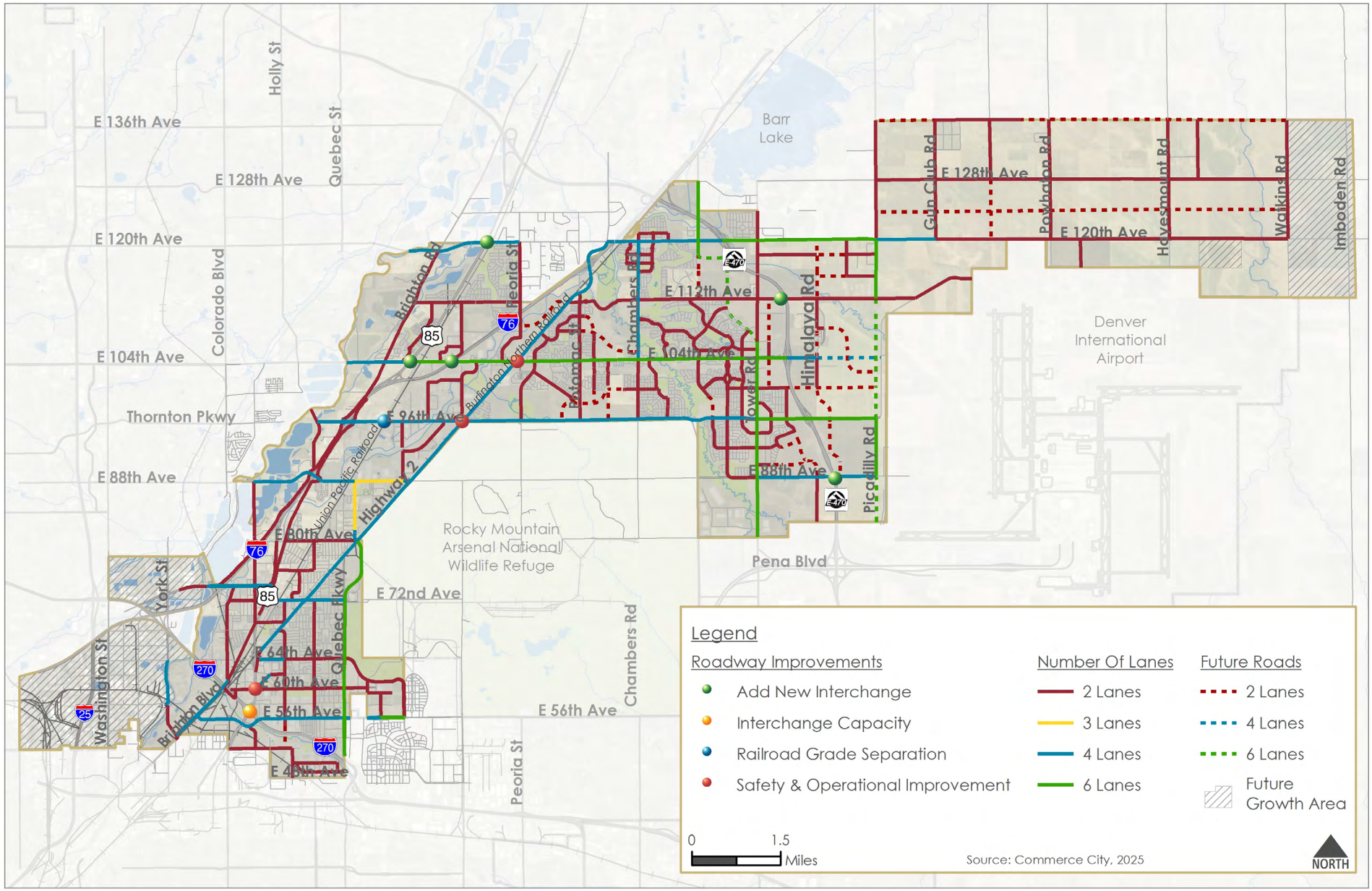
Commerce City is expected to experience significant growth by 2050, with households projected to increase by nearly 60 percent and employment nearly doubling. To support this growth, the future roadway network must evolve to provide additional capacity, improve connectivity, and ensure safe and efficient travel for all users.

Traffic forecasts for 2050, developed using the DRCOG regional travel demand model, indicate that many key corridors will experience substantial increases in vehicle volumes. Without improvements, corridors such as Tower Road, Quebec Parkway, 96th Avenue, 104th Avenue, and 120th Avenue are expected to operate at or above capacity, leading to increased congestion and travel delays. To address these challenges, the future roadway network includes a combination of widening projects, new roads, interchange improvements, and grade separations at railroad crossings.

- **Roadway Widening:** Many existing arterial roads will need to expand from two to four or six lanes to accommodate projected traffic volumes and relieve future congestion. These include major corridors such as Tower Road, 104th Avenue, and Quebec Parkway.
- **New Roadways:** Several new proposed roads are will expand the network, improve access to developing areas, and provide alternative routes to help distribute traffic more evenly. These connections are particularly important in the Northern Range near expected housing and employment development.
- **New and Improved Interchanges:** New interchanges at major highway corridors, including E-470, US 85, and I-76, will improve regional access and relieve pressure on existing connections. Some existing interchanges are also planned for capacity upgrades to accommodate higher demand.
- **Railroad Grade Separations:** Delays and safety concerns at at-grade railroad crossings were a common theme in public feedback. While not all crossings can be addressed through grade separation, some locations will be improved through planned new interchanges and the grade separation at E 96th Avenue and the UPRR.
- **Safety and Operational Improvements:** Targeted intersection improvements will help reduce delays, improve traffic flow, and enhance safety.

Figure 24 shows the future roadway network, including the planned number of lanes and recommended capacity, connectivity, and safety improvements. Many of these projects are already included in the fiscally constrained project list from DRCOG's 2050 Metro Vision Regional Transportation Plan. These regionally supported investments are expected to be funded through a mix of federal, state, and local sources. Specific projects, funding sources, and implementation timeframes are outlined in Chapter 5: Implementation and Next Steps.

Figure 24: Future Roadway Network



Traffic Signals and Fiber Network

Commerce City owns and operates approximately 50 traffic signals, with about half located in the Core City. Many of these signals are outdated and no longer compatible with modern technology, limiting the City's ability to manage traffic efficiently or implement advanced safety strategies. Additionally, the City's existing fiber network serves only a small portion of the signalized intersections, further restricting the potential for systemwide upgrades.

As traffic volumes grow and multimodal activity increases, the need for a modern, coordinated traffic signal system will become increasingly important. Signal modernization can help reduce delays, improve safety, enhance transit reliability, and support emergency response and snowplow operations.

Traffic Signal and Fiber Network Master Plan

To address these needs, this plan recommends that the City pursue the development of a Traffic Signal and Fiber Network Master Plan, focused on:

- Assessing existing signal and communication infrastructure
- Prioritizing upgrades to aging traffic signals
- Expanding the City's fiber network in coordination with Adams County and other partners
- Evaluating the feasibility of advanced signal technologies such as adaptive signal control, road user detection, signal preemption, and transit signal priority

Commerce CITY

Freight

Commerce City plays a key role in Colorado's freight network, with major roads, rail lines, and industrial areas that support jobs and regional commerce. However, freight activity,especially truck traffic and rail operations,can also affect nearby neighborhoods through noise, air pollution, and safety concerns. This Transportation Plan seeks to balance the economic benefits of freight with strategies to reduce community impacts and improve safety.

State law governs truck routes in Commerce City, and the City has also adopted its own freight-related policies through the Commerce City Municipal Code and Land Development Code. Local regulations give the City authority to designate truck routes, restrict hazardous materials, and guide access, loading, and site design standards in industrial and commercial areas. While the freight network supports access to key employment centers, some routes pass near residential and sensitive land uses. Rail corridors operated by UPRR and BNSF also move significant freight through the city, with at-grade crossings contributing to noise, delay, and safety challenges in some areas.

Coordinated Freight Strategies

- **Designating and Updating Freight Routes:** Prioritize safe, efficient truck routes that avoid residential areas, where possible, and maintain freight access to industrial zones.
- **Improving Freight Infrastructure:** Strengthen pavement and optimize signal timing on freight corridors. Upgrade crossings with rail safety technology where needed.
- **Addressing Truck Parking:** Conduct a citywide assessment of truck parking needs and identify appropriate locations for overnight and staging areas away from neighborhoods.
- **Enhancing Safety:** Monitor truck crash hot spots and improve lighting, signage, and intersection design along freight routes. Continue collaborating with CDOT, UPRR, and BNSF on rail crossing safety and delay reduction.
- **Supporting Emissions Reduction:** Align with the Colorado Clean Truck Strategy by promoting zero-emission trucks and supporting charging and hydrogen fueling near industrial zones.
- **Planning for Technology:** Explore the use of freight-related technologies such as GPS tracking, weight-in-motion systems, and data analytics to monitor and improve freight operations.
- **Community Engagement:** Prioritize outreach and engagement, particularly in areas most affected by freight movement. Provide opportunities for community members to report concerns and offer input.

Transit Plan

Transit plays an important role in supporting mobility for residents, workers, and visitors in Commerce City. While most people travel by car today, fixed-route transit and commuter rail provide essential connections to jobs, schools, medical services, and regional destinations. Transit will be increasingly important as the city grows, particularly in areas with limited access to personal vehicles or where traffic congestion and development density support high-capacity travel options. Population and employment forecasts suggest that several corridors. including 60th Avenue, Quebec Parkway, Tower Road, and 104th Avenue, will see increased travel demand by 2050, with growing potential for improved transit service and ridership.

RTD is the primary provider of public transit in Commerce City and across the Denver metro area. The City coordinates with RTD to plan for local and regional service but does not operate its own fixed-route transit. Future improvements will depend on close collaboration with RTD and other regional partners, as well as continued local investment in infrastructure that supports access, comfort, and speed for transit users.

Future Transit Plans

In 2022, RTD adopted the Reimagine RTD System Optimization Plan (SOP), which outlined a number of changes to be implemented over the following five years. For Commerce City, planned updates include increased frequency on select routes and minor route realignments to improve coverage and better serve areas of growth. These changes are expected to enhance transit reliability and make the system more convenient for riders.

However, RTD does not have any future rail expansion planned within Commerce City. The agency faces significant challenges that make new rail lines or spurs unlikely in the near future. Challenges include:

- Very high capital costs for rail construction, including right-of-way acquisition and infrastructure
- Limited available funding for expansion and long-term operations
- Systemwide resource constraints, including staffing shortages and ridership recovery following the COVID-19 pandemic

Given these realities, Bus Rapid Transit (BRT) and other flexible, lower-cost transit options offer more immediate opportunities to improve regional connectivity and service quality in Commerce City.

Developing the Transit Plan

This plan identifies several strategies to strengthen the role of transit in Commerce City, including:

- Designating transit priority corridors to support future service expansion and improve speed and reliability through strategies such as signal priority, bus queue jumps, and dedicated lanes where feasible
- Recommending stop and station improvements, including shelters, lighting, seating, and ADA-compliant boarding areas incorporating microtransit as a flexible solution to serve areas that are difficult to serve with traditional fixed-route service

What We Heard

During community engagement, many residents emphasized the need for more reliable and frequent RTD service, particularly along major corridors where transit is currently infrequent or limited. Participants also highlighted that the lack of basic stop amenities such as benches, shelters, and lighting makes using transit less comfortable and accessible, especially for older adults and people with disabilities. In areas farther from existing bus and rail lines, community members expressed interest in more flexible transportation options, such as microtransit or community shuttles, that could better serve low-density or hard-to-reach neighborhoods. Finally, participants expressed a clear desire for improved first- and last-mile connections to help people safely and conveniently access transit from their homes, schools, and jobs.

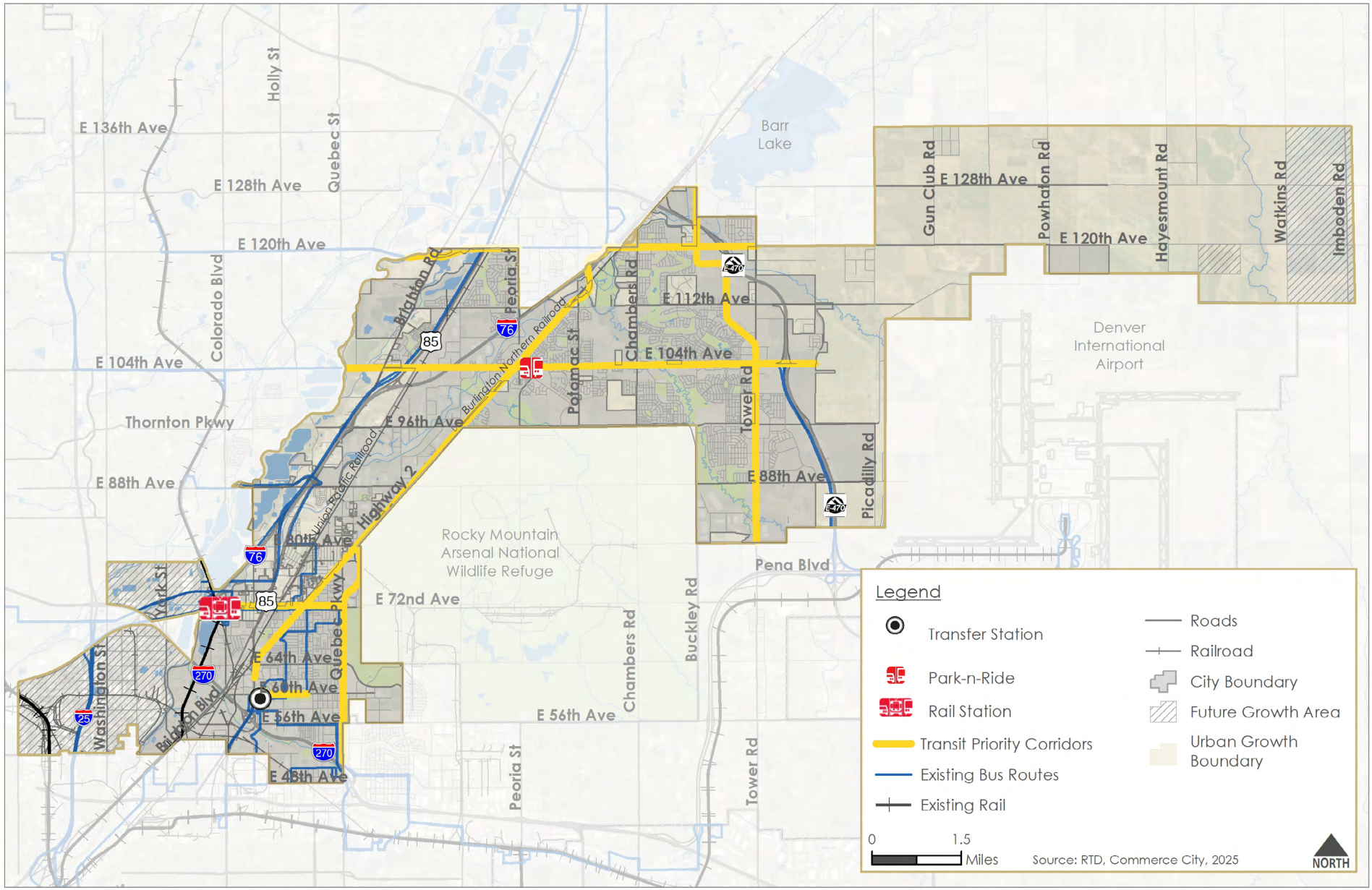
Transit Priority Corridors

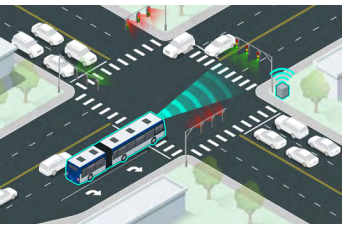
Transit priority corridors represent key routes where targeted investments can improve the speed, reliability, and overall performance of transit service. In Commerce City, these corridors were identified by evaluating several key factors. These include existing routes that already carry high ridership, corridors served by multiple overlapping transit routes, and future corridors expected to provide strong regional connections as the city grows. In addition, the City also considered roadways that are projected to experience congestion and vehicle delay since offering fast and reliable transit along these corridors provides an alternative to driving and helps reduce the impact of traffic conditions. Transit priority corridors include E 60th Avenue, E 72nd Avenue, E 104th Avenue, E 120th Avenue, Highway 2, Quebec Parkway, and Tower Road/High Plains Parkway and are shown on Figure 25.

By focusing improvements on these priority corridors, Commerce City can make transit more competitive with driving, better serve areas of high demand, and support access to jobs, services, and other destinations. Investments in these corridors also position the City and its regional partners to pursue future service expansion and funding opportunities.

To support faster and more reliable bus service, this plan recommends a set of infrastructure strategies that can be implemented along key transit corridors. These treatments help buses avoid congestion, reduce delays at intersections, and improve overall on-time performance to make transit a more attractive option for more people.

Figure 25: Future Transit Network





Transit Signal Priority

Transit Signal Priority (TSP) allows buses to request extended green lights or shorter red lights at signalized intersections, helping reduce delay and improve schedule reliability. TSP is especially effective on corridors with frequent bus service and closely spaced signals.

Queue Jumps

Queue jump lanes give buses a head start at intersections by providing a short, dedicated lane and early green signal. These treatments improve bus travel times, reduce merging conflicts, and are often paired with right-turn lanes to maintain general traffic flow.

Transit-Only or Business Access and Transit (BAT) Lanes

Dedicated lanes for transit allow buses to bypass congestion and maintain more consistent travel times. In some cases, these lanes also allow right turns into driveways or businesses, minimizing access impacts while prioritizing transit.

120th Avenue Corridor

The 120th Avenue Corridor Study identified transit-only lanes as a key feature of the preferred alternative. These lanes reflect the long-term potential for high-frequency service and the importance of reliable transit access to nearby neighborhoods, employment centers, and regional destinations. The dedicated lanes are also designed to accommodate school buses, thereby supporting safe and efficient travel for students while enhancing overall corridor mobility.

Stops and Station Improvements

Improved stops make transit more visible, accessible, and comfortable for riders. Key features include shelters, benches, lighting, ADA-compliant boarding areas, trash bins, and clear signage. Upgrading amenities at high ridership stops helps improve the rider experience and supports transit use, especially during inclement weather or for longer trips.

To help prioritize investments, stop-level improvements were recommended for locations with at least 10 average weekday boardings, ensuring resources are focused on the most frequently used stops. Higher-activity stops present the greatest opportunity to improve rider experience and address known access and amenity gaps.

