

E 64th Ave Corridor Study

June 23, 2025



Quality Community for a Lifetime



Agenda

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





Project History and Goals



History of E 64th Ave Corridor Study

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



Goals of E 64th Ave Corridor Study

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



Project Schedule

Project Timeline

Winter 2024

Public open house to
understand community
concerns

Fall 2025

Public open house
to present final
concept design

We are
here

Spring 2025

Public open house to
review three proposed
improvements

Fall 2024

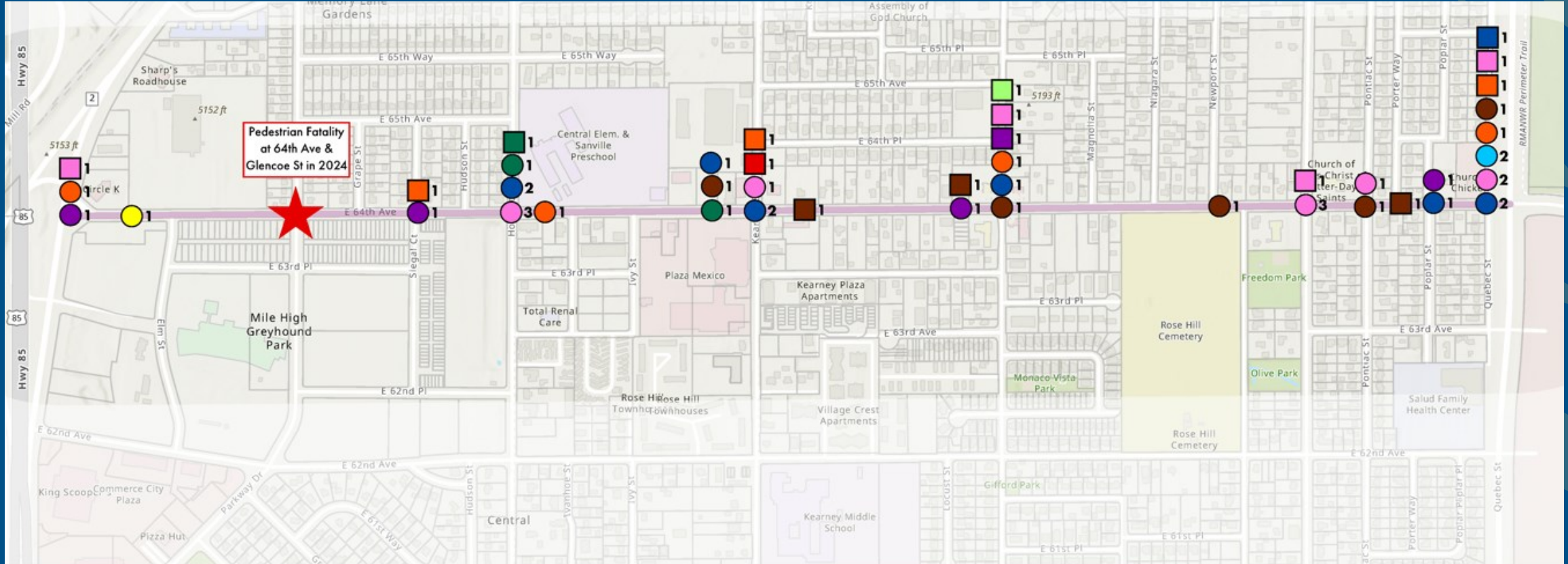
Traffic data
analysis

Early 2026

Final corridor
plan

Existing Conditions

Crash History (2019-2023)



Crash Stack Map

Crash Type

- Approach Turn
- Bicycle
- Broadside
- Fixed Object

- Head-On
- Overtaking Turn
- Parked Motor Vehicle
- Pedestrian
- Rear-End

- Sideswipe Same Direction
- Severity
- Fatal
- Injury
- Property Damage Only

Municipal Features

- East 64th Avenue Corridor
- Parcels

Incident Types					
	Approach Turn		Pedestrian		Head-on
	Bicycle		Rear-End		Overtaking turn
	Broadside		Parked Motor Vehicle		
	Fixed-Object		Sideswipe Same Direction		

