Commerce City Microtransit Study

June 2026

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Acknowledgments

The Commerce City Microtransit Study is led and funded by DRCOG in close partnership with Commerce City.

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Introduction

This Commerce City Microtransit Study summarizes the process, key findings, and recommended next steps for microtransit in Commerce City and will be hereinafter referred to as “the study.” The study was completed by DRCOG, Commerce City, and Fehr & Peers in partnership with NETC as part of the Community Based Transportation Planning program. It includes: (1) a summary of existing conditions, (2) an overview of microtransit alternative development and analysis, (3) identification of a preferred alternative, and (4) an implementation plan to guide next steps.

Background and purpose

This study examines how microtransit can address the mobility needs of community members in Commerce City, Colorado. Commerce City spans 36.4 square miles and consists of two distinct areas: core Commerce City, located south of 88th Avenue and originally developed in the 1950s, and the North Range in northern Commerce City, which has grown rapidly since the early 2000s. The Rocky Mountain Arsenal National Wildlife Refuge separates these areas, limiting connectivity and creating transportation challenges across the city.

Community members in core Commerce City experience many mobility barriers. More than 40% of community members live below the federal poverty line, and many face challenges related to limited vehicle access, disability, and age. Most Census tracts within core Commerce City rank among the highest 75% of tracts in the Denver Regional Council of Governments (DRCOG) region for mobility barriers. At the same time, Commerce City continues to experience rapid growth. The city’s population increased by 267% between 1990 and 2019, and growth is expected to continue, particularly in northern Commerce City where former agricultural land is being developed for housing. This growth is increasing transportation demand and reinforcing the need for stronger connections across the city.

To address these challenges, this study evaluates potential microtransit solutions to improve mobility throughout Commerce City. Microtransit is a flexible, on-demand transit service that provides real-time rides fulfilled typically within 30 minutes and connecting any two points within a defined service area or zone and enabled by smartphone app and dispatch technology. The study focuses on improving first- and last-mile connections to key destinations, including regional transit stations, employment centers, essential services, and recreational facilities. The study also identifies and evaluates potential microtransit alternatives tailored to the needs of core Commerce City while considering connections to industrial areas and destinations in northern Commerce City.

The goals of microtransit service in Commerce City are to:

1. Support essential daily trips.
2. Improve access to transit.
3. Enhance connectivity across the community.

Study area

The study area includes most of Commerce City and portions of unincorporated Adams County, with a focus on core Commerce City. Due to the irregular nature of Commerce City's municipal boundaries, a simplified study boundary was developed, including parts of unincorporated Adams County, to ensure consistent analysis and contiguous microtransit configurations.

As shown in **Figure 1**, the study area extends from the southernmost edge of Commerce City to 112th Avenue, and from I-76 on the west to Tower Road on the east. The focus area is located within the larger study area and contains a high concentration of community members and diverse land uses. That area extends from I-270 to the south, 96th Avenue to the north, I-76 to the west, and Quebec Parkway to the east.



Figure 1: Study area

Existing conditions

This section summarizes key findings related to demographics, land use, the transportation network, travel patterns, and previous community outreach efforts. Together, these findings informed the development of a microtransit service tailored to the unique needs of Commerce City community members. Additional details are provided in **Appendix A: Existing conditions.**

The analysis demonstrates that Commerce City's land use patterns, transportation infrastructure, and demographic characteristics create substantial barriers to mobility, particularly for community members in core Commerce City. Compared to other areas, core Commerce City has the highest concentration of community members facing mobility barriers, low-income populations, population density, land use diversity, and transit propensity.

Findings detailed in this section highlight a need for transportation improvements that expand access to the existing transit network and provide safe, reliable, and convenient mobility options for community members.

Demographics

The study integrated the DRCOG Index into the analysis to understand how microtransit can improve access to transit for historically underserved communities. The Index is calculated with Census data on three indicators, shown in

Figure 2: (1) economic status, (2) mobility barriers, and (3) race and national origin. Higher scores indicate a community is more marginalized or experiences great mobility barriers. The results are mapped in **Figure 3** and show that census tracts within the focus area contain the highest concentrations of marginalized populations, with many tracts ranking in the top quartile for both mobility barriers and low economic status.