Transit stops also served as reference points during the development of the bicycle and pedestrian networks to identify where first- and last-mile connections are most needed. Enhancing walk and bike access to stops can increase transit ridership and create a more integrated, multimodal transportation system.

Chapter 5 includes specific stop-level recommendations that should be revisited as service levels, ridership, and land use patterns evolve.

Microtransit

Microtransit is a flexible, on-demand transit service that typically uses small vehicles, such as vans or shuttles, to transport passengers along dynamic routes based on rider requests. Unlike fixed-route bus service, microtransit can adjust to meet demand in real time, offering curb-to-curb or corner-to-corner service within a defined zone. Riders typically request trips through a mobile app or call center, and vehicles are routed to pick up multiple passengers going in the same direction.

Microtransit can be especially effective in low-density or hard-to-serve areas where fixed-route transit is not cost-effective or where gaps exist in the current transit network. It can also support first- and last-mile connections to high-frequency routes or commuter rail stations.

By providing a flexible option that meets people closer to where they are, microtransit can improve mobility for residents with limited access to traditional transit.

Several nearby communities, including Denver and Westminster, have piloted or implemented microtransit services in recent years. These services have shown promise in improving access to jobs, healthcare, schools, and essential services.

Microtransit Feasiblity Study

In June 2025, Commerce City kicked off a Microtransit Feasibility Study with funding from DRCOG's Community-Based Transportation Planning Program. The study will evaluate where and how microtransit could best meet local needs, assess potential service zones, demand levels, operating models, technology platforms, and funding strategies. This study will help the City determine if and how flexible, on-demand transit service could complement existing RTD routes and improve mobility across the community.

Bicycle Plan

Bicycling is an important part of Commerce City's vision for a safe and connected transportation network. A well-designed bicycle system provides residents and visitors with affordable, healthy, and sustainable travel options, while also connecting neighborhoods to jobs, schools, parks, shopping areas, and transit. As the city grows, a connected network of comfortable and accessible bicycle facilities will help meet increasing travel demand, reduce reliance on single-occupant vehicles, and improve quality of life.

The Bicycle Plan outlines the process used to develop the City's bicycle network, presents a future network map with defined facility types, and identifies locations for crossing improvements, with facility definitions and example crossing treatments provided to guide further study and implementation.

What We Heard

Community members expressed a strong desire for more comfortable and connected bicycle routes. Many noted gaps in the current network, particularly missing links between neighborhoods, schools, and parks. Others highlighted safety concerns when riding on higher-speed or high-traffic roads without separation from vehicles. Participants also called for better crossings at major intersections and railroad tracks, as well as improved connections to trails and transit stops.

Developing the Bicycle Network

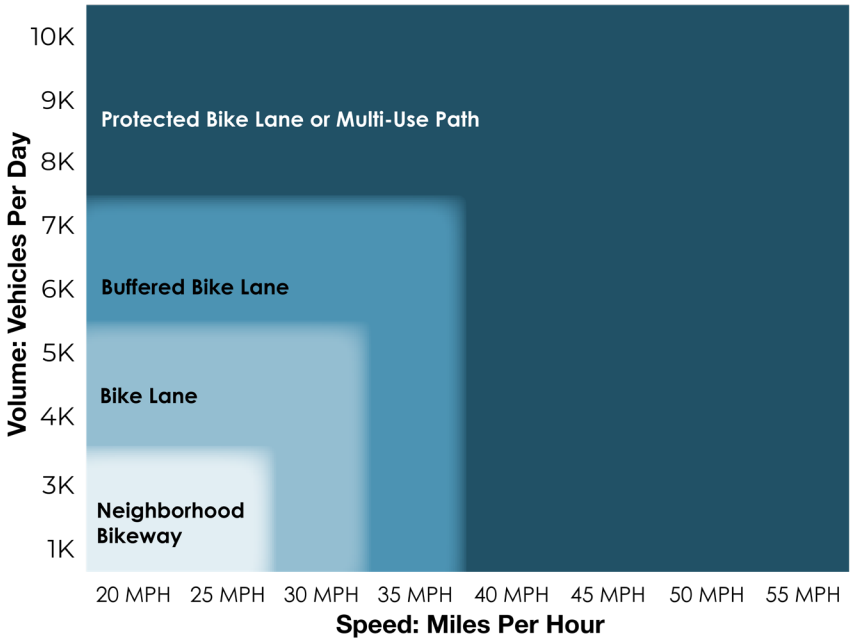
The City used a combination of technical analysis, review of past plans, and community input to develop the bicycle network. This process included:

- **Bicycle Level of Traffic Stress (LTS) Analysis:** A data-driven assessment of how comfortable streets are for bicyclists based on traffic speed, volume, and roadway design. Lower-stress routes are more inviting to a broader range of riders, including children and less-experienced cyclists.
- **Short-Trip Analysis:** Identified areas where a significant number of daily trips are short enough (3 miles or less) to be made by bike, helping to target investments where bicycling could replace more vehicle trips.
- **Connected Network Approach:** Mapped key destinations such as schools, parks, employment centers, commercial areas, and transit hubs, and identified facility connections to link these destinations.
- **Review of Previous Plans:** Incorporated previously planned bicycle facilities, including recommendations from the Walk.Bike.Fit Multimodal Plan, to ensure consistency with past community priorities and regional coordination.
- **Community Input:** Helped validate the network and prioritize routes based on perceived safety, demand, and connectivity needs.

Bicycle Facility Types

To ensure the network is designed for both comfort and safety, Commerce City used FHWA guidance to create a Bicycle Facility Selection Guide. This guidance matches the recommended bicycle facility type (such as a multi-use path, buffered bike lane, or protected bike lane) with the forecasted traffic volume and posted speed limit of each corridor. This process ensures that higher-speed or higher-volume roads are designed with greater separation between bicyclists and vehicles.

Bicycle Facility Selection Guidance



Off-Street Trails

Trails that follow their own alignment away from roads, typically 8 to 16 feet wide, with paved or crusher-fine surfaces. Designed for all ages and abilities, they offer continuous and comfortable routes for recreation and commuting.

Multi-Use Paths

Separated facilities running alongside roadways, usually 8 to 16 feet wide, designed for two-way walking, biking, and rolling. These provide a safer alternative to on-street biking, especially in areas with higher traffic volumes.

Protected Bike Lanes

Physically separated lanes for bicyclists using barriers like curbs, bollards, or planters. Suitable for busy streets, these lanes offer high comfort and are accessible to users of all ages and abilities.

Buffered Bike Lanes

Painted bike lanes with extra space separating bicycles from moving or parked vehicles. These enhance comfort and safety on roads with higher speeds or volumes.

Bike Lanes

Striped lanes on the roadway that provide a designated space for bicycles, typically adjacent to vehicle lanes. They promote safer and more predictable interactions between drivers and bicyclists.

Neighborhood Bikeways

Low-traffic streets where bicycles have priority. Traffic calming treatments and signage reduce vehicle speeds and discourage cut-through traffic, creating safe, family-friendly routes through neighborhoods.

Multimodal Crossing Improvements

In addition to new and upgraded bicycle facilities, the plan identifies locations for multimodal crossing improvements to enhance safety and connectivity where bicyclists and pedestrians must cross major roadways or other barriers.

Figure 26 shows the future bicycle network and locations for multimodal crossing improvements. These facilities are intended to create a connected system that links neighborhoods with major destinations and other travel modes.

Through Bike Lane (Bicycle Pocket): Maintain a dedicated bike lane at intersection approaches to reduce turning conflicts and alert drivers to bicycle presence.

Median Refuge Island: Provide a protected space for people biking to cross multi-lane roads in two stages, improving safety at both controlled and uncontrolled crossings.

Bicycle Crossings / Conflict Markings: Use colored pavement to highlight areas where bikes and vehicles may cross paths, increasing visibility and yielding compliance.

Rectangular Rapid Flashing Beacons (RRFBs): Install user-activated flashing lights at crossings to increase driver yielding and improve safety at mid-block or trail crossings.

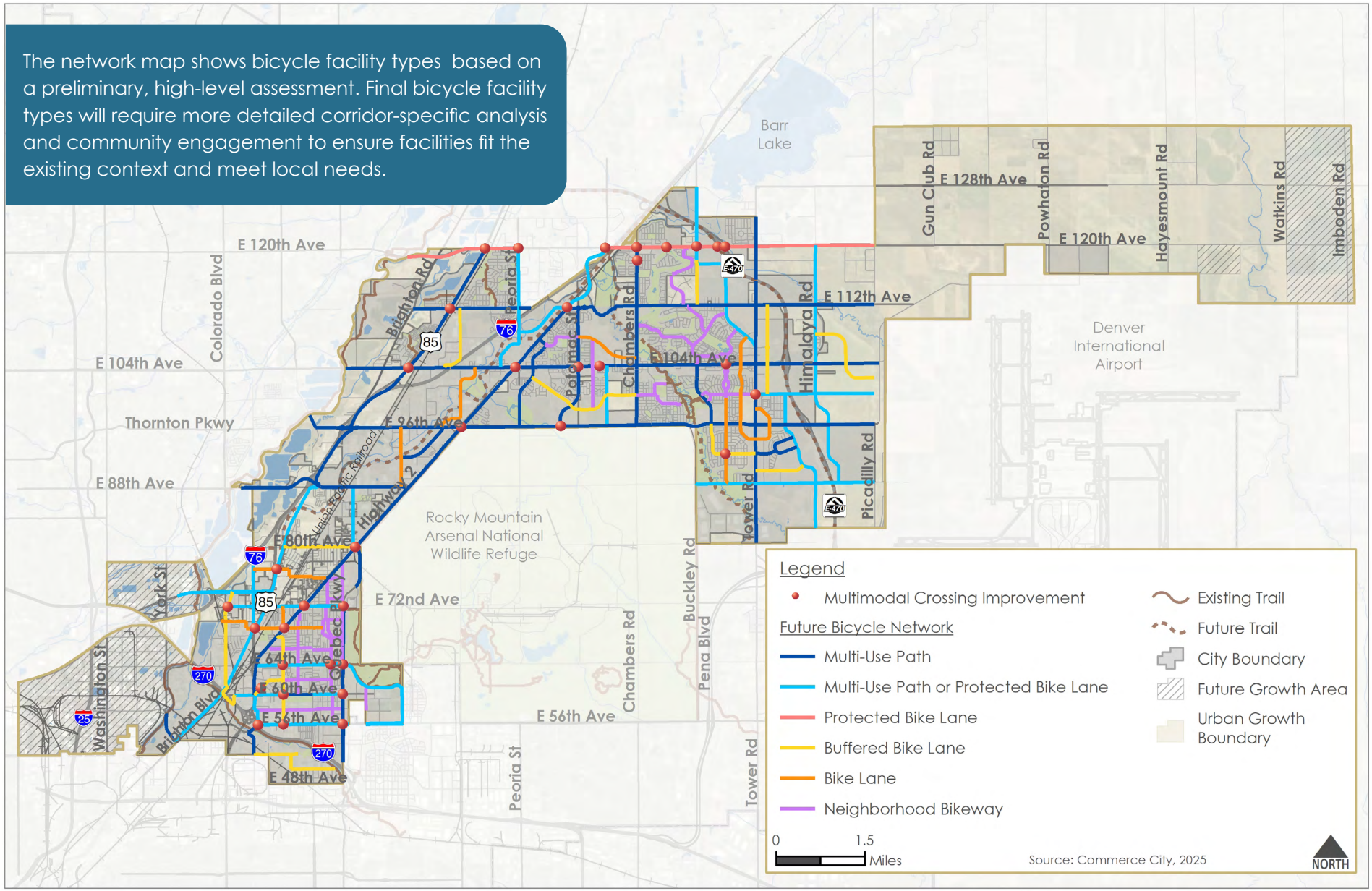
Bicycle Boxes: Create a designated area ahead of vehicles at red lights to increase bicycle visibility and allow a head start through intersections.

Two-Stage Turn Queue Boxes: Provide space for bicyclists to wait and reorient for safer turns at multi-lane intersections, reducing conflict with vehicles.

Protected Intersections: Keep bicycle facilities separate from vehicle lanes and turning movements to improve safety, visibility, and comfort with features like pedestrian islands and waiting zones.

Bicycle Signals: Use dedicated bicycle signal phases to separate bike movements from vehicles and other modes, especially along highly used routes.

Figure 26: Future Bicycle Network



Pedestrian Plan

Walking is the most fundamental mode of transportation. Whether traveling by foot, by mobility device, or in combination with transit, nearly every trip begins and ends with walking. A safe, accessible, and comfortable pedestrian network helps people of all ages and abilities connect to homes, schools, parks, jobs, shopping areas, and transit stops. Investing in sidewalks and crossings also improves safety, public health, and overall livability of Commerce City.

The Pedestrian Plan outlines strategies to improve walkability by completing critical sidewalk gaps, enhancing pedestrian comfort and safety, and better connecting residents to key destinations. The plan includes:

- Analysis of pedestrian demand and connectivity
- Sidewalk gap and crossing improvement needs
- Pedestrian facility types and treatments
- A tiered strategy for prioritizing sidewalk investments

What We Heard

Many residents shared concerns about missing or narrow sidewalks, especially along busy roads and near schools. People noted that some intersections felt unsafe to cross due to wide roads, high speeds, or a lack of signals. Others emphasized the need for better lighting, more shade, and ADA-compliant curb ramps. Public feedback consistently supported filling sidewalk gaps, improving crossing safety, and creating more inviting walking environments citywide.

Developing the Pedestrian Network

The Pedestrian Plan builds on technical analysis, past planning efforts, and public input. Key components of the pedestrian planning process included:

- **Pedestrian Demand Analysis:** Used demographic and land use data to identify areas with a higher likelihood of walking activity based on proximity to schools, parks, transit, retail, and community services.
- **Complete Network Approach:** Mapped pedestrian generators and destinations to identify key connections needed to create a continuous and accessible network.
- **Sidewalk Gap Assessment:** Evaluated where sidewalks are missing, incomplete, or substandard using aerial imagery and GIS data, with a focus on areas of high pedestrian demand.
- **Comfort and Safety Considerations:** Assessed street and intersection design features that affect pedestrian comfort, including sidewalk width, buffer zones, vehicle speed, and lighting.
- **Multimodal Crossing Improvements:** Integrated crossing improvements identified through a consistent methodology (used across modes) based on public input, demand analysis, existing and planned infrastructure, and recommendations from previous plans.
- **Review of Previous Plans:** Incorporated relevant recommendations from local efforts such as the Walk.Bike.Fit Multimodal Plan.

Pedestrian Facility Types

The plan recommends several types of pedestrian facilities tailored to the surrounding context and level of demand.

Off-Street Trails

Trails that follow independent alignments separate from the street network, often within greenways, utility corridors, or along waterways. These trails are typically paved or crusher fine, 8 to 16 feet wide, and serve both recreational and transportation purposes. Off-street trails provide a safe and comfortable option for people walking, biking, or rolling, away from vehicle traffic.

Multi-Use Paths

Wider multi-use facilities that accommodate both pedestrians and bicyclists. Multi-use paths are often used in areas with limited right-of-way or to provide off-street connections.

Sidewalks

Standard pedestrian paths along roadways, ideally detached from the curb with a buffer. Minimum widths increase in areas with higher pedestrian volumes.

Sidewalk Buffers

Landscape or furnishing zones that separate pedestrians from vehicle traffic, improving comfort and safety.

Multimodal Crossing Improvements

Safe, comfortable, and visible street crossings are essential to creating a walkable community. Pedestrians are most vulnerable when crossing wide or high-speed roads, especially in areas with limited infrastructure or poor visibility. This plan identifies a range of crossing treatments that can be used alone or in combination, depending on roadway context, traffic speeds and volumes, and pedestrian demand. The following potential treatments can improve safety and comfort for pedestrians:

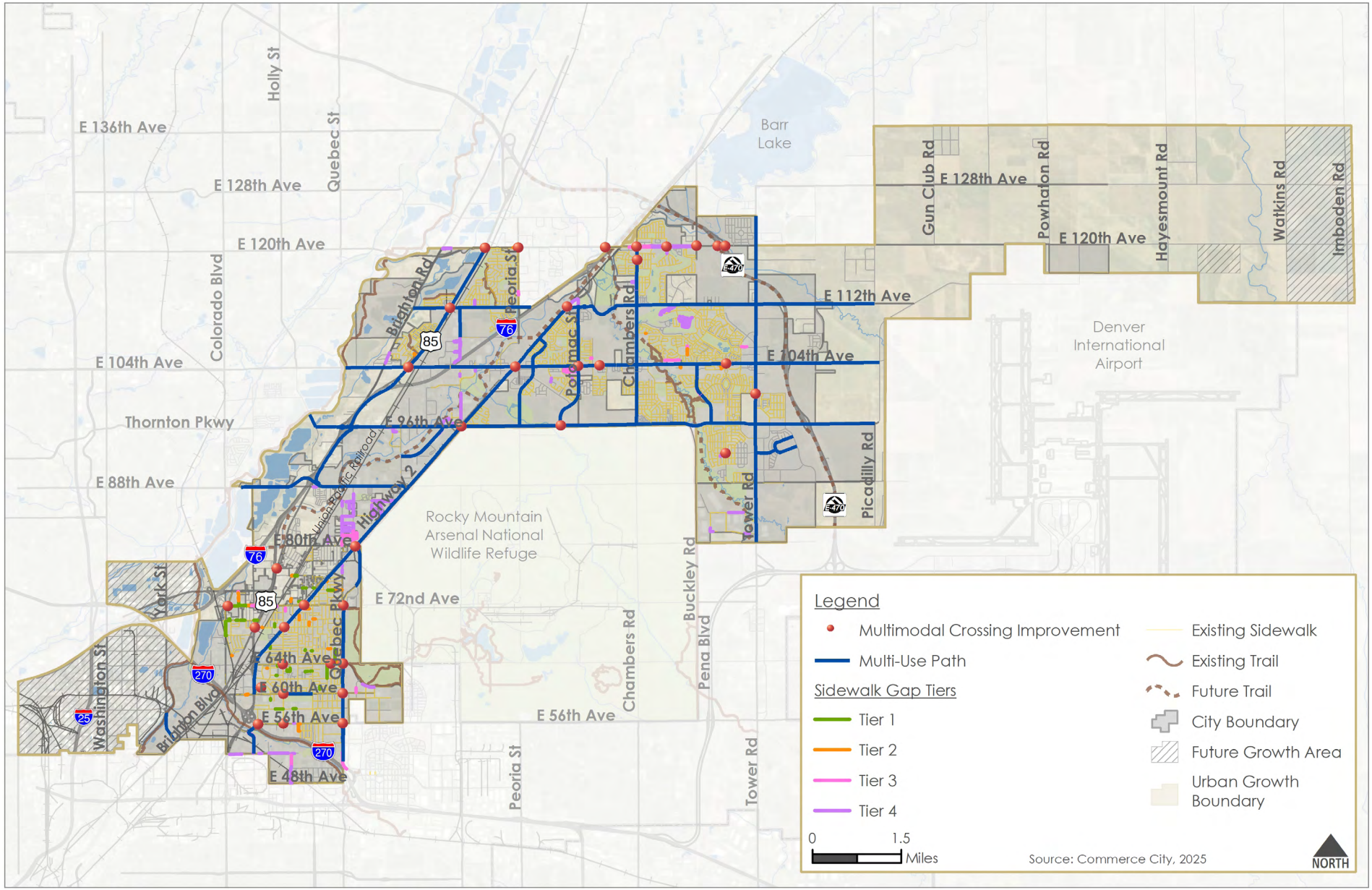
- **Marked Crosswalks:** High-visibility crosswalks alert drivers to pedestrian crossing areas. These are often installed at stop-controlled intersections or mid-block locations near key destinations. Markings may include standard lines or more visible ladder-style striping.
- **Curb Extensions (Bulb Outs):** Extend the sidewalk into the parking lane or roadway at intersections or mid-block crossings to shorten the crossing distance, improve sightlines between pedestrians and drivers, and encourage lower vehicle speeds.
- **Median Refuge Islands:** Provide a safe waiting area for pedestrians crossing multi-lane roads, allowing them to cross one direction of traffic at a time. Refuge islands increase comfort and reduce exposure to traffic.
- **Rectangular Rapid Flashing Beacons (RRFBs):** Pedestrian-activated flashing beacons that alert drivers to people entering the crosswalk, are typically paired with marked crosswalks, and can significantly improve driver yielding at uncontrolled crossings.
- **Pedestrian Hybrid Beacons (PHBs):** Also known as HAWK signals, these pedestrian-activated signals stop traffic to allow safe crossing at mid-block or high-speed roadway locations. PHBs are ideal for locations where traffic volumes are too high for an RRFB alone.
- **ADA-Compliant Curb Ramps and Tactile Warnings:** Ensure safe, accessible crossings for people using wheelchairs, strollers, or with vision impairments. Features include properly sloped curb ramps, detectable warning surfaces, and appropriate landing areas.
- **Advance Stop/Yield Lines:** Lines painted upstream of the crosswalk to reduce encroachment by vehicles and improve visibility of pedestrians entering the crossing area.
- **Pedestrian-Scale Lighting:** Lighting at intersections and crossings improves visibility during low-light conditions and increases safety and comfort for nighttime travel.
- **Accessible Pedestrian Signals (APS):** Provide audible tones and vibrotactile feedback to help people who are blind or have low vision know when it is safe to cross. APS are installed alongside pedestrian pushbuttons and countdown signals, and may be required if the Public Rights-of-Way Accessibility Guidelines (PROWAG) are adopted.

Each treatment is selected based on the specific conditions of the site and can be paired with other enhancements such as signage, signal timing adjustments, or pedestrian countdown signals. These improvements not only support safety but also make walking a more convenient and appealing option.

Tiered Sidewalk Gaps

To guide investment, the project team categorized sidewalk gaps into a tiered system based on pedestrian demand to account for the proximity to key destinations such as schools, parks, bus stops, and grocery stores. Higher tiers reflect higher priority for implementation. This approach ensures that the most critical missing segments, particularly near schools, transit, and community services, are addressed first, while providing a framework for long-term sidewalk network buildout. Figure 27 shows the future pedestrian network and prioritized sidewalk gap areas.

Figure 27: Future Pedestrian Network




STOP
STOP
STOP
STOP

Safety Plan

Commerce City developed its Comprehensive Safety Action Plan concurrently with this Transportation Plan, allowing for a more detailed and data-driven evaluation of roadway safety across the city. The Safety Action Plan includes an in-depth analysis of crash trends, high-injury locations, contributing factors, and input from the community and stakeholders focused specifically on safety.

While the Safety Action Plan documents the full findings and methodology, this Transportation Plan incorporates several key components to align the City's long-range transportation vision with its safety goals. This includes:

- **Priority Safety Corridors,** identified through the Safety Action Plan, that target locations with a history of severe crashes and provide the greatest potential for crash reduction. Figure 28 shows these locations. Chapter 5: Implementation and Funding includes the projects recommended for priority safety corridors.
- **Citywide Countermeasures** that can be applied across the roadway network to improve safety for all users. Strategies include enhanced crossings, speed management treatments, lighting improvements, and traffic calming.

By integrating the Safety Action Plan's findings into this plan, Commerce City can better coordinate future investments to reduce traffic-related fatalities and serious injuries and move toward its long-term safety goals.

Citywide Safety Countermeasures

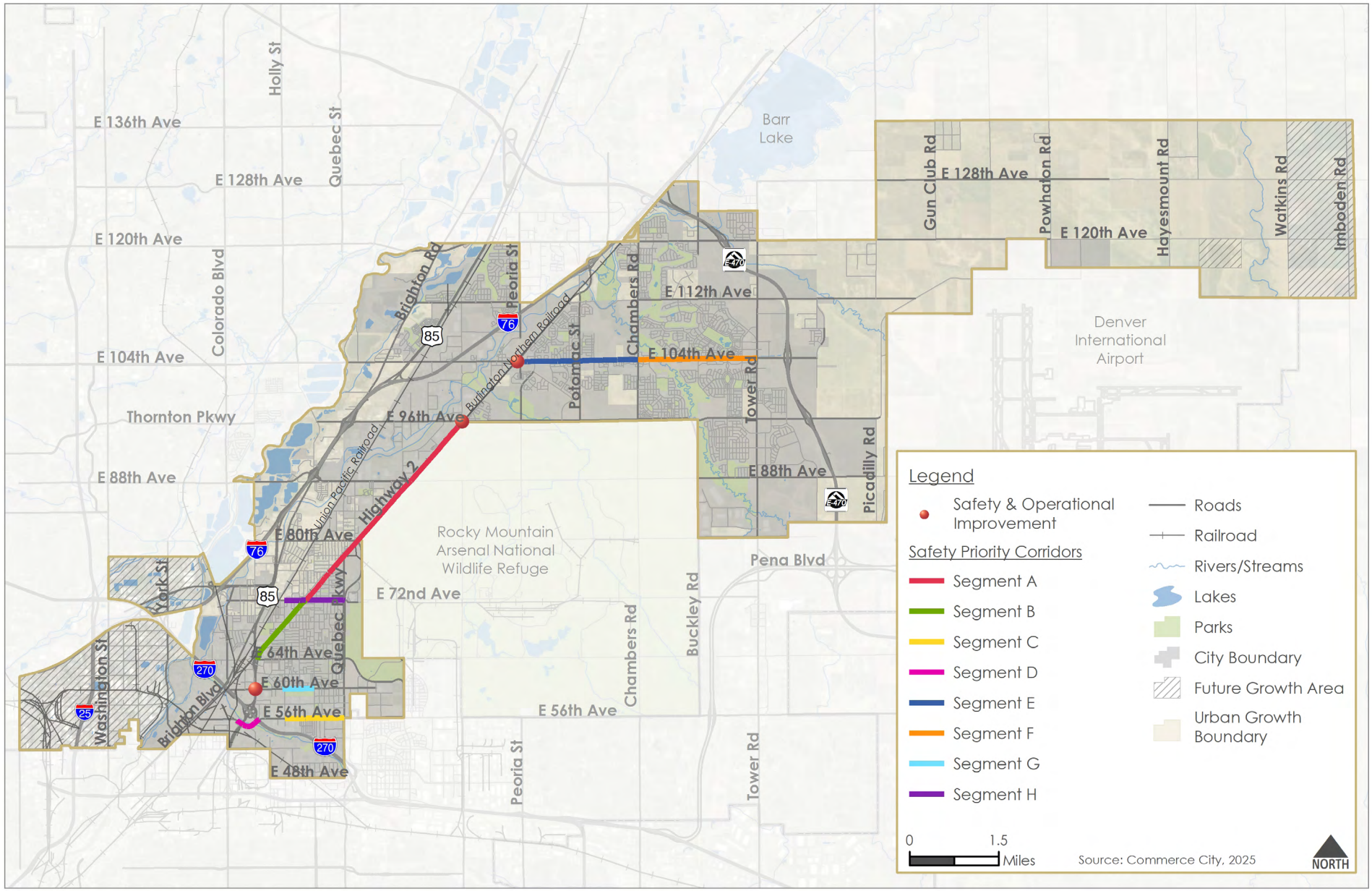
Safety countermeasures are intended to be applied consistently across the transportation network, particularly in locations with a history of crashes or where risk factors are present. Countermeasures focus on slowing vehicle speeds, improving visibility, enhancing crossings, and reducing conflicts between road users.

Key countermeasures include:

- **Intersection Safety Enhancements:** Upgrades such as high-visibility crosswalks, improved signal timing, and advanced stop bars to reduce conflicts and improve pedestrian safety.
- **Speed Management Treatments:** Targeted strategies to reduce speeding, such as curb extensions, speed feedback signs, lane narrowing, and strategic use of vertical deflection (e.g., speed humps where appropriate).
- **Access Management:** Limiting or consolidating driveways and minor access points to reduce turning conflicts and improve predictability along busy corridors.
- **Lighting Improvements:** Enhancing street lighting at intersections, crosswalks, and transit stops to improve nighttime visibility and reduce the risk of crashes involving pedestrians.
- **Pedestrian Crossing Enhancements:** Installing median refuges, RRFBs, and raised crosswalks at key locations to create safer, more visible crossings.
- **Transit Stop Upgrades:** Incorporating improvements such as ADA-compliant boarding areas, better lighting, and safe pedestrian access to and from stops.
- **Bicycle Facility Enhancements:** Adding or improving bike lanes with greater separation or visibility (e.g., buffered bike lanes, green pavement markings) to reduce crash risk.

The project team developed these countermeasures based on crash data, best practices in roadway safety, and community feedback. Together, they provide a toolbox of strategies that can be deployed throughout the city to reduce the frequency and severity of crashes, especially those involving people walking, biking, or using transit.

Figure 28: Priority Safety Corridors



Transportation Technology and Innovation

As Commerce City grows, new technology and innovation will play an important role in creating a safe, efficient, and sustainable transportation network. Emerging tools and services can improve how people and goods move, reduce environmental impacts, and make travel more reliable. This section highlights several technology focus areas that can help the City prepare for the future while supporting the goals of this Transportation Plan.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) use advanced communication and control technologies to improve safety, efficiency, and traveler information. Examples include connected signal technology, real-time traffic monitoring, and emergency vehicle priority. In Commerce City, expanding the limited fiber network and upgrading traffic signal technology will be essential steps toward implementing these capabilities. A more robust fiber backbone will allow the City to connect more intersections, collect real-time data, and manage the system proactively. Upgrading older signal equipment will create the foundation needed to support modern ITS functions, improve traffic flow, and enhance safety for all users.

Shared Mobility

Shared mobility options, such as carshare, bike share, and scooter share, can help residents and visitors make short trips without relying on personal vehicles. In Commerce City, these services could improve connections among neighborhoods, transit stations, and major employment centers, particularly in areas with high short-trip potential like 112th Avenue, 72nd Avenue, and 56th Avenue. The City can work with regional and private partners to explore pilot programs that test shared mobility solutions while ensuring safe operations.

Mobility as a Service

Mobility as a Service integrates multiple transportation options such as transit, shared mobility, and active transportation into a single digital platform. Users can plan, book, and pay for trips in one place, making it easier to combine modes and reduce car dependence. For Commerce City, Mobility as a Service could link RTD services, microtransit pilots, and shared mobility providers, helping residents access jobs, schools, and services more efficiently. Collaboration with regional partners like DRCOG and RTD will be important to bring Mobility as a Service tools to the community.

Electric Vehicles

Commerce City currently has nine EV charging stations primarily located in the Northern Range area, and is committed to expanding access as part of its sustainability goals. Plans include doubling the number of City-owned charging stations, supporting private-sector investment in charging infrastructure, and transitioning the City's fleet to electric vehicles in line with the 2023 Fleet Assessment recommendations. Expanding EV adoption will help reduce greenhouse gas emissions, improve air quality, and align with the City's Sustainability Action Plan targets. Additional strategies may include requiring EV infrastructure in new residential, commercial, and industrial developments, incentivizing private-sector investment, and exploring opportunities to designate EV-ready parking in key locations. Commerce City's location along major freight and commuter corridors positions it well to leverage regional and national alternative fuel corridor investments.

Autonomous Vehicles

Autonomous vehicle (AV) and connected vehicle (CV) technologies are advancing quickly, with potential benefits for safety, congestion, and freight movement. In a city with major freight corridors and regional commuting patterns, AVs could play a future role in both passenger and goods movement. Commerce City can prepare by ensuring its signal systems, roadway markings, and communication infrastructure are compatible with emerging AV/CV requirements. Monitoring pilot projects in other jurisdictions will provide lessons that can guide local policy, infrastructure investment, and deployment.

AVs have the potential to both positively and negatively impact travel patterns and land use. They could increase mobility for youth, older adults, and people with disabilities, and reduce crashes caused by human error. However, they may also lead to more vehicle miles traveled if users take longer trips or send vehicles to circulate without passengers. This could affect air quality if fossil-fuel vehicles are used, shift mode share away from transit, and encourage more dispersed development patterns. Proactive strategies such as curbside management policies, land use regulations to limit sprawl, programs that support accessible and reliable service for all users, and integration with transit can help Commerce City maximize benefits while minimizing potential drawbacks.

5 | Implementation Plan and Next Steps

This chapter outlines Commerce City's approach to implementation, emphasizing the steps the City and its partners will take to advance the Transportation Plan. It provides a structure for turning identified strategies and projects into action as opportunities and resources become available.

The chapter also introduces the financial and organizational tools that will guide this transition, including planning-level cost estimates, potential funding sources, and performance tracking. Once the Plan is adopted, the City will use its annual capital planning process to select near-term priorities and secure the resources needed to begin implementation.

Commerce City is growing quickly and transportation needs will continue to evolve; therefore, implementation of this Transportation Plan is intended to be flexible. The City will revisit the capital planning process and project list periodically to reflect changes in technology, industry guidance, funding opportunities, and community priorities. Updates will also capture completed projects and newly emerging needs.

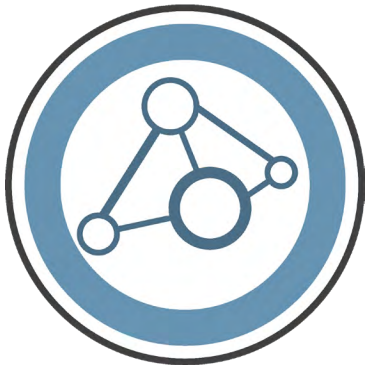
Strategies and Actions

The strategies and actions identified in this section describe how Commerce City can move from the vision and goals of the Transportation Plan into tangible steps. They are organized under each of the five goals to ensure a clear connection between the community's priorities and the work needed to achieve them.

Strategies provide broad approaches for how the City and its partners will address transportation needs. They establish direction and policy guidance to help ensure that decisions consistently align with the Plan's goals.

Actions are specific steps that translate strategies into implementation. These may include programs, projects, policies, or partnerships that can be advanced through the City's annual capital planning process, grant applications, or regional collaboration. Actions are designed to be flexible and can be adjusted as new opportunities, funding sources, and community needs arise.

Together, the strategies and actions provide Commerce City with a roadmap for building a transportation system that is connected, accessible, safe, sustainable, and well-maintained



1. 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.

1.1 Connected Multimodal Strategies

1.1.1 Expand and connect sidewalks, trails, and bicycle facilities to close critical gaps in the network.

1.1.2 Implement speed and reliability improvements on Transit Priority Corridors.

1.1.3 Improve first- and last-mile connections to RTD bus and rail stations.

1.1.4 Implement complete streets design to serve all users.

1.1.5 Improve traffic efficiency by widening roads where needed and adding new connections to accommodate growth and development.

1.2 Connected Multimodal Actions

1.2.1 Complete missing sidewalks gaps prioritizing areas with high pedestrian demand.

1.2.2 Build or upgrade bicycle facilities to improve comfort and safety for people biking.

1.2.3 Integrate trail and greenway planning with the street network to create seamless local and regional connections.

1.2.4 Enhance pedestrian and bicycle crossings at key arterial intersections and important network connections.

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

1.2.6 Continue to monitor projected traffic volumes and complete corridor studies to determine future lane needs and identify new roadway connections as development occurs.

2. Accessibility

Create a transportation network that is accessible to all by reducing physical, economic, and social barriers and providing access to opportunities regardless of ability, income, or location.

2.1 Accessibility Strategies

2.1.1 Improve mobility options for households without reliable vehicle access.

2.1.2 Strengthen partnerships with human service providers to expand accessible transportation services.

2.1.3 Ensure all new projects meet ADA standards and improve accessibility for people of all ages and abilities.

2.2 Accessibility Actions

2.2.1 Use Colorado EnviroScreen.

2.2.2 Pilot microtransit or community shuttle services in areas with limited or no fixed-route transit, focusing on improving first and last-mile connections and access to key destinations.

2.2.3 Complete key ADA curb ramp and sidewalk gaps in areas of high demand.

2.2.4 Coordinate with RTD to provide additional amenities and accessibility improvements at high ridership bus stops and the Commerce City/72nd Station.

2.2.5 Partner with RTD, Via, and other human service providers to expand service availability in Commerce City.

3. 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.

3.1 Safety Strategies

3.1.1 Apply Vision Zero principles across city projects and policies.

3.1.2 Focus on systemic safety improvements, not just high-crash locations.

3.1.3 Use roadway design features to reduce vehicle speeds and increase visibility at crossings.

3.1.4 Enhance safety where freight traffic interacts with other modes.

3.2 Safety Actions

3.2.1 Implement recommendations from the Safety Action Plan along Safety Priority Corridors to reduce severe crash risk.

3.2.2 Apply consistent citywide safety countermeasures such as improved lighting, raised crosswalks, speed feedback signs, and other proven treatments to reduce crash risk across the network.

3.2.3 Install pedestrian and bicycle enhancements along Safety Priority Corridors.

3.2.4 Develop Safe Routes to School programs in partnership with local school districts.

3.2.5 Develop and implement community education and awareness programs on safe travel behaviors, complementing infrastructure investments and supporting Vision Zero goals.