0 0.25 0.5 Miles

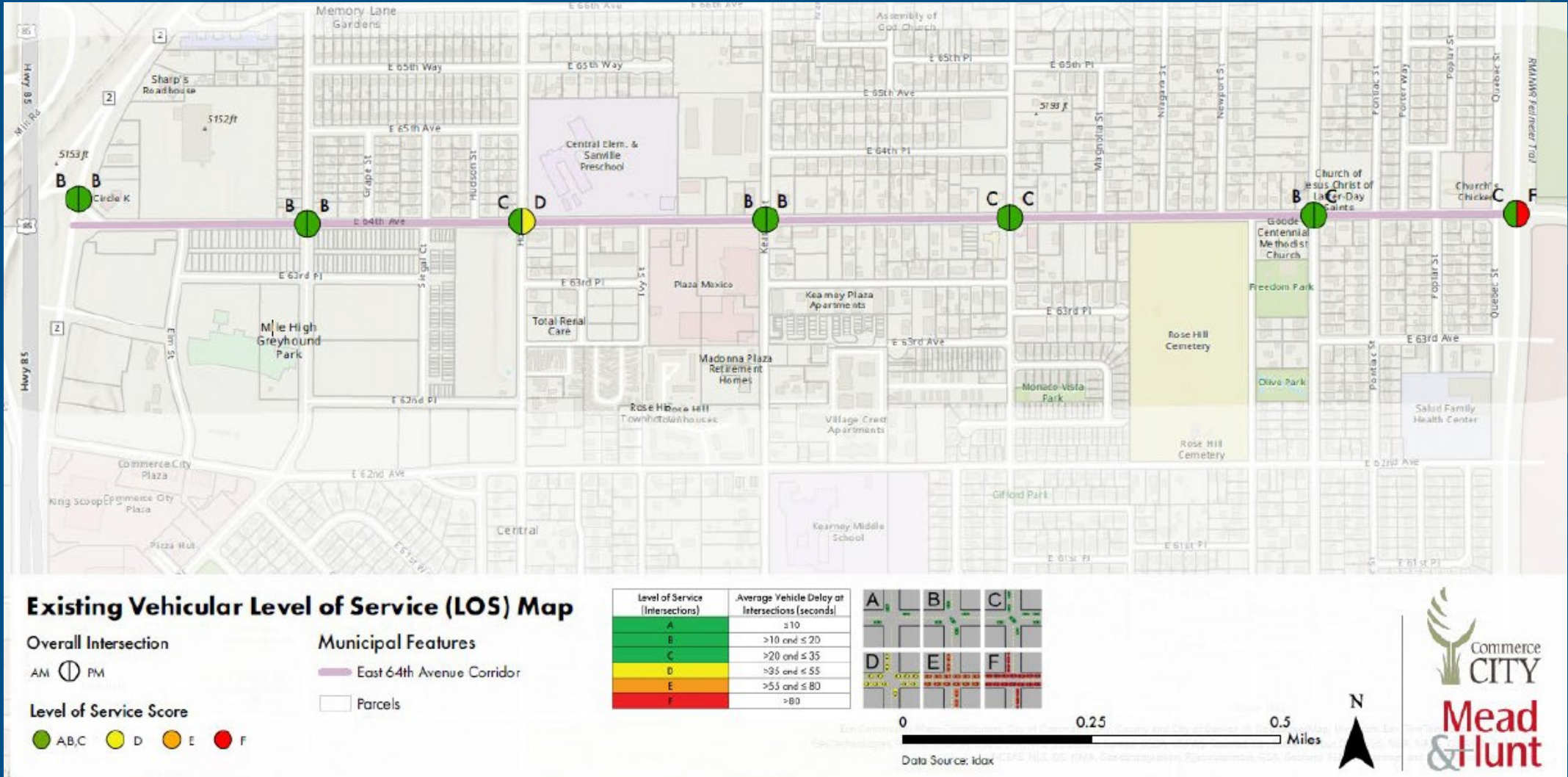
Data Source: Crash Data (2019-2023)