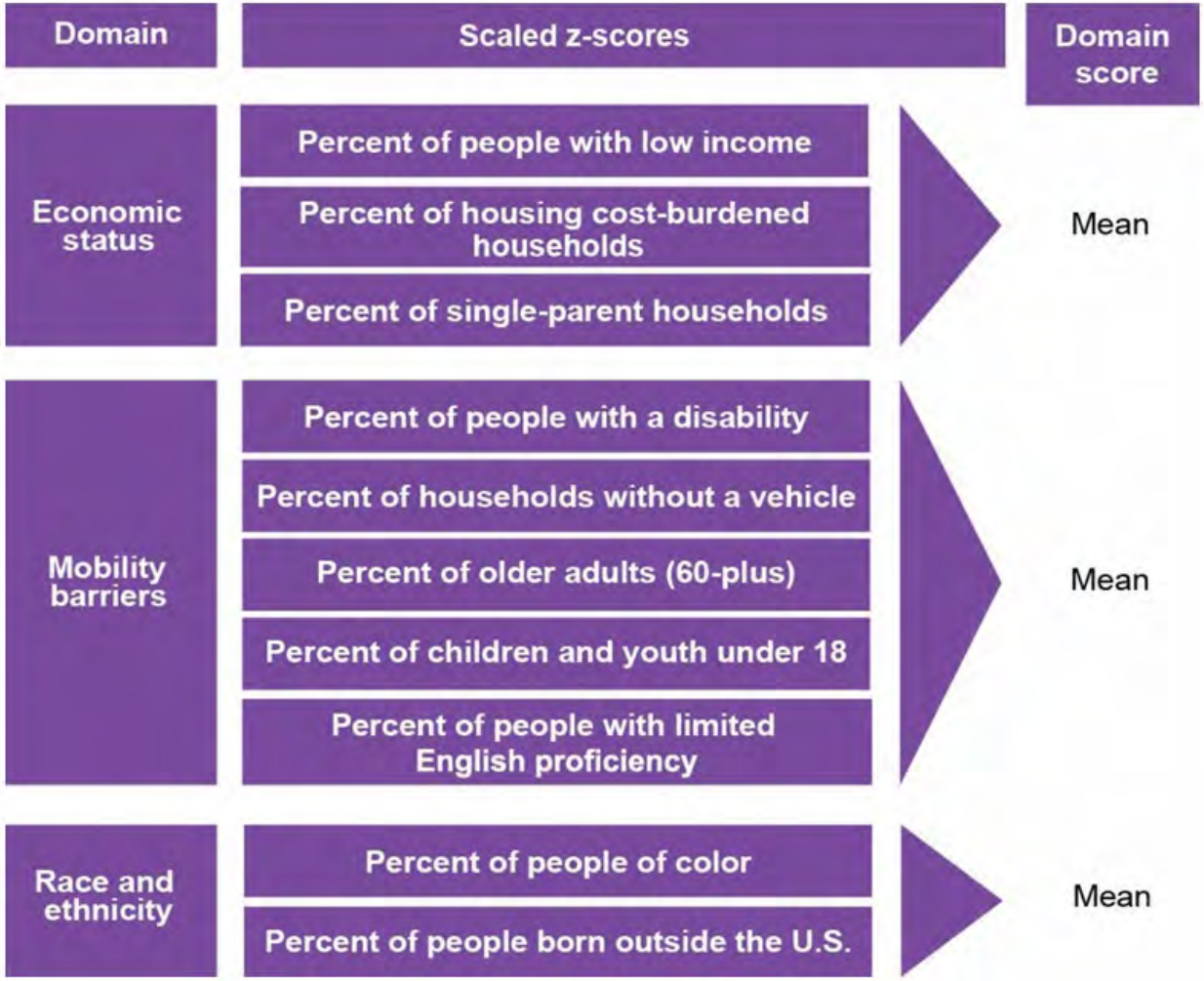


Figure 2: DRCOG Index final score calculation

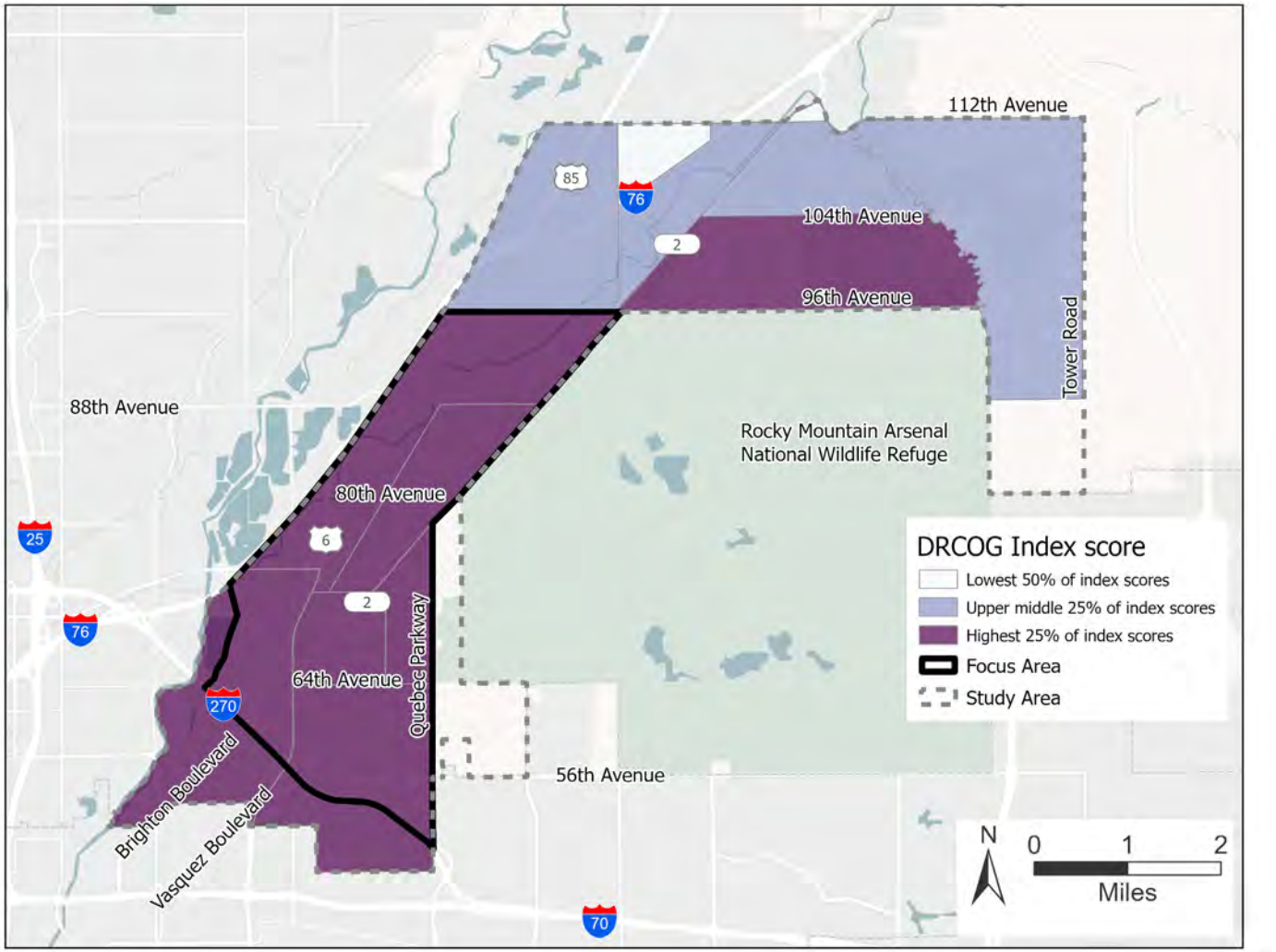


Figure 3: Commerce City DRCOG Index score

Land use and infrastructure

Existing land use and infrastructure patterns contribute to many of the city's transportation challenges. More than half of Commerce City's land area is zoned for industrial uses, resulting in neighborhoods that are physically separated by industrial districts, railroads, highways, and major arterials. These barriers limit street connectivity and create gaps in the multimodal transportation network, shown in **Figure 4**. The lack of continuity makes travel between neighborhoods difficult and reduces convenient access to jobs, services, and transit. While core Commerce City contains a relatively dense street network, it remains highly disconnected, often requiring community members to rely on major roadways for short local trips. In contrast, northern Commerce City is characterized primarily by residential land use and vacancy, with commercial activity concentrated along key corridors such as Highway 2, 64th Avenue, and 104th Avenue.