3.2.6 Add truck turning safety improvements and sight distance upgrades at freight-heavy intersections.

4. 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.

4.1 Sustainable Growth and Innovation Strategies

4.1.1 Promote cleaner and more efficient travel choices that reduce emissions.

4.1.2 Integrate land use and transportation planning to support new development.

4.1.3 Expand and modernize Commerce City's traffic signal and communications network to support technology-enabled operations.

4.1.4 Expand the City's role in piloting new technologies and mobility services.

4.1.5 Build resilience into transportation investments.

4.2 Sustainable Growth and Innovation Actions

4.2.1 Expand EV charging infrastructure across Commerce City.

4.2.2 Transition City fleet vehicles to zero-emission vehicles.

4.2.3 Develop an Intelligent Transportation Systems (ITS) and fiber master plan to support technology-enabled multimodal management.

4.2.4 Upgrade traffic signals to support adaptive signal timing and transit priority.

4.2.5 Pilot connected vehicle and adaptive traffic management technologies in partnership with other jurisdictions.

4.2.6 Pilot shared mobility options such as carshare, bikeshare, and scooters to improve short-trip connections and provide alternatives to driving.

4.2.7 Promote transit-oriented development near Commerce City/72nd Station and transit priority corridors.

4.2.8 Explore transportation demand management (TDM) strategies for large employers.

4.2.9 Develop a curbside management program to balance needs for parking, deliveries, transit, EV charging, and emerging mobility services.

4.2.10 Coordinate with RTD, DRCOG, and private partners to explore Mobility as a Service (MaaS) platforms that integrate microtransit, RTD services, rideshare, and other shared mobility into a single trip-planning and payment system.

5. 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.

5.1 Asset Maintenance Strategies

5.1.1 Preserve and extend the life of infrastructure through proactive maintenance.

5.1.2 Develop asset management practices that account for both condition and geographic distribution.

5.1.3 Ensure long-term funding stability for maintenance.

5.2 Asset Maintenance Actions

5.2.1 Implement pavement maintenance schedules based on the Pavement Condition Index (PCI).

5.2.2 Repair and replace bridges in poor or fair condition.

5.2.3 Expand monitoring of signals, pavement, and sidewalks to guide reinvestment.

5.2.4 Dedicate annual capital funds to preventive maintenance to avoid costly reconstruction.

Project Development

Transportation projects in Commerce City move through several phases before they are completed. Early on, a corridor or planning study is often conducted to identify needs and opportunities, evaluate alternatives, and provide conceptual recommendations. Projects then advance into design, where engineering plans are prepared and refined based on those recommendations. The final step is construction, when improvements are built and put into use. Depending on available funding, these phases can take place over multiple years. The Transportation Plan identifies projects needed to achieve the community's vision and goals, which may include some or all of these project development phases.

Project Costs

Transportation projects can range from relatively low-cost striping to large-scale roadway expansions that require multi-million-dollar investments. The examples below provide typical planning-level costs to give a sense of the scale of investment (not including planning, design, or ongoing maintenance or replacement).

- Constructing a new road: $6–9 million per mile
- Widening an existing road: $2.8–7 million per mile
- Paving an existing road: $1.1 million per mile
- Striping a new bike lane: $1 million per mile
- Adding a multi-use path: $2 million per mile
- Adding a transit queue jump lane: $200,000 per location
- Adding dedicated transit lanes: $7.8 million per mile
- Minor crossing improvements (curb ramps, raised crosswalk): $300,000 per location
- Major crossing improvements (pedestrian hybrid beacon): $600,000 per location
- Pedestrian/bicycle underpass or overpass: $5–10 million

Commerce CITY

Project Evaluation Framework

A project evaluation framework was developed to guide the Transportation Plan. Moving forward, this framework will be applied flexibly to ensure that the most meaningful and relevant projects are advanced into the City's Capital Improvement Program (CIP). Each year, project selection will balance long-term plan goals with real-world considerations such as development trends, funding opportunities, infrastructure conditions, and safety concerns. This approach supports a nimble, transparent, and goal-driven process that evolves alongside Commerce City's needs.

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

- Does the project improve accessibility for people with mobility 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?

Asset Maintenance

- 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 the project supported by existing planning efforts?
- Does the project have available funding or partnerships?

Priority Projects

The projects listed in this section reflect Commerce City's near-term transportation priorities based on current needs, ongoing planning efforts, and alignment with the goals of the Transportation Plan. Together, they represent a focused set of investments intended to address key transportation challenges while supporting long-term mobility, safety, and connectivity.

These projects were identified through coordination with City staff and draw from known issues such as safety concerns, roadway capacity, economic development needs, and overall connectivity, and project scale.

The list includes projects across different areas of the city and spans a range of project types, from targeted operational and safety improvements to larger corridor investments that may require additional study, design, and funding. Some projects may be advanced in the near term, while others represent early steps toward longer-term solutions.

High Priority (0-5 years)

Rosemary Street: Widen Rosemary Street to a three lane section with one lane in each direction and a center turn lane from 81st Avenue to 86th Avenue, and to include curb and gutter, sidewalks, and improved drainage along with lighting and landscaping.

88th Avenue: Continue improvements on 88th Avenue between I-76 and Highway 2. Construction on Segment A began in early 2025 to add capacity, construct curb and gutter, improve drainage, and install lighting and landscaping. Construct a new interchange at E-470 and 88th Avenue, anticipated to be a split diamond interchange with frontage roads connecting to the 96th Avenue interchange.

64th Avenue: Advance transportation improvements identified in corridor study through phased, coordinated implementation.

Highway 2: Advance transportation improvements identified in corridor study through phased, coordinated implementation to enhance multimodal connections and safety along the corridor.

Chambers Road: Widen Chambers Rd between 105th Ave and 116th Ave to four lanes with associated curb and gutter, sidewalks, lighting, and landscaping to improve capacity and safety. The project includes construction of a new Second Creek bridge.

Core City Sidewalk Connectivity: Improve sidewalk continuity and accessibility within the Core City area by improving sidewalks in the Tichy neighborhood just north of the Mile High Greyhound Park redevelopment, including installation of updated ADA ramps.

68th Avenue: Enhance pedestrian safety and comfort along 68th Avenue through multimodal pedestrian improvements from Colorado Boulevard to Brighton Road to upgrade pedestrian access along the corridor.

104th Avenue: Implement a queue cutter treatment along 104th Ave to complete a signal that deters westbound traffic from stopping on the Union Pacific railroad tracks, reducing congestion and improving traffic operations and safety at key intersections.

60th Avenue and Vasquez: Complete intersection improvements at 60th Avenue and Vasquez Boulevard. Construction on the east side began in 2025. The project will improve pedestrian safety and intersection operations.

Citywide Lighting: Upgrade and expand roadway and pedestrian-scale lighting throughout the city along priority corridors identified in the 2025 Safety Action Plan to improve visibility, safety, and comfort for all users.

School Zone Analysis: Conduct a citywide analysis of school zones to evaluate traffic operations, safety conditions, and pedestrian access as identified in the 2025 Safety Action Plan.

Safety Action Plan Corridors: Apply high-friction surface treatments at targeted locations along priority corridors identified in the 2025 Safety Action Plan. These treatments are intended to improve roadway traction, reduce crash risk, and enhance safety, particularly at locations with higher crash rates or documented severe crash patterns.

72nd Avenue and Ivanhoe Street: Implement targeted pedestrian safety improvements at the intersection of 72nd Ave and Ivanhoe St.

Medium Priority (5-10 years)

Sable Boulevard and Potomac Street: Improve turn lane configurations along Sable Blvd and Potomac St.

Safety Action Plan Priority Corridors: Implement intersection geometry improvements at select locations along priority corridors identified in the 2025 Safety Action Plan.

Citywide Pushbutton Upgrades: Upgrade pedestrian pushbutton infrastructure citywide to improve accessibility.

US 85 and 120th Avenue: Construct a grade-separated crossing of US 85 and the Union Pacific rail lines, including an interchange between 120th Avenue and US 85, to reduce congestion, eliminate train and vehicle conflicts, and improve safety and regional mobility.

High Plains Parkway: Construct a new roadway connection as a Principal Arterial from 104th Avenue and Tower Road to 120th Avenue and Buckley Road to improve regional connectivity, divert traffic from Tower Road between 104th Avenue and 120th Avenue, support planned development, and enhance overall network redundancy and traffic operations.

Ivy Street: Reconstruct Ivy Street between 48th Ave and 50th Ave to stabilize the roadway due to settlement associated with its location over an old landfill and to prevent future settlement issues.

72nd Avenue: Improve 72nd Ave between US 85 and Colorado Blvd to support access and safety for a new middle school, including enhancements for walking, bicycling, and vehicle circulation in the surrounding area.

Tower Road Bridge: Rehabilitate the Tower Road bridge to address structural needs, extend the service life of the facility, and maintain safe and reliable travel for all users.

Citywide Bikeway Network: Advance buildout of the citywide bikeway network by filling priority gaps and improving connections between neighborhoods, trails, transit, schools, and key destinations.

56th Avenue: Improve sidewalk connectivity and install raised medians along 56th Ave to enhance pedestrian safety, manage access, and support safer crossings.

Tower Road and Second Creek Plaza: Install a new traffic signal.

Safety Action Plan Priority Corridors: Address sight distance limitations at targeted locations along priority corridors identified in the 2025 Safety Action Plan to improve visibility and reduce crash risk.

Safety Action Plan Priority Corridors: Install raised medians where appropriate along priority corridors identified in the 2025 Safety Action Plan to reduce conflicts, manage turning movements, and improve safety.

Lower Priority (10-15 years)

Eudora St and Sand Creek Drive: Install a new traffic signal.

Yosemite Bridge: Construct bridge to connect Yosemite St over the O'Brien Canal.

Colorado Blvd: Drainage and multimodal improvements between Brighton Blvd and 68th Ave.

Tower Road: Widen Tower Rd from four to six lanes between 83rd Avenue and 104th Avenue to accommodate growing traffic.

112th Avenue: Improve 112th Ave between Potomac St and Chambers Rd.

Peoria Parkway: Improve Peoria Pkwy between 96th Ave and 104th Ave.

96th Ave and Union Pacific Railroad: Construct a grade separated crossing.

Transit Station Amenities: Upgrade transit amenities at high priority transit stations and bus stops to improve accessibility and comfort.

Long-Range Priority (15+ years)

104th Avenue: Improvements west of Belle Creek Boulevard to west of Brighton Road to widen the roadway to a four lane section with improved sidewalks and drainage.

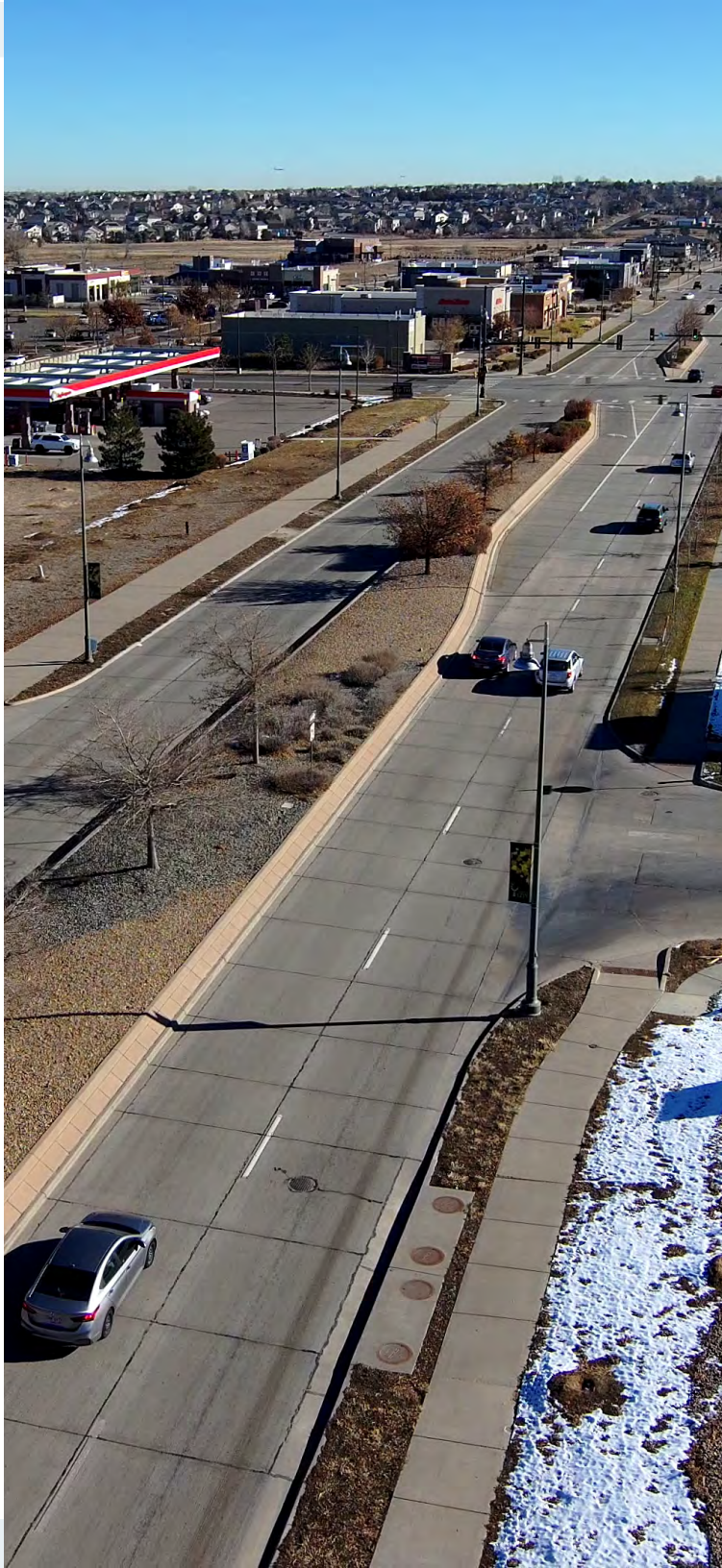
64th Avenue: Improve 64th Ave between Brighton Blvd and Mill Rd and bring railroad crossings up to standard by upgrading nine railroad crossings to improve access to US 6 and US 85 and strengthen connections between neighborhoods on either side of the rail corridors.

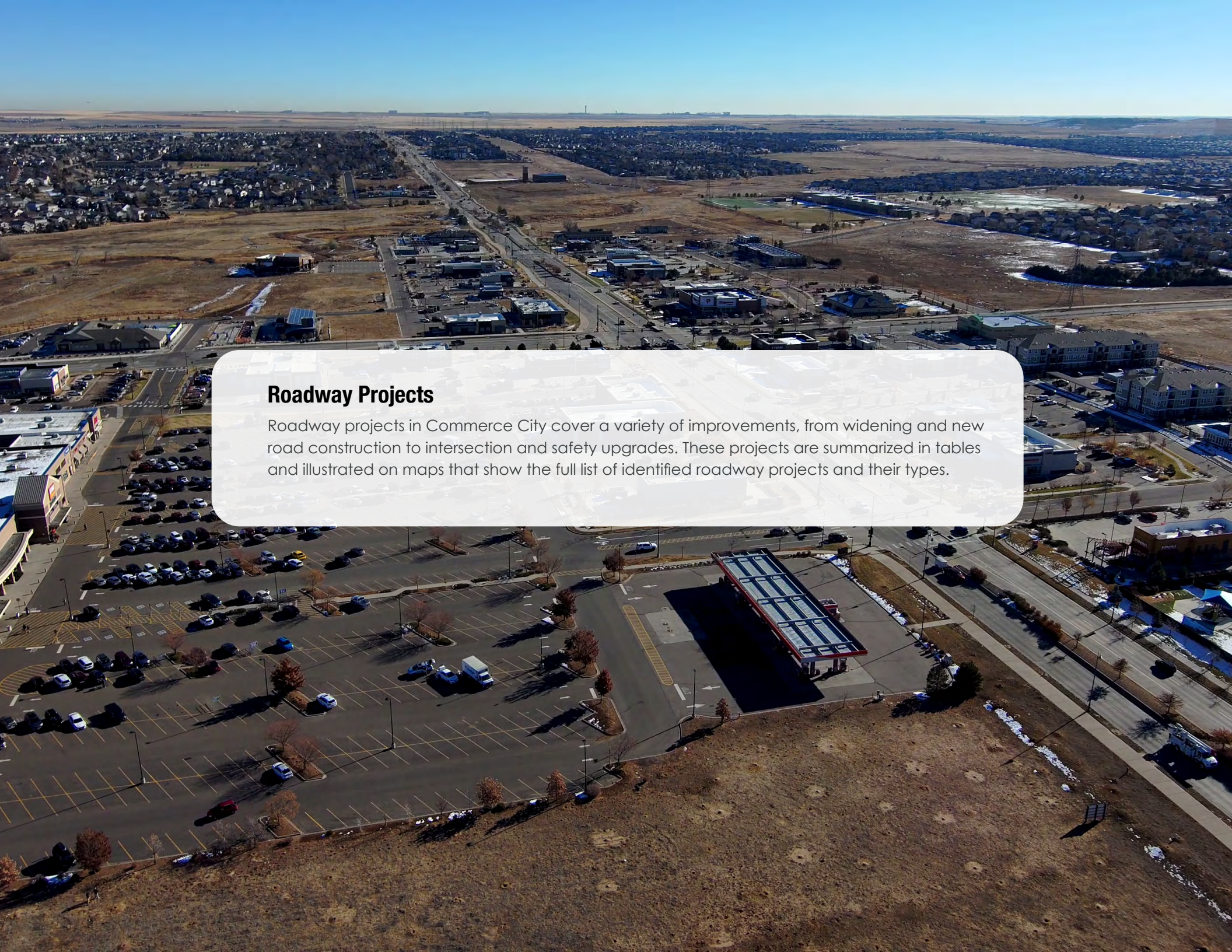
Brighton Boulevard and 104th Avenue: Explore devolution of Brighton Boulevard and or 104th Avenue in coordination with the Colorado Department of Transportation to evaluate the potential transfer of roadway ownership and maintenance responsibilities.

Elm Drive: Pave Elm Dr between 69th Ave and 72nd Ave.

96th Avenue: Improvements from Tower Road to E-470.

Picadilly Road: Construct Picadilly Road to provide a new north south roadway connection, improve network connectivity, and support planned development.





Roadway Projects

Roadway projects in Commerce City cover a variety of improvements, from widening and new road construction to intersection and safety upgrades. These projects are summarized in tables and illustrated on maps that show the full list of identified roadway projects and their types.