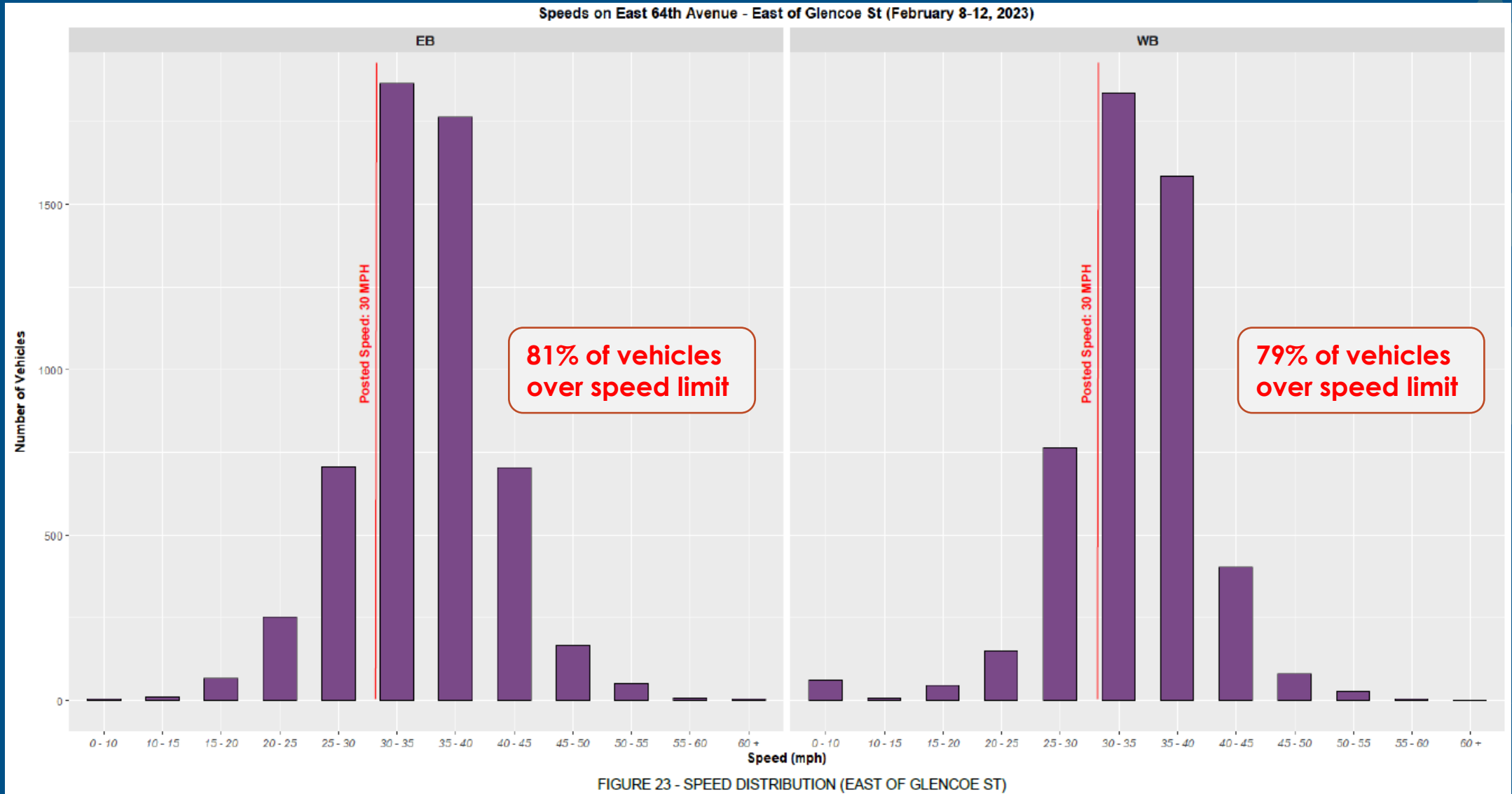
Lighting Facilities



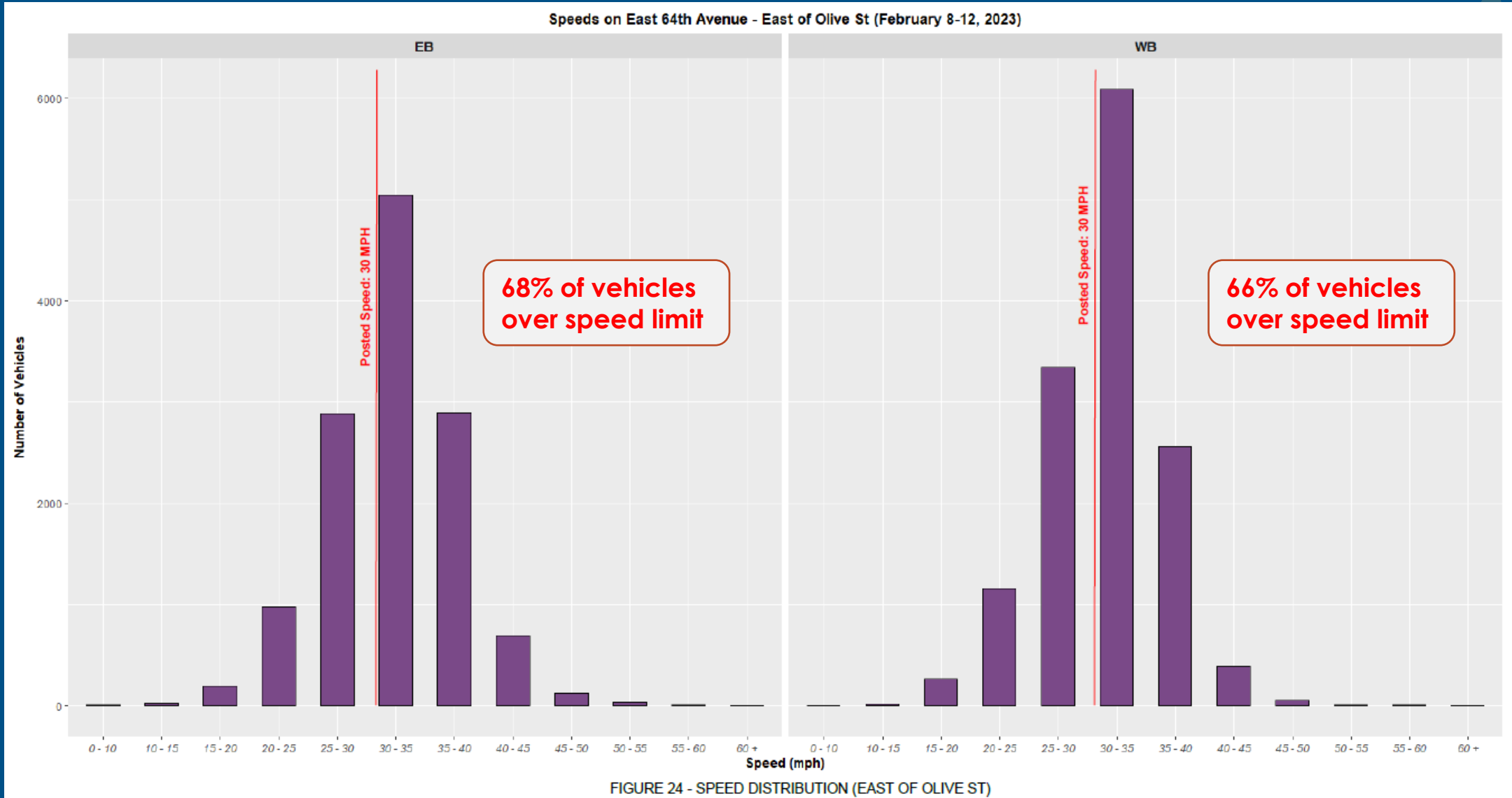
Vehicular Level of Service



Speeds, East of Glencoe (5 lanes)



Speeds, East of Olive (2 lanes + parking)





Feedback Stakeholders and Public





Stakeholder Walk Participants

11/13/24

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



Stakeholder Walk Observations

11/13/24

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



Public Feedback Round 1

12/5/24

12 people responded (online and in-person)