Transit service

Existing transit service within Commerce City, shown in **Figure 5**, is concentrated in core Commerce City, where community members are served by eight RTD bus routes and the N Line commuter rail. Transit ridership is highest at the Commerce City/72nd Avenue Station, which serves the N commuter rail line and the 49, 72, 88, and 88L buses, and the 60th & Dahlia bus? stop, which serves the 48, 49, and 88 bus routes, reflecting the importance of these locations as regional mobility hubs.

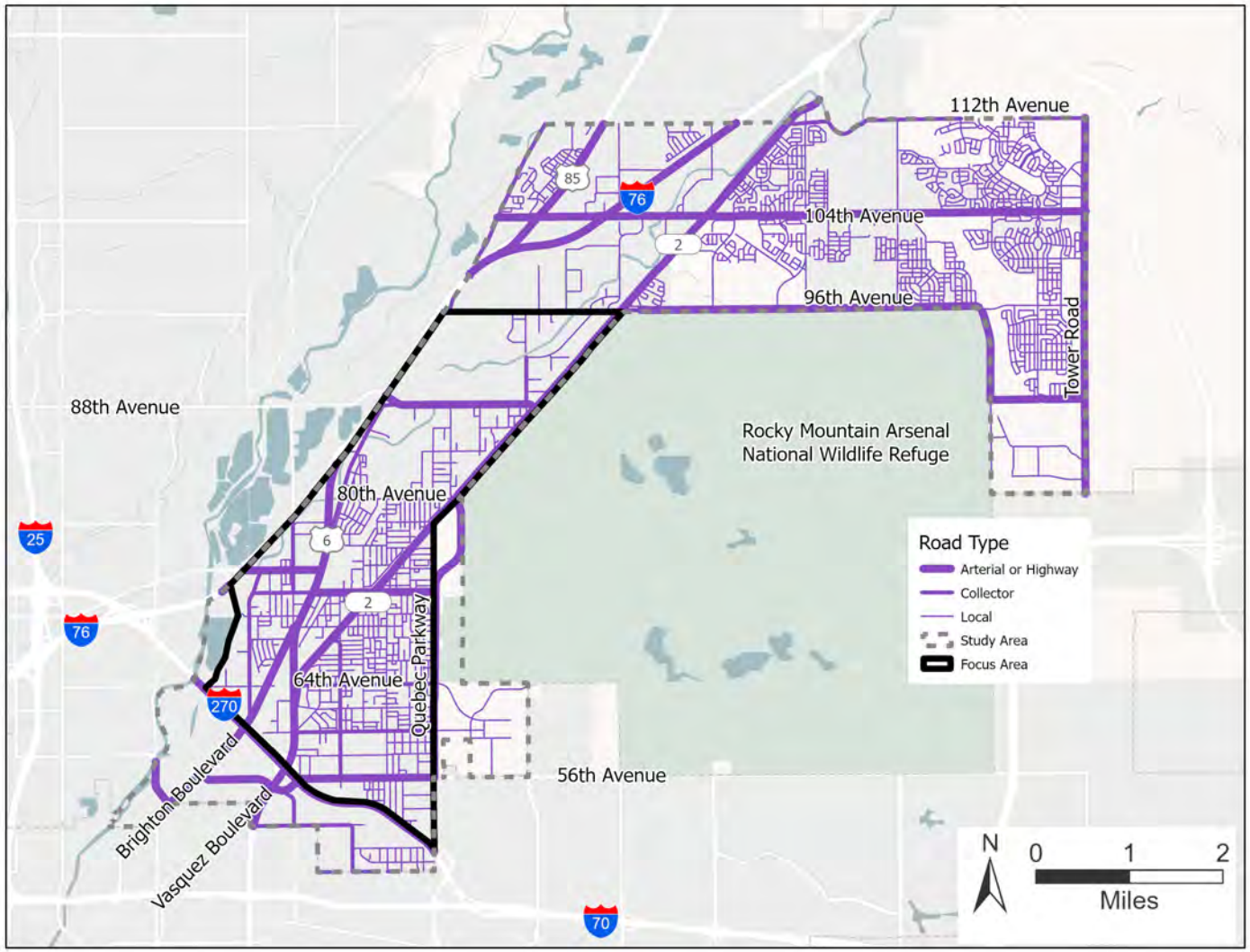


Figure 4: Commerce City street network



Figure 5: Commerce City existing transit network

Travel patterns

An analysis of existing travel patterns using StreetLight, a data source that uses cellphone and vehicle location information to analyze travel patterns, revealed that most trips within Commerce City are concentrated in core Commerce City. **Figure 6** shows that 35% of trips within