Table 3: New Road Connection Projects

Project ID	Location	From	To	Project Description	Cost
87	Picadilly Rd	120th Ave	96th Ave	Construct a new 6 lane road	$$$$$
88	High Plains Pkwy	Tower Rd	Buckley Rd	Construct a new 6 lane road	$$$$$
89	Powhaton Rd	128th Ave	120th Ave	Construct a new 2 lane road	$$$$
90	124th Ave	Picadilly Rd	Watkins Mile Rd	Construct a new 2 lane road	$$$$$
91	136th Ave	Harvest Mile Rd/ Powhaton Rd	Watkins Mile Rd	Construct a new 2 lane road	$$$$$
92	136th Ave	Picadilly Rd	Gun Club Rd	Construct a new 2 lane road	$$$$
93	118th Ave	Himalaya Rd	Liverpool St	Construct a new 2 lane road	$$$
94	115th Ave	Himalaya Rd	Liverpool St	Construct a new 2 lane road	$$$
95	Himalaya Rd	120th Ave	112th Ave	Construct a new 2 lane road	$$$$
96	Biscay St	112th Ave	106th Ave	Construct a new 2 lane road	$$$$
97	Buckly St / High Plains Pkwy	118th Ave	112th Ave	Construct a new 2 lane road	$$$$
98	108th Ave	Himalaya Pkwy	Picadilly Rd	Construct a new 2 lane road	$$$$$
99	Himalaya Rd	108th Ave	104th Ave	Construct a new 2 lane road	$$$
100	Biscay St	104th Ave	100th Ave	Construct a new 2 lane road	$$$
101	100th Ave	Dunkirk St	Picadilly Rd	Construct a new 2 lane road	$$$$$
102	Himalaya Rd	100th Ave	88th Ave	Construct a new 2 lane road	$$$$$
103	Landmark Dr	Quintero St	96th Ave	Construct a new 2 lane road	$$$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Table 3: New Road Connection Projects (Continued)

Project ID	Location	From	To	Project Description	Cost
104	Sable Blvd	100th Ave	96th Ave	Construct a new 2 lane road	$$$
105	98th Ave	Potomac Pkwy	Altura St	Construct a new 2 lane road	$$$$
106	Blackhawk St	100th Ave	98th Ave	Construct a new 2 lane road	$$$
107	108th Ave	Potomac St	Private Dr	Construct a new 2 lane road	$$$$
108	Blackhawk St	Turnberry Pkwy	108th Ave	Construct a new 2 lane road	$$$
109	Canal Ave/112th Ave	Peoria St	Highway 2	Construct a new 2 lane road	$$$$$
110	Holly St	56th Ave	52nd Ave	Construct a new 2 lane road	$$$$$
111	Yosemite St	93rd Pl	92nd Ave	Construct a new 2 lane road	$$$$
112	104th Ave	Himalaya Rd	Quency St	Construct a new 2 lane road	$$$$
113	90th Ave	Bahama St	Himalaya Pkwy	Construct a new 2 lane road	$$$
114	92nd Pl	Cathay Ct	Himalaya Pkwy	Construct a new 2 lane road	$$$
116	Himalaya Pkwy	93rd Pl	88th Ave	Construct a new 2 lane road	$$$$
118	Potomac Pkwy	100th Ave	96th Ave	Construct a new 2 lane road	$$$
136	Picadilly Rd	96th Ave	81st Ave	Construct a new 6 lane road	$$$$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 29: New Road Connection Projects

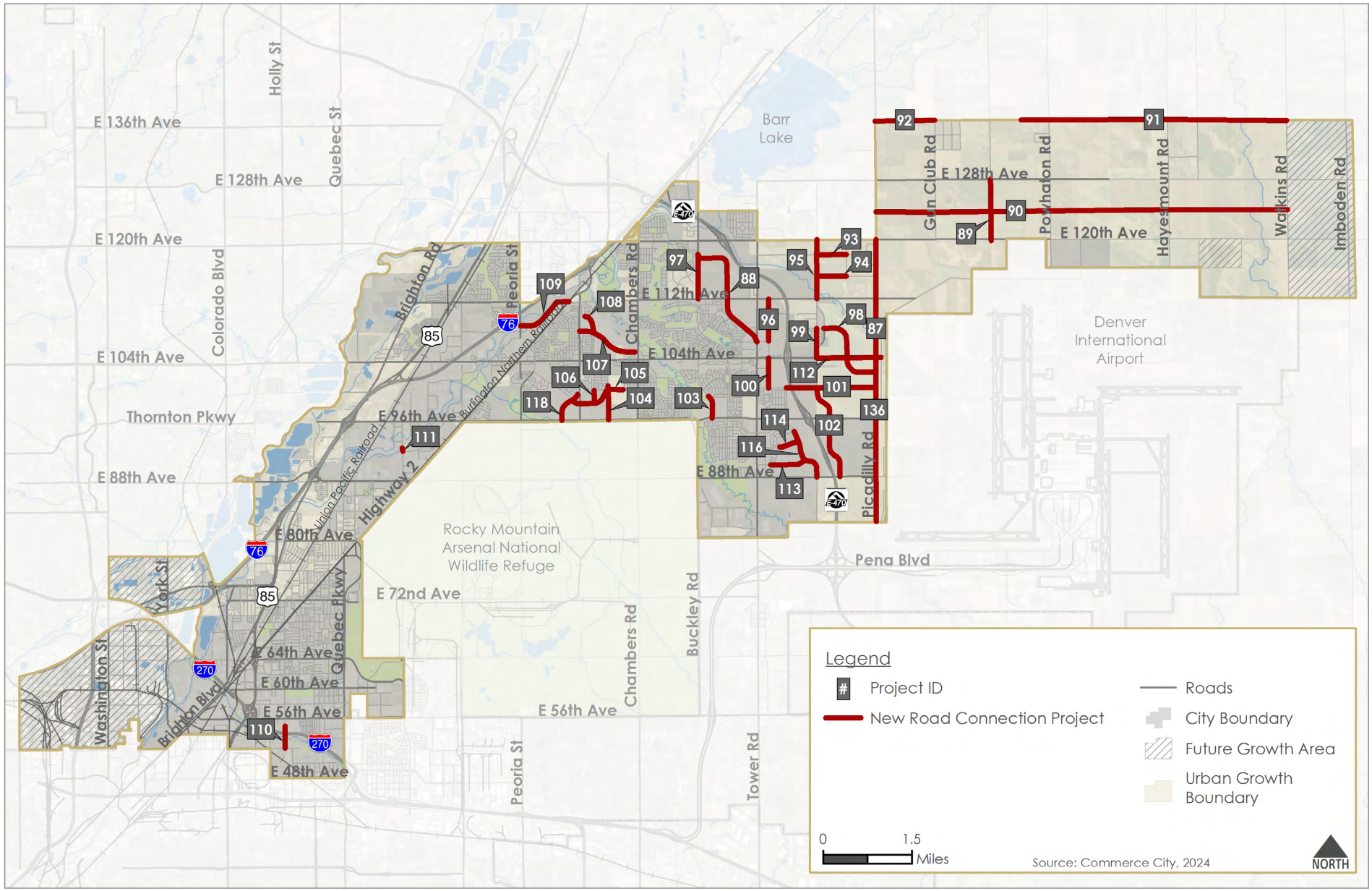


Table 4: Road Widening Projects

Project ID	Location	From	To	Project Description	Cost
119	104th Ave	US 85	E-470	Widen from 4 to 6 lanes	$$$$$
120	104th Ave	South Platte River	Counter Dr	Widen from 2 to 4 lanes	$$$$$
121	104th Ave	Counter Dr	Brighton Rd	Widen from 3 to 6 lanes	$$$
122	104th Ave	E-470	Himalaya Rd	Widen from 2 to 4 lanes	$$$
123	120th Ave	Sable Blvd	E-470	Widen from 2 to 4 lanes	$$$$$
124	120th Ave	South Platte River	Peoria St	Widen from 3 to 4 lanes	$$$$$
125	120th Ave	E-470	Picadilly Rd	Widen from 2 to 6 lanes	$$$$$
126	56th Ave	Valentia St	Central Park Blvd	Widen from 4 to 6 lanes	$$$$
127	88th Ave	Wikiup Dr	Rosemary St	Widen from 2 to 4 lanes	$$$
128	96th Ave	Eagle Creek Pkwy	Chambers Rd	Widen from 2 to 4 lanes	$$$$$
129	96th Ave	Monaco St	Heinze Way	Widen from 2 to 4 lanes	$$$$$
130	96th Ave	Tower Rd	Picadilly Rd	Widen from 2 to 6 lanes	$$$$$
131	Buckley Rd	128th Ave	118th Ave	Widen from 2 to 6 lanes	$$$$$
132	Chambers Rd	120th Ave	104th Ave	Widen from 3 to 4 lanes	$$$$
135	Picadilly Rd	128th Ave	120th Ave	Widen from 2 to 4 lanes	$$$$
137	Quebec Pkwy	72nd Ave	64th Ave	Widen from 4 to 6 lanes	$$$$
138	Rosemary St	88th Ave	81st Ave	Widen from 2 to 3 lanes	$$$$
139	Tower Rd	106th Ave	81st Ave	Widen from 4 to 6 lanes	$$$$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 30: Road Widening Projects

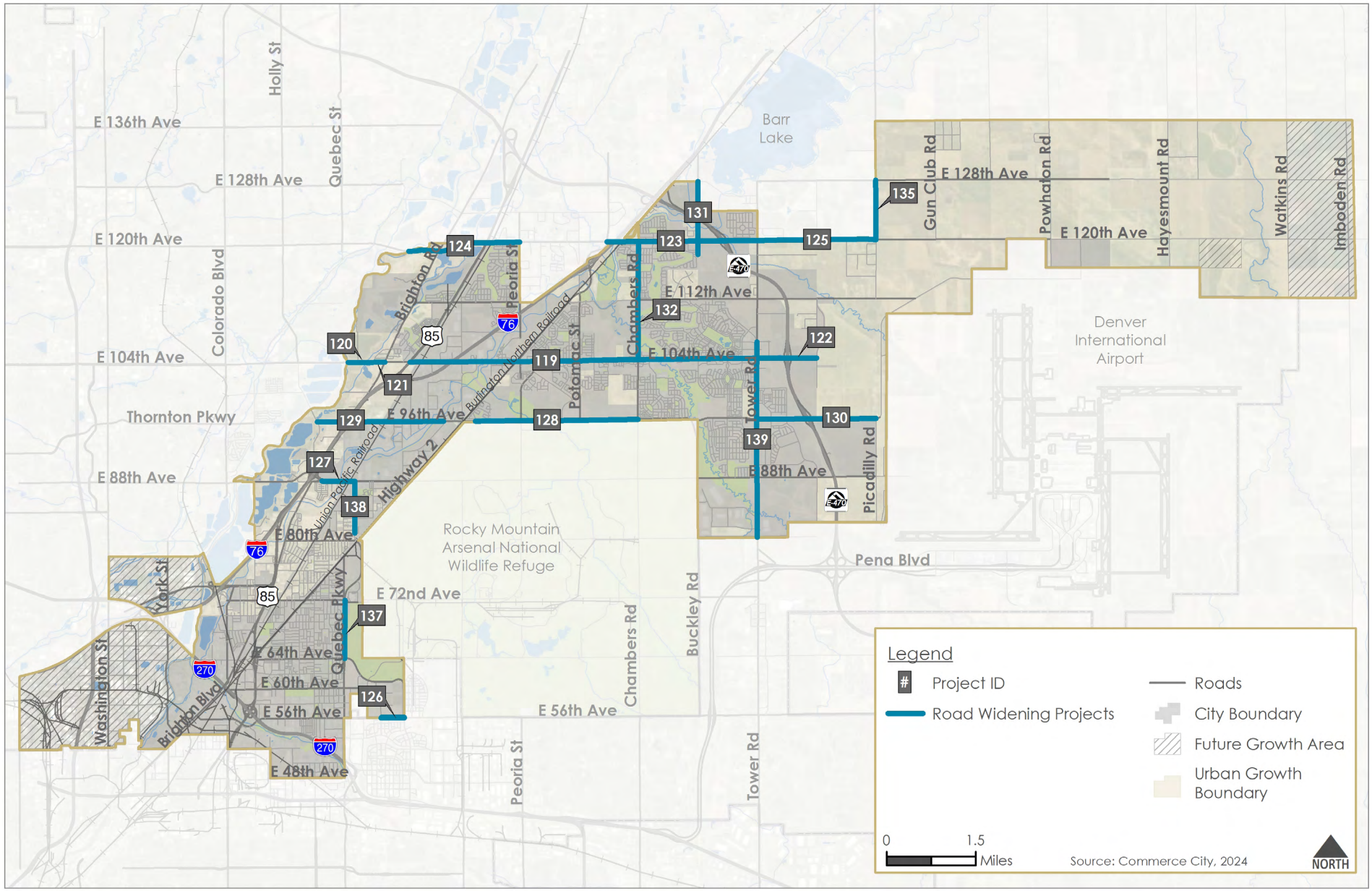


Table 5: Road Paving Projects

Project ID	Location	From	To	Project Description	Cost
140	112th Ave	E-470	Quency Way	Pave a new 2 lane road	$$$
141	112th Ave	Potomac St	Chambers Rd	Pave a new 2 lane road	$$$
142	115th Ave	Liverpool St	Picadilly Rd	Pave a new 2 lane road	$$
143	118th Ave	Liverpool St	Picadilly Rd	Pave a new 2 lane road	$$
144	118th Ave	Tower Rd	Himalaya Rd	Pave a new 2 lane road	$$$
145	136th Ave	Gun Club Rd	Harvest Mile Rd/ Powhaton Rd	Pave a new 2 lane road	$$$
146	Harvest Rd	136th Ave	128th Ave	Pave a new 2 lane road	$$$
147	Himalaya St	112th Ave	108th Ave	Pave a new 2 lane road	$$
148	Himalaya St	104th Ave	100th Ave	Pave a new 2 lane road	$$
149	Himalaya St	96th Ave	93rd Pl	Pave a new 2 lane road	$$
150	Himalaya St	88th Ave	80th Ave	Pave a new 2 lane road	$$$
151	Liverpool St	120th Ave	116th Ave	Pave a new 2 lane road	$$
152	Walden St	107th Ave	High Plains Pkwy	Pave a new 2 lane road	$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 31: Road Paving Projects