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

If all modes felt safe, 5 people would bike

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



Public Feedback Round 2 3/27/25

What We Heard

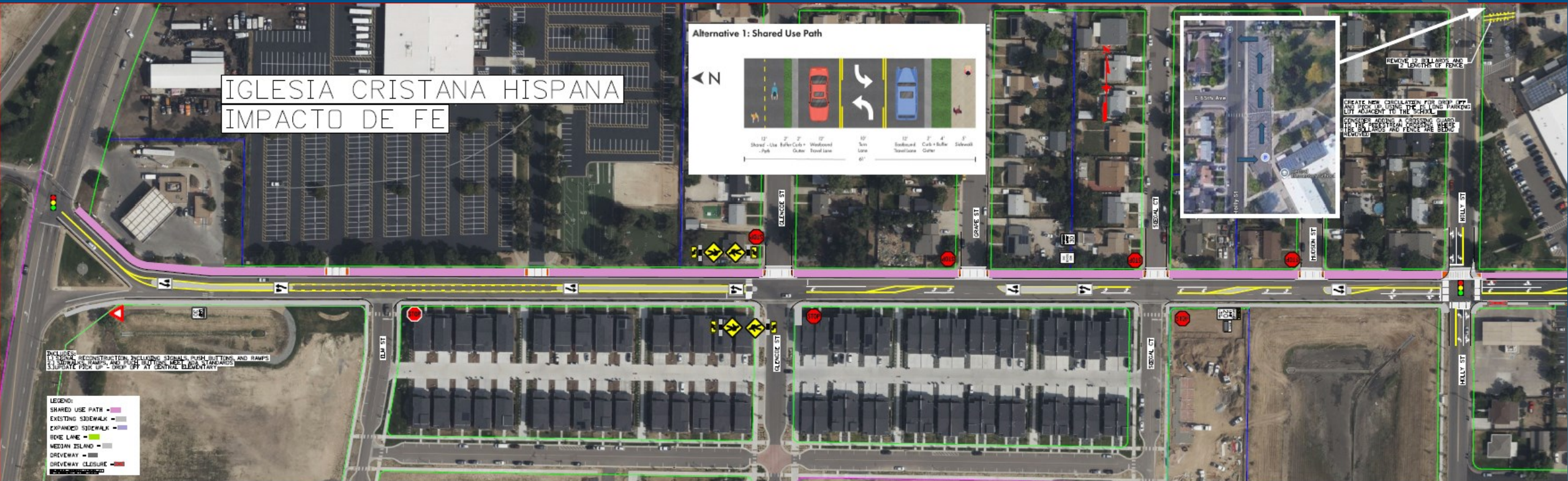
Bike Lanes
IMPROVEMENTS
SAFETY
EVENTS
RESIDENTS
bicycles
sidewalks
Parking
crossings
COMMUNITY
pedestrians
accessibility
right-of-way
alternatives