Commerce City are less than five miles in length. Furthermore, most trips end in the same neighborhood where they originate and vehicle trips to commercial areas generally originate from nearby residential neighborhoods. The analysis also indicates that most trips start and end in core Commerce City and do not extend to northern Commerce City. This may reflect the lack of direct and convenient connections between the two areas.

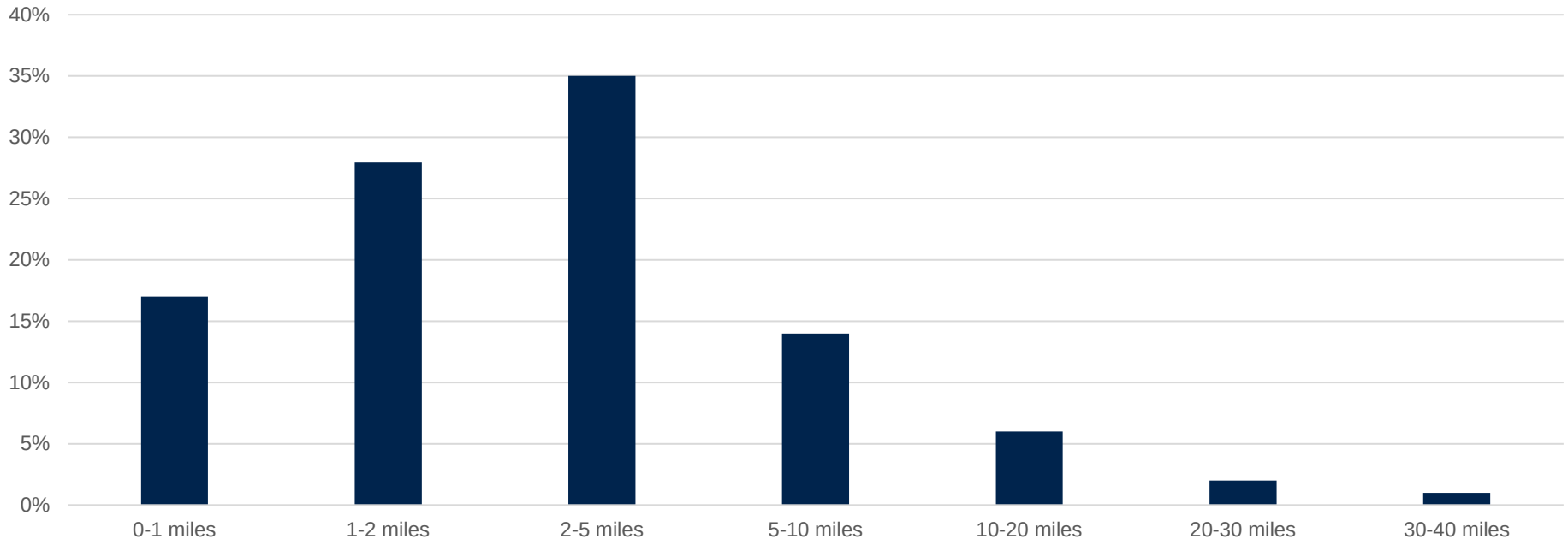


Figure 6: Percent vehicle trips within Commerce City by distance

Phase one outreach

Community outreach was conducted as a joint effort between Northeast Transportation Connections (NETC) and DRCOG and supported by Fehr & Peers. The first phase of engagement occurred between June and October 2025 and is detailed below. The second phase of engagement occurred between March and April 2026 and is detailed in the microtransit service area alternatives analysis section.