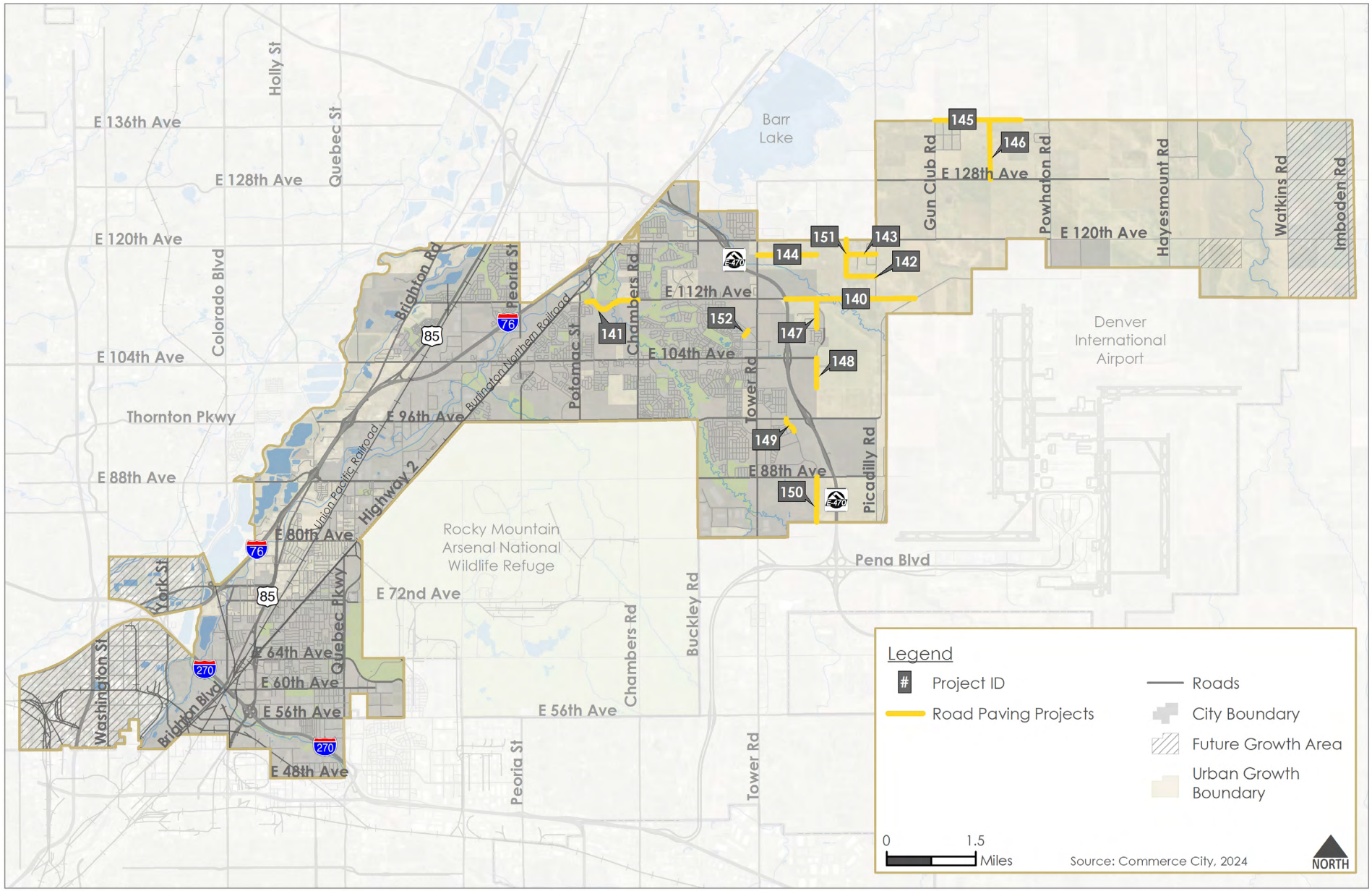


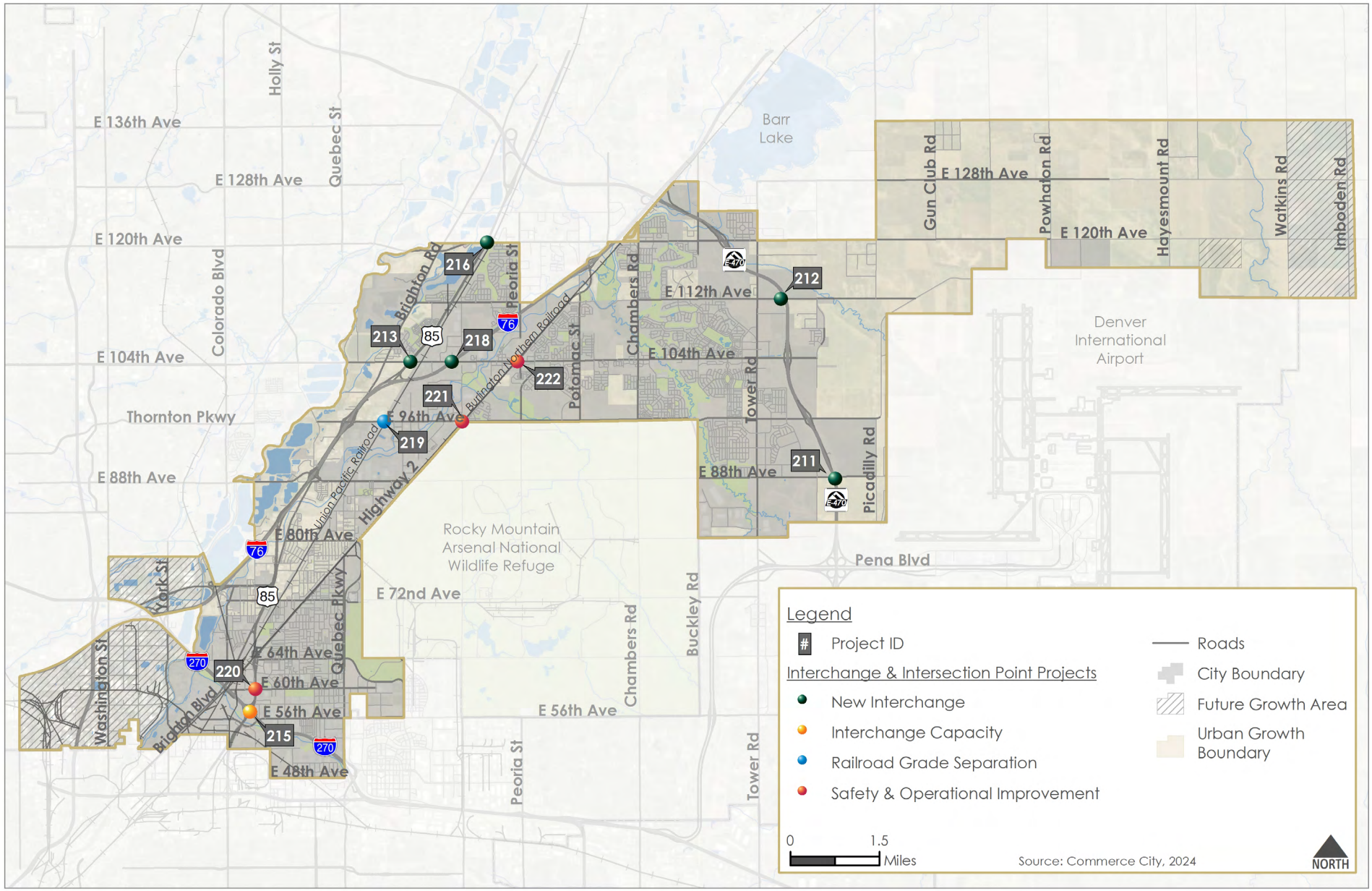
Table 6: Interchange and Intersection Projects

Project ID	Location	Project Description	Cost
211	E-470 & 88th Ave	Add new interchange	$$$$$*
212	E-470 & 112th Ave	Add new interchange	$$$$$*
213	US-85 & 104th Ave	Add new interchange	$$$$$*
215	I-270 & US 85	Improve interchange capacity and add high-occupancy toll lanes	$$$$$*
216	US-85 & 120th Ave	Add new interchange	$$$$$*
218	104th Ave & I-76	Add new interchange	$$$$$*
219	96th Ave & Union Pacific Railroad	Railroad grade separation	$$$$$
220	60th Ave & US 6 (Vasquez Blvd)	Safety and operational improvement	$$$$$*
221	96th Ave & Highway 2	Safety and operational improvement	$$
222	104th Ave & Highway 2	Safety and operational improvement	$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

*These costs were sourced from DRCOG's Regional Metro Vision projects and inflated by one year. These costs may not account for planning, design, or construction management.

Figure 32: Interchange and Intersection Projects



Transit Projects

Transit projects in Commerce City focus on priority corridors where improvements can improve travel time, reliability, and access. Key strategies include adding transit-only lanes, installing queue jumps at intersections, and implementing transit signal priority (TSP) to reduce delays and improve travel times. These investments are supported by stop-level improvements, such as shelters, benches, and lighting, which are detailed in Table 7. Partnership with RTD, as well as adjacent property owners and developers, will be essential to deliver these improvements and ensure long-term success.

Table 7: Transit Stop Amenity Projects

Project ID	Location	Project Description	Cost
223	Monaco St & 63rd Pl	Add bench seating, transit information, lighting, and trash receptacle.	$
224	Monaco St & 62nd Ave	Add bench seating, transit information, lighting, and trash receptacle.	$
225	104th Ave & Chambers Rd	Add bench seating, transit information, lighting, and trash receptacle.	$
226	104th Ave & Revere St	Add transit information and larger trash can to address overfill.	$
227	72nd Ave & Monaco St	Provide transit information and add lighting.	$
228	72nd Ave & Ivanhoe St	Improve mid-block crossing (ADA curb ramps, refuge island). Add bench seating, transit information, lighting, and trash receptacle.	$$
229	60th Ave & Dahlia St	Move sign near the shelter and provide transit information.	$
230	60th Ave & Hudson St	Add transit information, lighting, trash receptacle, and mid-block crossing.	$$
231	72nd Ave & Kearney St	Potential sign visibility improvements. Add bench seating, transit information, lighting, and trash receptacle.	$
232	60th Ave & Dahlia St	Provide transit information and add lighting.	$
233	72nd Ave & Monaco St	Improve pedestrian safety by moving stop, changing vehicle curb cuts, or adding vegetation to provide visual indication of a bus stop. Add bench seating, transit information, lighting, and trash receptacle.	$$

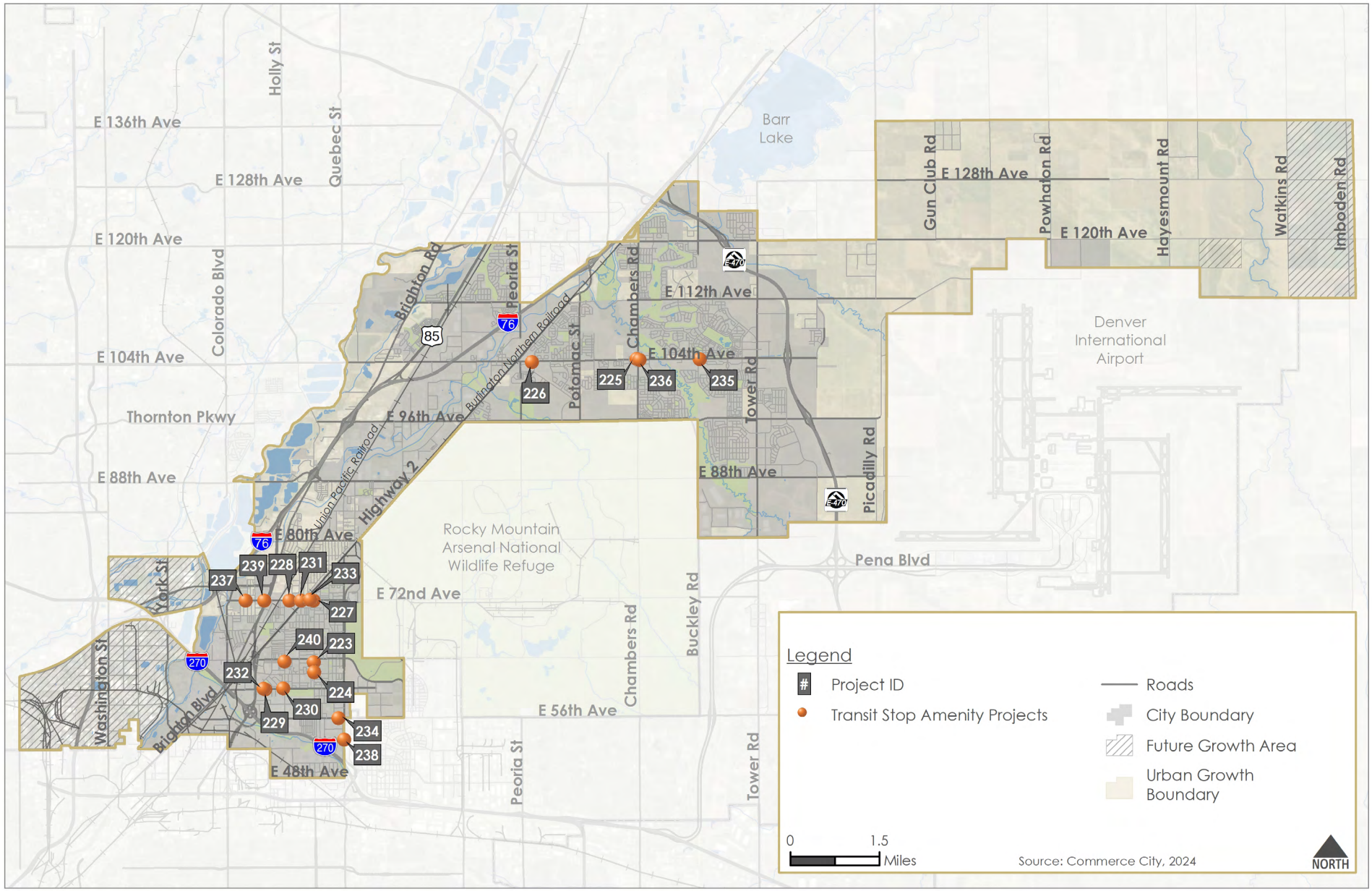
$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Table 7: Transit Stop Amenity Projects (Continued)

Project ID	Location	Project Description	Cost
234	56th Ave & Quebec St	Add bench seating, transit information, lighting, and trash receptacle. Repair bus stop sign. Improve nearby surface material to reduce gravel on sidewalk.	$
235	104th Ave & Landmark Dr	Add bench seating, transit information, lighting, and trash receptacle.	$
236	104th Ave & Chambers Rd	Add bench seating, transit information, lighting, and trash receptacle.	$
237	72nd Ave & Clermont St	Add bench seating, transit information, lighting, and trash receptacle. Complete sidewalk gap.	$
238	Quebec St & 53rd Pl	Add bench seating, transit information, lighting, and trash receptacle.	$
239	72nd Ave & Brighton Blvd	Provide transit information.	$
240	Holly St & 64th Ave	Provide transit information, add lighting, add trash receptacle. Connect new sidewalk and shelter pad to be ADA accessible.	$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 33: Transit Stop Amenity Projects



Bicycle Projects

Bicycle projects in Commerce City aim to expand and connect the network of safe, low-stress facilities for riders of all ages and abilities. Planned improvements include adding new bicycle facilities and multi-use paths, upgrading existing facilities, and closing gaps to provide continuous connections to schools, parks, neighborhoods, and transit stops. Table 8 summarizes the list of bicycle projects and highlights where these improvements will enhance safety, connectivity, and access across the city.

Table 8: Bicycle Facility Projects

Project ID	Location	From	To	Project Description	Cost
1	69th Ave	Highway 2	Niagara St	Bike lane	$
2	70th Ave/69th Ave/Holly St	Colorado Blvd	72nd Ave	Bike lane	$
3	77th Ave/76th Ave/75th Pl	Dahlia St	Oneida St	Bike lane	$
4	Yosemite St	88th Ave	96th Ave	Bike lane	$
5	Heinz Way/ Havana St	96th Ave	104th Ave	Bike lane	$
6	Telluride St	88th Ave	100th Ave	Bike lane	$
7	Walden St/ Second Crk Plz Dr/94th Ave/ Biscay St	High Plains Pkwy	Tower Rd	Bike lane	$$
8	108th Ave	Potomac St	Chambers Rd	Bike lane	$
9	52nd Ave/50th Ave	Dahlia St	Pontiac St	Buffered bike lane	$
10	Holly St	56th Ave	Highway 2	Buffered bike lane	$
11	60th Ave/ Colorado Blvd	Private Dr	74th Ave	Buffered bike lane	$$
12	Parkway Dr/62nd Ave	60th Ave	Holly St	Buffered bike lane	$
13	80th Ave	Brighton Rd	Rosemary St	Buffered bike lane	$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Table 8: Bicycle Facility Projects (Continued)

Project ID	Location	From	To	Project Description	Cost
14	Reunion Ridge Way/100th Ave	Peoria Pkwy	Chambers Rd	Buffered bike lane	$$
15	Landmark Dr/92nd Ave	96th Ave	Tower Rd	Buffered bike lane	$
16	90th Ave	Tower Rd	Himalaya Pkwy	Buffered bike lane	$
17	Bahama St	100th Ave	112th Ave	Buffered bike lane	$
18	108th Ave	Himalaya St	Picadilly Rd	Buffered bike lane	$
19	Buckley Rd	112th Ave	High Plains Pkwy	Buffered bike lane	$
20	Havana St	104th Ave	112th Ave	Buffered bike lane	$
21	Dahlia St	52nd Ave	56th Ave	Multi-use path	$$$
22	US 85/Highway 2	60th Ave	64th Ave	Multi-use path	$$$
23	Quebec St	53rd Pl	64th Ave	Multi-use path	$$$
24	Quebec Pkwy	Adams City HS	Highway 2	Multi-use path	$$$
25	Highway 2	64th Ave	Quebec Pkwy	Multi-use path	$$$$
26	Brighton Rd/US 85	88th Ave	120th Ave	Multi-use path	$$$$$
27	96th Ave	South Platte River	Heinz Way	Multi-use path	$$$$
28	96th Ave	Eagle Creek Pkwy	Telluride St	Multi-use path	$$$$
29	96th Ave	Walden St	Picadilly Rd	Multi-use path	$$$$
30	104th Ave	South Platte River	Belle Creek Blvd	Multi-use path	$$$
31	104th Ave	E-470	Picadilly Rd	Multi-use path	$$$
32	Peoria St	96th Ave	100th Pl	Multi-use path	$$$
33	Potomac Pkwy	96th Ave	Potomac St	Multi-use path	$$$
34	Landmark Dr	96th Ave	Quintero St	Multi-use path	$$

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Table 8: Bicycle Facility Projects (Continued)

Project ID	Location	From	To	Project Description	Cost
35	92nd Pl/Cathay Ct	Himalaya Pkwy	Himalaya Pkwy	Multi-use path	$$$
36	Tower Rd	104th Ave	124th Ave	Multi-use path	$$$$
37	Chambers Rd	104th Ave	120th Ave	Multi-use path	$$$
38	112th Ave	Parkside Dr N	Picadilly Dr	Multi-use path	$$$$
39	112th Ave	Atchison St	Chambers Rd	Multi-use path	$$$
40	112th Ave	Peoria St	I-76	Multi-use path	$$
41	112th Ave	US 85	Havana St	Multi-use path	$$
42	56th Ave	Eudora St	Yosemite St	Multi-use path or protected bike lane	$$$$
43	Brighton Blvd	York St	Dahlia St	Multi-use path or protected bike lane	$$$$
44	Eudora St/ Dahlia St	56th Ave	60th Ave	Multi-use path or protected bike lane	$$$
45	Yosemite St	56th Ave	Prairie Pkwy	Multi-use path or protected bike lane	$$$
46	60th Ave	Private Dr	Quebec St	Multi-use path or protected bike lane	$$$
47	64th Ave/Prairie Pkwy	Highway 2	Yosemite St	Multi-use path or protected bike lane	$$$$
48	Dahlia St	69th Ave	78th Ave	Multi-use path or protected bike lane	$$$
49	72nd Ave	Colorado Blvd	Quebec Pkwy	Multi-use path or protected bike lane	$$$
50	74th Ave	Brannan Pl	US 85	Multi-use path or protected bike lane	$$$$
51	Brighton Rd	69th Ave	88th Ave	Multi-use path or protected bike lane	$$$$
52	Rosemary Ave	Highway 2	88th Ave	Multi-use path or protected bike lane	$$$

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Table 8: Bicycle Facility Projects (Continued)

Project ID	Location	From	To	Project Description	Cost
53	88th Ave	Dahlia St	Highway 2	Multi-use path or protected bike lane	$$$$
54	Sable Blvd	96th Ave	104th Ave	Multi-use path or protected bike lane	$$$
55	88th Ave	Buckley Rd/ RMANWR	Picadilly Rd	Multi-use path or protected bike lane	$$$$
56	Dunkirk St/ Himalaya Pkwy	80th Ave	100th Ave	Multi-use path or protected bike lane	$$$$
57	100th Ave	Tower Rd	Picadilly Rd	Multi-use path or protected bike lane	$$$
58	Himalaya Rd/ Himalaya St	88th Ave	120th Ave	Multi-use path or protected bike lane	$$$$$
59	High Plains Pkwy/Buckley Rd	Tower Rd	128th Ave	Multi-use path or protected bike lane	$$$$
60	Canal Ave/112th Ave	Peoria St	Highway 2	Multi-use path or protected bike lane	$$$
61	Highway 2	112th Ave	I-76	Multi-use path or protected bike lane	$$$
62	Peoria Pkwy/ Peoria St	104th Ave	120th Ave	Multi-use path or protected bike lane	$$$$
63	58th Ave	Eudora St	Quebec St	Neighborhood bikeway	$$$
64	Trenton St	56th Pl	Prairie Pkwy	Neighborhood bikeway	$$
65	Kearney St	60th Ave	Highway 2	Neighborhood bikeway	$$$
66	62nd Ave	Holly St	Olive St	Neighborhood bikeway	$$
67	Olive St/Oneida St	56th Ave	Highway 2	Neighborhood bikeway	$$$
68	Quebec St	63rd Ave	Highway 2	Neighborhood bikeway	$$$
69	66th Ave/66th Pl/Demott Ave/67th Ave	Glencoe St	Olive St	Neighborhood bikeway	$$