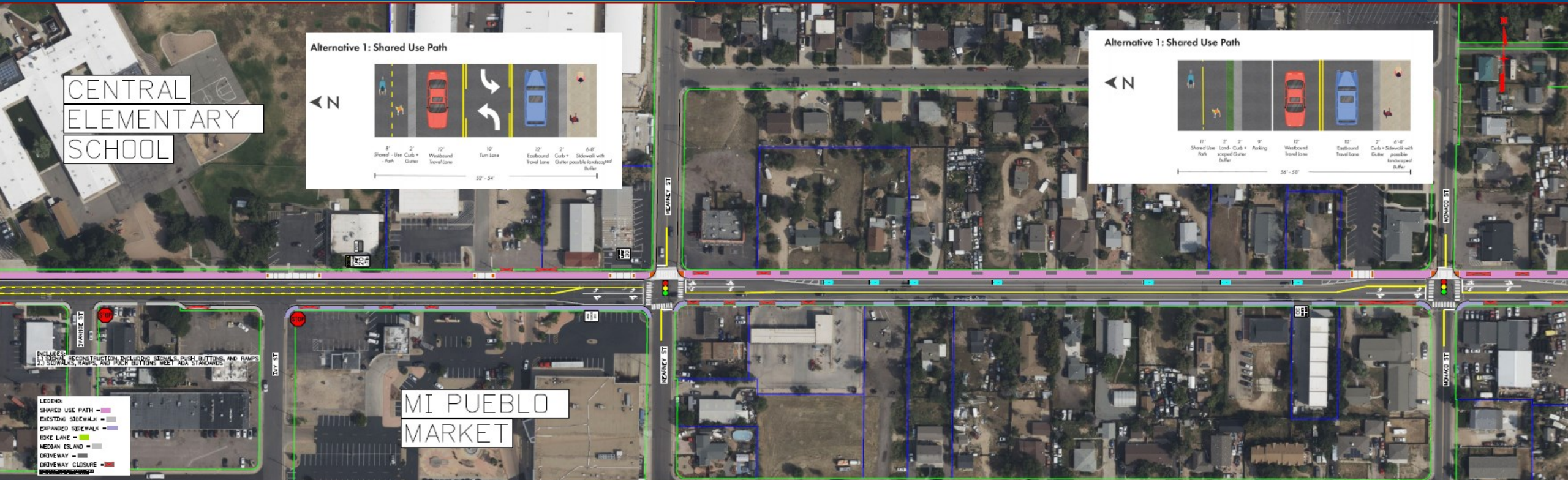
Alternatives



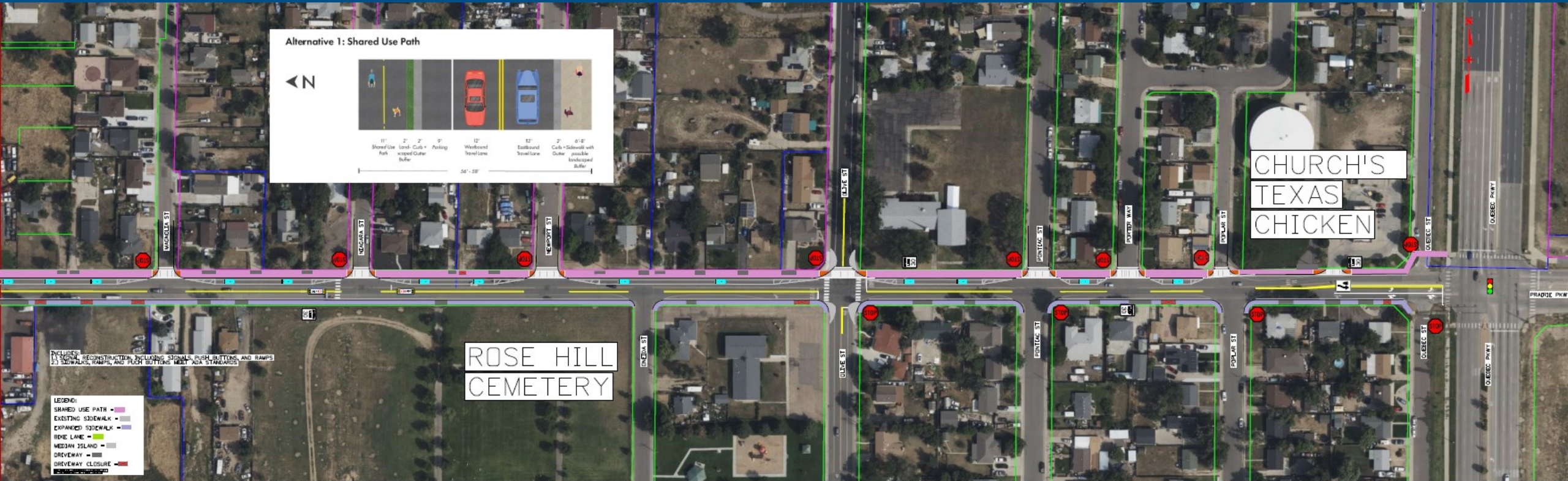
Alternative 1: Shared Use Path (1 of 3)



Alternative 1: Shared Use Path (2 of 3)