The first phase of outreach explored how people are currently traveling, current transportation needs, and interest in microtransit service. During outreach in this phase, community stakeholders learned what microtransit is and how it could function in Commerce City.

The first phase of engagement consisted of an online survey, pop-up events, and expert interviews. The engagement activities were promoted through newsletters, social media, and the websites of partner organizations. These organizations included Commerce City, Adams County Health, Women, Infants, and Children (WIC), DRCOG, Cultivando, and the Commerce City Well-Being Office.

Table 1 shows the types of engagement events and number of community members reached in the first phase. **Appendix B** contains the full list of survey questions.

Table 1: Phase 1 engagement activities

Event/Action	Description/Notes	Number of touchpoints
NETC's pre-survey	Created in 2023 to gauge interest in a microtransit pilot as NETC explored various funding scenarios to create a microtransit pilot project.	50 survey responses
Community survey	Community survey open from August 20 through October 31, 2025	102 survey responses
Pop-up events	Tabling at Eagle Pointe and Bison Ridge recreation centers (twice at each recreation center), the annual Hispanic Heritage Celebration, and the annual Fall Fest.	6 pop-up events

An analysis of the results from the first phase of engagement revealed several key takeaways:

1. **Half of respondents would use a microtransit service weekly.** Fifty percent of respondents would use the microtransit service at least a few times a week, a very high percentage compared to other similar microtransit contexts.
2. **The highest demand timeframes are weekdays before 5 p.m.** Most respondents chose timeframes on weekdays between 7 a.m. and 5 p.m. When asked to select up to three of the highest need travel times, 27% responded with weekdays 7 a.m. to12 p.m. and 21% responded with weekdays 12 p.m. to 5 p.m.
3. **A flexible ride reservation system is important.** When asked to select up to three important service characteristics, 30% responded “the ability to schedule trips in advance” and 26% responded “the ability to schedule last-minute trips”.
4. **Many people face mobility challenges.** Nearly half of respondents (45%) reported that someone in their household faces a mobility challenge.
5. **Key destinations** identified by respondents included:

- **Recreation centers:** Bison Ridge and Eagle Pointe.
- **Libraries:** Wright Farms Library and Anythink Library.
- **Schools:** Riverdale Ridge High School, Landmark Academy, Front Range Community College, Central Elementary, and Adams City High School.
- **Big box stores:** Costco, Walmart, Lowe’s, and Home Depot.
- **Shopping and recreation:** Prairie View Shopping Center, Avenues at Northfield, American Legion Hall, Main Event Thornton (bowling alley).
- **Grocery Stores:** Sprouts (56th and Tower Rd) and King Soopers (104th and Chambers).

- **Travel connections:** Denver Airport, Commerce City/72nd Avenue Station, 61st and Peña Station, and US 85 and 104th Station.
- **Parks:** Dick's Sporting Goods Park, Rocky Mountain Arsenal National Wildlife Refuge, and Barr Lake.
- **Medical:** Dentist (104th and Tower Rd).
- **Other:** Downtown Derby, Reunion, and Denver Civic Center.

Microtransit alternatives and evaluation

Working with DRCOG and Commerce City, the project team developed four microtransit alternatives for evaluation. The alternatives were designed to address transportation needs identified through the existing conditions analysis and the community outreach process. Each alternative was evaluated using a consistent set of performance metrics to identify a preferred alternative for the final implementation plan.

Service area alternatives

The four microtransit alternatives were developed to connect key destinations and activity centers identified by the community and the project team, including transit stations, commercial areas, employment centers, and essential services. The alternatives were also designed to serve populations more likely to rely on transit, based on demographic and mobility indicators.

All alternatives include connections to the Commerce City/72nd Avenue Station. Some alternatives include connections between core Commerce City and northern Commerce City. To support operational feasibility and service reliability, all alternatives were limited to service areas between five and seven square miles. The alternatives are described below. Three alternatives include satellite zones. Satellite zones are small areas separated from the main microtransit service area. Users can use microtransit to travel from the main

zone to the satellite zone and back, and in some cases within the satellite zone, but they may not use microtransit to access destinations between the two zones.