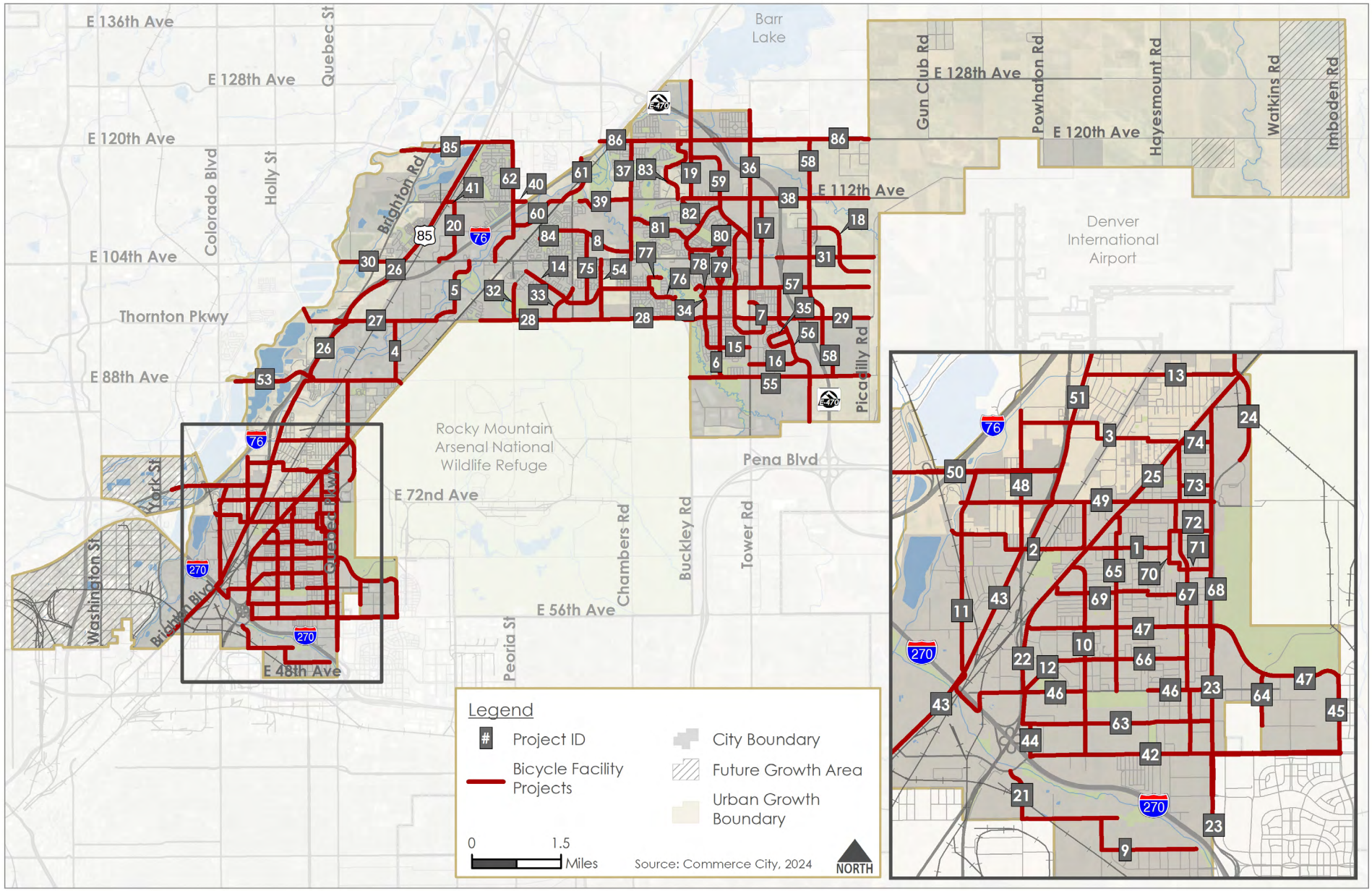
$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Table 8: Bicycle Facility Projects (Continued)

Project ID	Location	From	To	Project Description	Cost
70	Niagara St/ Oneida St	67th Pl	70th Ave	Neighborhood bikeway	$$
71	67th Pl	Oneida St	Quebec St	Neighborhood bikeway	$
72	70th Ave	Niagara St	Quebec St	Neighborhood bikeway	$
73	73rd Ave	Oneida St	Quebec Pkwy	Neighborhood bikeway	$
74	75th Pl	Oneida St	Quebec St	Neighborhood bikeway	$
75	Blackhawk St	Reunion Ridge Way	108th Ave	Neighborhood bikeway	$$
76	100th Ave/99th Ave	Chambers Rd	99th Pl	Neighborhood bikeway	$$
77	Joplin St/101st Way	100th Ave	Lewiston St	Neighborhood bikeway	$$
78	100th Ave	Landmark Dr	Tower Rd	Neighborhood bikeway	$$
79	Reunion Pkwy	100th Ave	104th Ave	Neighborhood bikeway	$$
80	Landmark Dr/ Reunion Dr	High Plains Pkwy	High Plains Pkwy	Neighborhood bikeway	$$$
81	Heartland Dr	Chambers Rd	Landmark Dr	Neighborhood bikeway	$$
82	Parkside Dr N	Landmark Dr	112th Ave	Neighborhood bikeway	$$
83	Nucla St/Buffalo Run Dr	112th Ave	120th Ave	Neighborhood bikeway	$$$
84	Turnberry Pkwy/108th Ave	Revere St	Potomac St	Neighborhood bikeway	$$
85	120th Ave	South Platte River	Peoria St	Protected bike lane	$$
86	120th Ave	Highway 2	Picadilly Rd	Protected bike lane	$$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 34: Bicycle Facility Projects



Pedestrian Projects

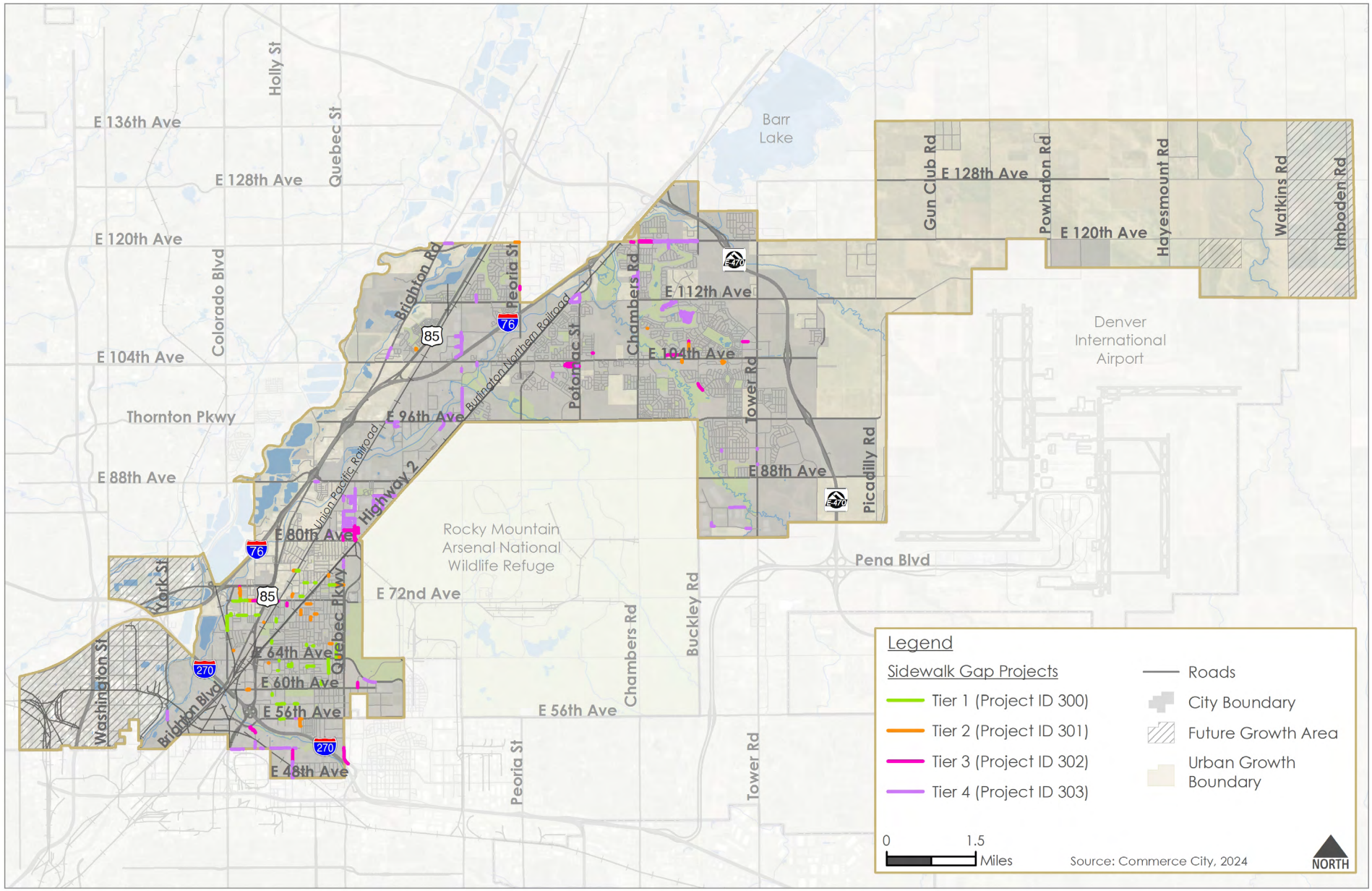
Pedestrian projects in Commerce City focus on completing sidewalk gaps and enhancing the overall walking environment. A tiered approach (Tiers 1–4) is used to prioritize improvements, with Tier 1 representing the highest-need locations near schools, transit stops, and other key destinations, and Tier 4 representing lower-priority gaps in less dense areas. In addition to sidewalks, multi-use paths included in Table 5 provide important shared facilities for both pedestrians and bicyclists, creating broader connections across the city. Table 9 summarizes the sidewalk gap tiers and Figure 35 show the locations of each tier.

Table 9: Sidewalk Gap Projects

Project ID	Tier	Miles	Cost
300	Tier 1 Sidewalks	2.5	$$$
301	Tier 2 Sidewalks	1.6	$$$
302	Tier 3 Sidewalks	4.3	$$$
303	Tier 4 Sidewalks	13.6	$$$$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 35: Sidewalk Gap Projects



Multimodal Crossing Improvements

Multimodal crossing projects are designed to improve safety and comfort for both pedestrians and bicyclists at intersections and mid-block locations. These improvements may include high-visibility crosswalks, raised crossings, pedestrian refuge islands, curb extensions, and enhanced signal treatments. Together, they address some of the most critical points of conflict between people walking or biking and vehicle traffic, helping create a safer and more accessible transportation network. Table 10 lists the recommended multimodal crossing improvement locations. Specific crossing solutions will be determined through future evaluation, informed by the range of treatments outlined in the Bicycle and Pedestrian Plans.

Table 10: Multimodal Crossing Improvement Locations

Project ID	Location	Project Description	Cost
168	Highway 2 & Quebec Pkwy	Trail-adjacent location along the Highway 2 corridor supporting bicycle and pedestrian connections between the Arsenal Perimeter Trail and future Rosemary Street facilities. The Highway 2 Corridor Study recommends raised crosswalks at channelized turn lanes and median nose extensions.	$$
169	72nd Ave & Quebec Pkwy	School-adjacent location with long crossing distances. The Comprehensive Plan identifies pedestrian refuge islands at this location, with further evaluation needed to confirm the appropriate crossing improvement.	$$
170	77th Ave & Brighton Rd	Intersection of two planned bicycle facility corridors with no existing crossing infrastructure.	$$
171	69th Ave & US 85	Complex intersection along a high-volume arterial where proposed bicycle facilities cross major roadways.	$$
172	69th Ave & Highway 2	Major bicycle and pedestrian corridor along Highway 2. An expanded median island is recommended in the Highway 2 Corridor Plan.	$$
173	64th Ave & Holly St	Intersection of two planned bicycle facility corridors.	$$
174	Parkway Dr & Shopping Center	Potential mid-block crossing along a five-lane roadway supporting access to a park, recreation center, and grocery store.	$$
175	60th Ave & Holly St	Intersection of two planned bicycle facility corridors adjacent to a park.	$$
176	56th Ave & Quebec St	Major arterial intersection with long crossing distances. Pedestrian refuge islands are recommended in the Comprehensive Plan, with further evaluation needed to confirm the appropriate crossing improvement.	$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Table 10: Multimodal Crossing Improvement Locations (Continued)

Project ID	Location	Project Description	Cost
177	96th Ave & Highway 2	Major bicycle and pedestrian route along Highway 2. A raised crosswalk at the channelized turn lane and an expanded median island on the northeast corner are recommended in the Highway 2 Corridor Study.	$$
178	104th Ave & Highway 2	Major bicycle and pedestrian route along Highway 2. Removal of channelized turn lanes on the northwest and southeast corners, raised crosswalks at remaining channelized turn lanes, and median extensions on Highway 2 are recommended in the Highway 2 Corridor Study.	$$
179	104th Ave & US 85	Major arterial intersection with long crossing distances, located along a future multiuse path connection to the regional South Platte River Trail.	$$
180	112th Ave & US 85	Major arterial crossing providing a key connection for residents west of US 85 along a future multiuse path route.	$$
181	120th Ave & US 85	Major bicycle and pedestrian corridor facilities recommended by the 120th Avenue Corridor Study. Multimodal crossing improvements to be coordinated with the US 85 interchange project.	$$
182	112th Ave & Highway 2	Future trail and bicycle facilities planned, providing key crossing access between residential area and the future trail.	$$
183	120th Ave & Chambers Rd	Protected intersection recommended in the 120th Avenue Corridor Study.	$$
184	118th Ave & Chambers Rd	Uncontrolled intersection across a wide arterial providing a key crossing connection between neighborhoods.	$$
185	120th Ave & Buckley Rd	Protected intersection recommended in the 120th Avenue Corridor Study.	$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Table 10: Multimodal Crossing Improvement Locations (Continued)

Project ID	Location	Project Description	Cost
186	104th Ave & Reunion Pkwy	Major multimodal connection between neighborhoods and part of a planned neighborhood bikeway.	$$
187	100th Ave & Tower Rd	Key multimodal connection between neighborhoods and future development, with crossing improvements to be coordinated with a potential new traffic signal.	$$
188	96th Ave & Potomac Pkwy	Key arterial crossing connecting residential areas to the Arsenal Perimeter Trail.	$$
189	92nd Ave & Telluride St	Intersection of two planned bicycle facilities.	$$
191	104th Ave & Potomac St	Important multimodal access connection across 104th Ave with intersection improvements identified in the Comprehensive Plan.	$$
192	104th Ave & West of Sable Blvd	Long distances between signalized crossings indicate a potential need to evaluate a mid-block crossing in this area to improve access as development occurs.	$$
193	60th Ave & Quebec St	High pedestrian demand corridor crossing a major arterial and providing access to Dick's Sporting Goods Park.	$$
194	64th Ave & Olive St	Intersection of two planned bicycle facilities.	$$
195	56th Ave & Holly St	Intersection of two planned bicycle facilities.	$$
196	Prairie Pkwy & Quebec Pkwy	Key multimodal connection providing access to Prairie Gateway Open Space, the Rocky Mountain Arsenal trail system, and the Civic Center.	$$

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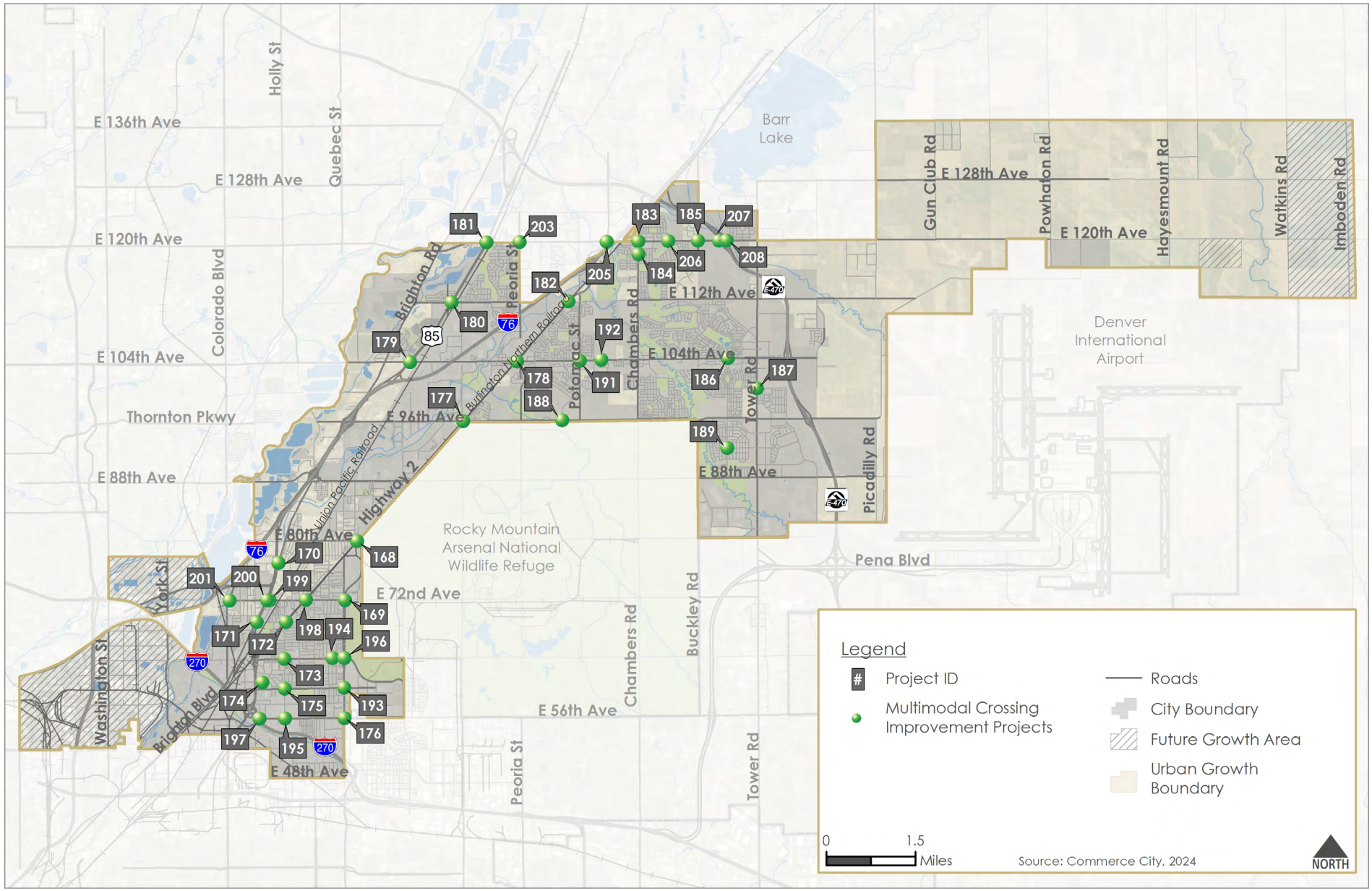
Table 10: Multimodal Crossing Improvement Locations (Continued)

Project ID	Location	Project Description	Cost
197	56th Ave & Eudora St	Intersection of two planned bicycle facilities.	$$
198	72nd Ave & Highway 2	Major bicycle and pedestrian route along Highway 2. Raised crosswalks at channelized turn lanes recommended in the Highway 2 Corridor Study.	$$
199	72nd Ave & Brighton Rd	Planned multimodal corridor needing a formalized crossing across Brighton Road, which functions as a frontage road to US 85.	$$
200	72nd Ave & US 85	Multimodal corridor crossing a major arterial connecting to the Commerce City / 72nd Avenue Station. Pedestrian refuge islands, pedestrian signals, and medians are recommended in the Comprehensive Plan.	$$
201	72nd Ave & Colorado Blvd	Uncontrolled intersection connection to existing bicycle lanes and a trail connection to the Commerce City / 72nd Avenue Station.	$$
203	120th Ave & Peoria St	Potential protected intersection recommended in the 120th Avenue Corridor Study to be determined in coordination with US 85 interchange project.	$$
205	120th Ave & Sable Blvd	Protected intersection recommended in the 120th Avenue Corridor Study.	$$
206	120th Ave & Laredo St	Protected intersection recommended in the 120th Avenue Corridor Study.	$$
207	120th Ave & C-470 SB On Ramp	Modified channelized right-turn lanes and raised crosswalks to improve pedestrian visibility recommended in the 120th Avenue Corridor Study.	$$
208	120th Ave & C-470 NB On Ramp	Modified channelized right-turn lanes and raised crosswalks to improve pedestrian visibility recommended in the 120th Avenue Corridor Study.	$$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Figure 36: Multimodal Crossing Improvement Projects



Total Investment Need

Commerce City's transportation needs over the coming decades far exceed the resources currently available. Additionally, the estimated cost of building the system envisioned in this plan does not include the added expense of right-of-way acquisition, inflation, or the ongoing maintenance required as new assets are added. Compared with the City's existing annual transportation budget, there is a significant funding gap. Meeting these needs will require a combination of local investment, regional and state partnerships, federal funding, and creative financing approaches. These sources will be critical to ensuring the City can build and maintain a safe, connected, and reliable transportation system.