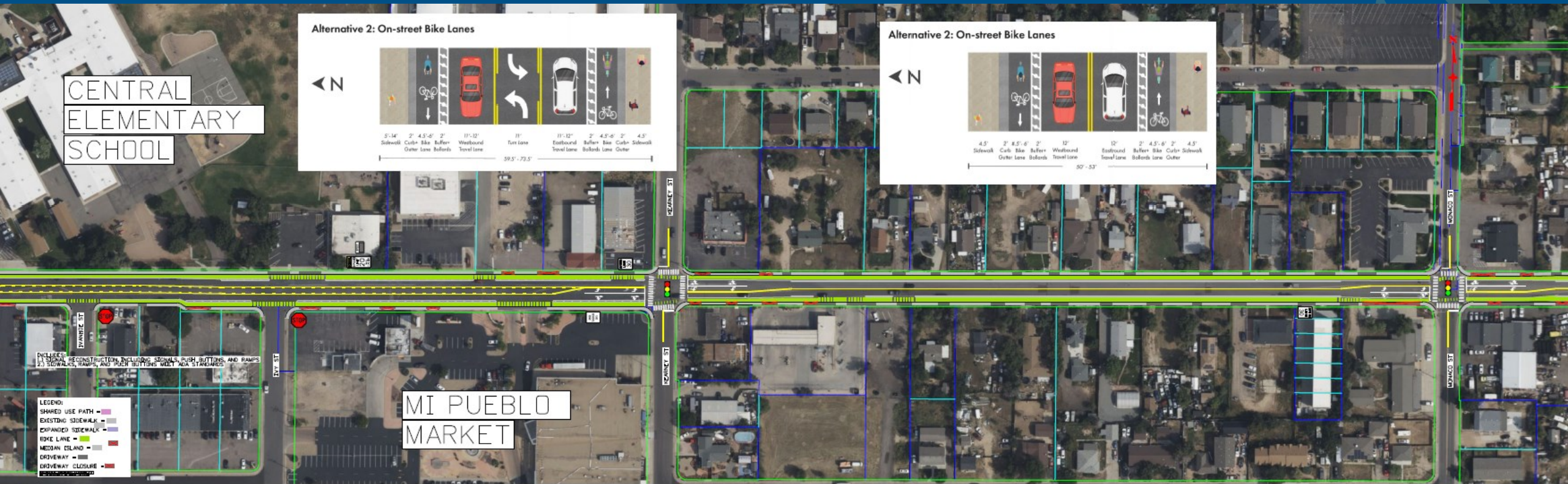
Alternative 1: Shared Use Path (3 of 3)



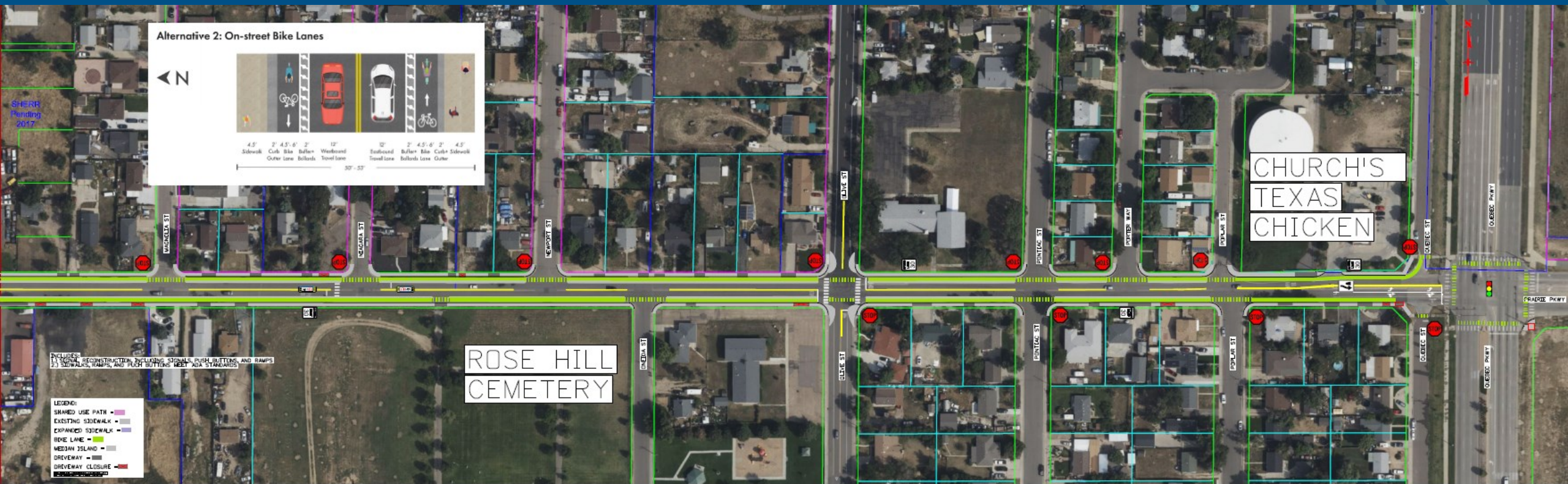
Alternative 2: Bike Lanes (1 of 3)



Alternative 2: Bike Lanes (2 of 3)