Maintenance Costs

As Commerce City adds new roads, bridges, sidewalks, and other transportation facilities, the cost of maintaining these assets increases as well. Maintenance is essential to protect the City's investment, keep streets safe and reliable, and avoid more costly reconstruction in the future. Current maintenance practices include routine work such as crack sealing, pothole repair, pavement striping, and signal upkeep, as well as preventive treatments that extend roadway life. As the network expands, the City must plan for these rising costs to prevent a backlog of deferred maintenance. Proactive upkeep reduces long-term expenses, extends the life of existing facilities, and ensures that the transportation system continues to meet the needs of residents and businesses.

Funding

Implementing the vision and priorities outlined in the Transportation Plan will require a proactive and strategic approach to funding. Commerce City has a variety of potential funding sources to draw upon, ranging from local revenues to highly competitive state, regional, and federal grant programs. A clear understanding of these opportunities, paired with a well-structured pipeline of projects, will position the City to secure the external funding needed to bring the Transportation Plan to life.

This section outlines how Commerce City currently funds transportation projects, explores potential new funding mechanisms, and highlights key grant opportunities. While the funding landscape will continue to evolve between now and 2050, this provides a snapshot of current tools and guidance for moving projects from concept to construction. Funding sources include federal, state, and regional programs, many of which are designed to support multimodal transportation, safety enhancements, congestion relief, and sustainable infrastructure.

As new funding opportunities emerge, Commerce City can revisit and reprioritize projects to align with available resources. Having this flexibility ensures that the Transportation Plan remains a living document, capable of adapting to changing financial conditions and mobility needs.

How Projects Are Currently Funded

Commerce City uses various funding sources to deliver transportation projects:

- Voter-approved capital improvement funds provide a dedicated revenue stream for priority infrastructure investments.
- Impact fees collected from new development help ensure that growth contributes to the cost of the transportation network it relies on.
- Dedicated transportation and solid waste taxes supply additional resources for roadway improvements and maintenance.
- General fund contributions are used as needed to supplement capital projects.
- Partnership funding from agencies such as Adams County, the City and County of Denver, CDOT, and RTD supports projects with regional benefits that extend beyond Commerce City's borders.

Together, these sources provide a foundation for ongoing investment, but they are not sufficient to meet all the City's transportation needs, especially as Commerce City continues to grow.

Potential Funding Mechanisms

To expand local capacity, Commerce City could consider additional funding tools that are used in peer communities:

- Transportation Utility Fees: These treat transportation like a utility, charging residents and businesses based on their use of the system (trips generated) rather than on the value of their property. Fees are collected monthly, apply to both owners and renters, and are not subject to voter approval.
- Dedicated Sales Tax: A voter-approved sales tax dedicated to transportation can fund a specific set of improvements over a defined period. Revenues may also support sustainability and resilience initiatives tied to transportation.
- Farebox Revenue and Advertisements: Shared mobility programs such as microtransit, bikeshare, or carshare can generate income through fares or sponsorships. Advertising on transit vehicles, stations, or City assets can also provide ongoing revenue.

Exploring these mechanisms would give the City more flexibility to fund projects locally, while also strengthening its ability to provide matching dollars for competitive grants.

Grant Opportunities

Grant funding will continue to play a vital role in delivering Commerce City's transportation vision. Federal and state programs, as well as regional initiatives, provide significant opportunities to leverage local funds. Examples include:

- Federal programs such as Highway Safety Improvement Program (HSIP), Safe Streets and Roads for All (SS4A), and Better Utilizing Investments to Leverage Development (BUILD).
- State programs through CDOT, including the Multimodal Transportation and Mitigation Options Fund (MMOF) and the Transportation Alternatives Program (TAP).
- Regional programs administered by DRCOG, including the Transportation Improvement Program (TIP), which allocates federal funds to high-priority local and regional projects.

Given the competitive nature of these programs, it is essential that Commerce City integrate grant readiness into early project planning and design. Projects that align with community-supported goals, regional transportation priorities, and specific grant criteria will be more competitive. Most grants also require a local match, reinforcing the importance of maintaining strong, predictable local funding streams.

Performance Measures

Performance measures serve as tools to help Commerce City track progress toward the vision and goals of the Transportation Plan. These measures are not fixed requirements, but rather potential indicators that can evolve over time as data availability, community priorities, and technology change. By tracking outcomes such as safety, connectivity, accessibility, and sustainability, the City can better understand how well the transportation system is meeting community needs.

The measures outlined in this section provide a starting point. They allow the City to monitor progress, identify where adjustments may be needed, and demonstrate accountability to residents and regional partners. Over time, Commerce City may refine or expand these measures to ensure they remain relevant and continue to reflect both local priorities and best practices in transportation planning.

Table 11: Potential Performance Measures by Goal Area

Goal	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 Percentage of trips made by walking, bicycling, and transit (mode share) Transit ridership trends (average weekday boardings)
Accessibility	Percentage of zero-vehicle households within ¼ mile of a transit stop 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 Intelligent Transportation Systems (ITS) improvements
Maintain Assets	Pavement Condition Index (PCI) across city streets Bridge condition ratings (percentage in good/fair/poor condition) Percentage of transportation budget dedicated to maintenance

Appendix A: Potential Grants

Federal Grants

Federal transportation funding plays a vital role in supporting major infrastructure investments across the country. Programs administered by agencies such as the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) provide critical resources for improving mobility, safety, and infrastructure resilience. These funding streams are highly competitive and often require projects to demonstrate regional significance, multimodal benefits, and strong community support. Commerce City can leverage federal grants to advance large-scale or innovative projects that align with national transportation goals. Additionally, while not a traditional federal grant program, Congressional Directed Spending has been, and is expected to continue to be, a primary funding tool for Commerce City.

USDOT Reconnecting Communities: Supports projects that reconnect communities by removing or improving transportation barriers. Funds planning and construction for solutions such as pedestrian bridges, caps, parks, underpasses, and street or highway redesigns that help restore safe and reliable connections. Requires strong community engagement and a clear demonstration of public benefit.

USDOT Charging & Fueling Infrastructure: Supports EV charging stations in rural and urban areas. Must demonstrate need, site readiness, and community benefit.

USDOT Safe Streets and Roads for All (SS4A): Provides funding for planning and implementation projects that reduce roadway fatalities and serious injuries. Supports the development of Safety Action Plans as well as construction projects that address high-risk locations or patterns. The program was created through the Infrastructure Investment and Jobs Act and includes up to 5 billion dollars in funding from fiscal years 2022 through 2026. Public engagement and data-driven safety analysis are required components.

USDOT Strengthening Mobility and Revolutionizing Transportation (SMART): Provides grants for smart mobility pilots such as connected intersections, autonomous vehicle shuttles, and data sharing platforms. Requires measurable outcomes and scalability. Approximately $100 million will be available between FY 2022–2026.

Federal Highway Administration (FHWA) Carbon Reduction Program: Provides formula funding through CDOT for emission-reducing projects such as trail systems, signal optimization, and electric infrastructure. Requires documentation of greenhouse gas impact.

Federal Transit Administration (FTA) 5310 Enhanced Mobility of Seniors and Individuals with Disabilities: This formula fund supports public transportation for seniors and individuals with disabilities by funding eligible capital, purchased service, and preventive maintenance projects for transportation providers. Eligible projects include vehicle purchases, passenger shelters, purchased services, preventive maintenance, travel training, marketing programs, development of centralized call centers, and other equipment that support transportation to meet the special needs of seniors and individuals with disabilities. Denver Regional Council of Governments (DRCOG) administers 5310 funding for the Denver-Aurora Urbanized Area.

Federal Highway Safety Improvement Program (HSIP): Eligible projects in this category include improvements or corrections to safety issues on any local or regional public roads and trails or paths. Typical projects include rumble strips, improved signage, lighting, and road restriping. Funded activities must be consistent with Colorado's Strategic Highway Safety Plan. Projects are selected competitively through CDOT.

FTA (Federal Transit Administration) §5307 Urbanized Area Formula Program: Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. The governor or governor's designee is responsible for receiving and apportioning funds to eligible projects and recipients for these areas.

Infrastructure for Rebuilding America (INFRA): The FAST (Fixing America's Surface Transportation) Act established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance via competitive grants, known as INFRA grants, or credit assistance to nationally and regionally significant freight and highway projects that align with program goals to improve safety, efficiency and reliability of freight; improve global competitiveness; reduce highway

congestion; improve connectivity; and address growing demand for freight.

USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant Program: Since 2009, USDOT has distributed grants for planning and capital investments in surface transportation infrastructure (formerly called RAISE and TIGER). Grants are awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports, or intermodal transportation.

FTA Mobility On-Demand (MOD) Sandbox Program: The MOD program envisions a multimodal, integrated, automated, accessible, and connected transportation system in which personalized mobility is a key feature. The Sandbox Demonstration Program seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities such as integrated payment systems, decision support, and incentives for traveler choices

Surface Transportation Block Grant: A formula grant distributed to states, which then distribute it through discretionary grants. This grant primarily funds improvements on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Public Transportation Innovation Program: The program is a competitive grant process that provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. It funds research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation

Transportation Infrastructure Finance and Innovation Act (TIFIA): TIFIA financing includes direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance. Minimum project costs are $10M for transit-oriented development, local, and rural projects, $15M for intelligent transportation system projects, and $50M for all other surface transportation projects., It can finance up to 33 percent of total project costs

US Environmental Protection Agency Flood Mitigation Assistance: Aims to reduce or eliminate the risk of repetitive flood damage to buildings and infrastructure insured under the National Flood Insurance Program (NFIP). Funds cost-effective projects that reduce future flood losses and promote community resilience. Supports flood-related infrastructure upgrades such as road elevations, culvert enlargements, and drainage improvements if they protect NFIP-insured properties and are part of a broader flood mitigation strategy.

State Grants

The State of Colorado offers a range of funding programs that support local transportation initiatives, often administered through the Colorado Department of Transportation (CDOT) and other state agencies. These programs are designed to enhance mobility, safety, sustainability, and economic vitality throughout the state. Many state funding opportunities complement federal programs and can be used to support planning, design, and construction phases of transportation projects. Commerce City can strengthen its funding strategy by aligning project goals with statewide transportation priorities and performance measures.

CDOT Funding Advancement for Surface Transportation and Economic Recovery Act (FASTER): This category includes safety-related projects, such as asset management, transportation operations, intersection and interchange improvements, and shoulder and safety-related widening, and pedestrian and advanced by local governments and selected based on priority.

CDOT Safe Routes to School (SRTS): Supports infrastructure and education that promote walking and biking to school. Eligible projects include sidewalks, signage, and school-zone safety upgrades. Requires partnership with school districts.

Regional Priorities Program (RPP): The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the Colorado Transportation Commission annually. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck vehicle miles traveled (VMT).

Great Outdoors Colorado (GOCO): Funds community trails, greenways, and open space access. Must enhance outdoor recreation and conservation and demonstrate community benefit.

CDOT Multimodal Transportation and Mitigation Options Fund (MMOF): Supports transit, bike/ped, and demand management projects that reduce greenhouse gas emissions. Requires a minimum local match and regional coordination. Eligible projects include transit vehicles, bike lanes, sidewalks, and mobility hubs.

CDOT Revitalizing Main Streets: Competitive grant targeting multimodal and safety improvements along key arterials. Includes curb extensions, median refuges, improved crossings, and bike lanes. Projects must address crash risk and show public benefit.

CDOT Transportation Alternatives Program (TAP): Funds infrastructure for non-motorized travel such as multiuse paths, pedestrian bridges, bike lanes, and Safe Routes to School projects. Typically requires community engagement and local match.

CDOT Office of Innovative Mobility Grants: Supports projects that expand shared mobility options, improve transportation access, and enhance mobility for people who may have limited travel choices. Eligible efforts include carshare programs, workforce mobility solutions, micromobility systems, and Mobility as a Service platforms. Projects must demonstrate innovation and the potential to scale across communities.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME): Provides funding for projects that reduce vehicle-related air pollution in Colorado's ozone nonattainment areas, including the Denver Metro and North Front Range regions. Eligible projects include infrastructure, programs, or planning efforts that reduce emissions from vehicle use such as travel demand management strategies, cleaner construction practices, and improvements supporting transit, biking, and walking. Projects must demonstrate measurable air quality benefits, with CDOT offering technical assistance for emissions analysis and reporting.

Colorado Energy Office (CEO) Charge Ahead Colorado: Offers funding for Level 2 charging stations in workplaces, multifamily buildings, and public areas. Grantees must commit to installation and data sharing.

Colorado Energy Office (CEO) Community Access to Mobility Planning (CAMP): Supports planning for electric carshares, e-bike deployment, and accessible mobility solutions. Emphasizes environmental justice and local engagement.

Colorado Energy Office (CEO) Direct Current Fast Charging (DCFC) Plazas: Provides funding for DCFC stations along key travel corridors. Must show site readiness and public accessibility.

Colorado Energy Office (CEO) Fleet-Zero Electric Vehicle (EV) Charging: Helps public fleets transition to electric by funding depot or en-route charging infrastructure. Must support fleet decarbonization plans.

CDOT Off System Bridges: Funds the replacement or major rehabilitation of major structures (bridges and culverts) on public roads owned by Colorado counties and municipalities. To qualify, structures must have a clear span over 20 feet and be in "Poor" or "Fair" condition, as determined by federal inspection criteria. Requires a minimum 20 percent local match from the applicant.

Nonattainment Area Air Pollution Mitigation Enterprise: Provides funding for projects that reduce vehicle-related air pollution in Colorado's ozone nonattainment areas, especially the Denver Metro and North Front Range. It supports infrastructure and planning efforts that promote transit, biking, walking, and other clean transportation options. Projects must demonstrate and report emissions reduction benefits in ozone precursors (CDOT can provide technical assistance). Proposed transportation infrastructure applications must provide a review of the project proposal for feasibility of their scope.

DOLA Energy/Mineral Impact Assistance Fund Grant: Assists political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels. Supports transportation projects such as road, bridge, drainage, and sidewalk improvements in communities impacted by energy or mineral development, provided the work is permanent, infrastructure-focused, and not routine maintenance.

Regional Grants

Regional funding sources, primarily administered through DRCOG and other metropolitan planning organizations, help implement regionally significant transportation projects and support the broader goals of the Metro Vision Regional Transportation Plan. These funding opportunities are often closely tied to federal and state programs, and prioritize projects that demonstrate congestion relief, multimodal connectivity, and air quality benefits. Commerce City's participation in regional planning efforts positions the City to compete effectively for these targeted resources.

DRCOG Congestion Mitigation and Air Quality improvement Program (CMAQ): The FAST (Fixing America's Surface Transportation) Act continued the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

DRCOG Block Grant Program: The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

CDOT/DRCOG Transportation Alternatives (TA): Eligible projects for TA grants include planning or construction projects for on- and off-road pedestrian and bicycle facilities, community enhancement activities, and Safe Routes to Schools. CDOT Region 1 screens and selects projects and awards funds through a competitive process to local entities.

DRCOG Community Mobility Planning and Implementation (CMPI): The purpose of the CMPI set-aside is to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. The current program goals are to support diverse, livable communities; support the development of connected urban centers and multimodal corridors; support a transportation system that is well-connected and serves all modes of travel; support healthy and active choices; expand access to opportunity for residents of all ages, incomes, and abilities; and supports a safe, reliable, and well maintained transportation system.

DRCOG Transportation Improvement Program (TIP): Provides competitive funding for regionally significant projects, such as road widenings, ITS deployment, multimodal corridors, and safety enhancements. Must be listed in DRCOG's Regional Transportation Plan and meet air quality conformity.

DRCOG TIP Set-asides: Dedicated funding pools within the TIP for specific goals, including the Transportation Demand Management program, Human Services Transportation coordination, and air quality improvements like signal timing and outreach. Requires detailed work plans and performance tracking.

RTD Partnership Program: Funds planning and implementation of first-/last-mile connections, microtransit pilots, and other mobility innovations within the RTD district. Must demonstrate alignment with RTD goals and be located within its service boundary.