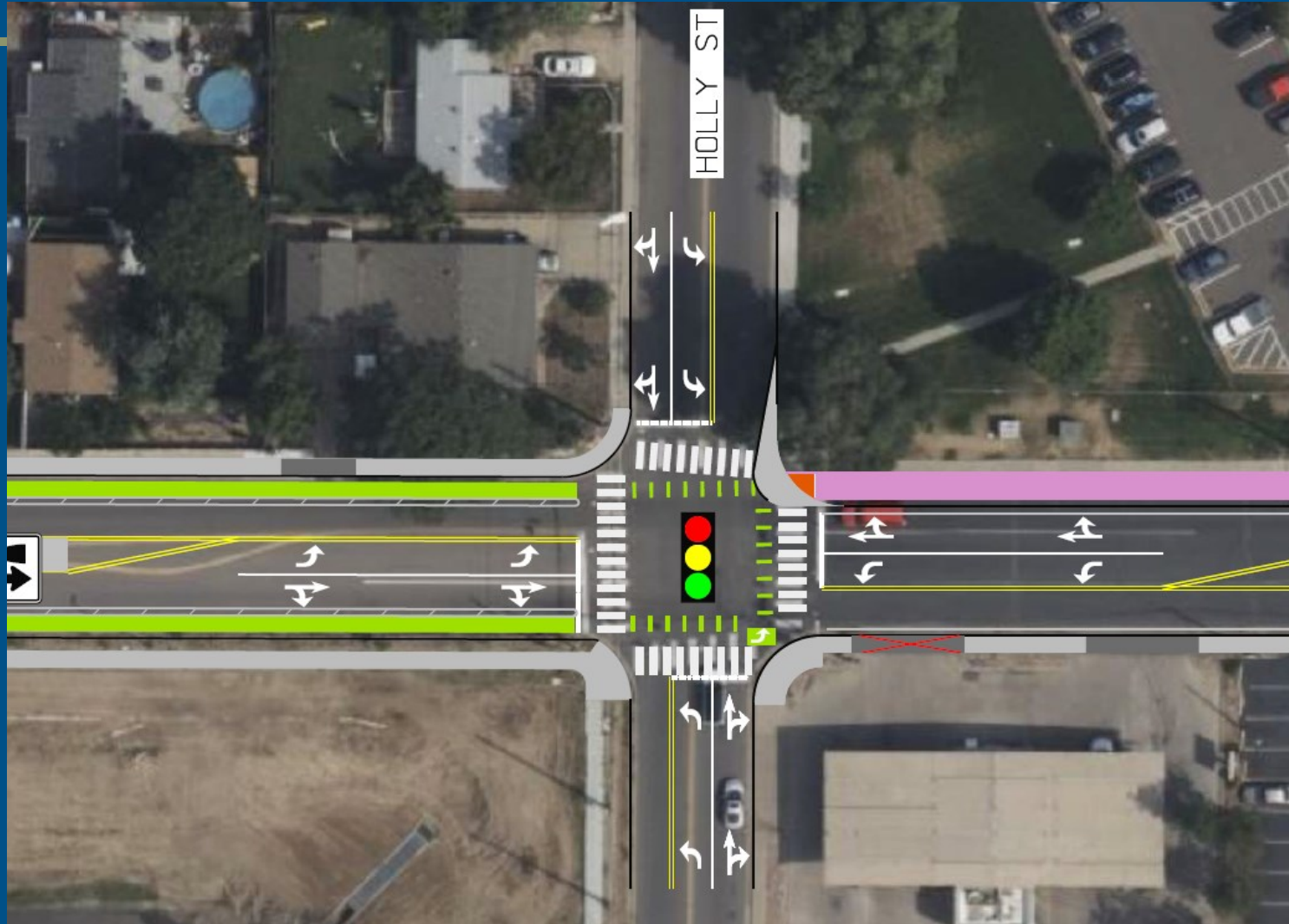
Alternative 2: Bike Lanes (3 of 3)



Alternative 3: Holly Intersection

Bike Lanes (west end) and Shared Use Path (east end)

Same as Alt 2:
Bike lanes to
Old Hwy 2



Same as Alt 1:
Shared Use Path
to Quebec Pkwy

Alternatives Scoring Matrix Key

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

Alternatives Scoring Matrix

Alternatives Matrix

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

Estimated Cost Ranges

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

Questions?