Microtransit alternatives

- Alternative 1: Focused on core Commerce City.
- Alternative 2: Core Commerce City with a satellite zone in northern Commerce City.
- Alternative 3: Smaller core Commerce City area with larger northern Commerce City satellite zone.
- Alternative 4: Core Commerce City with a satellite zone at 40th and Colorado RTD Station.

Microtransit alternative 1

Figure 7 shows the service area for microtransit alternative 1. The service area is bounded by East 80th Avenue to the north, I-270 to the south, I-76 to the west, and Quebec Parkway to the east. The service area is approximately 6.5 square miles. Alternative 1 is focused on serving core Commerce City and does not include connections to northern Commerce City.

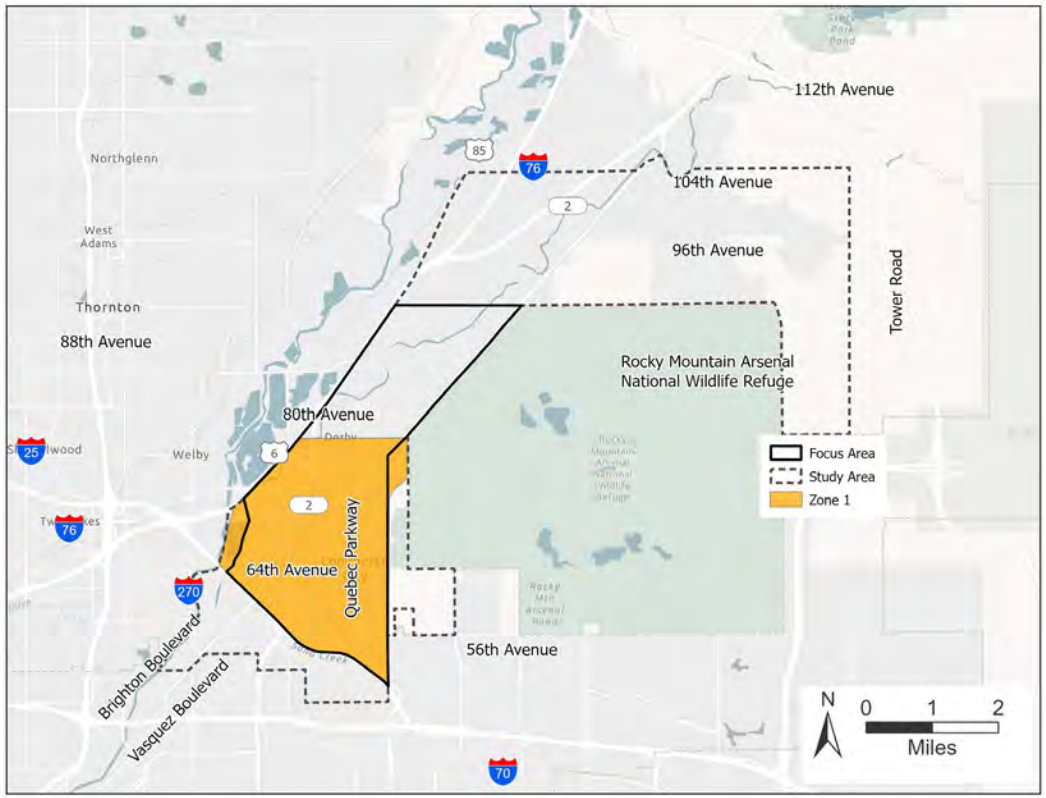


Figure 7: Microtransit alternative 1

Microtransit alternative 2

Figure 8 shows the service area for microtransit alternative 2. The primary service area is bounded by East 80th Avenue to the north, I-270 to the south, I-76 to the west, and Quebec Parkway to the east. Alternative 2 also includes a connection to the Reunion Marketplace Center area in northern Commerce City, including destinations like King Soopers, Ace Hardware, and a Denver Motor Vehicle self-serve kiosk, via a satellite zone. The satellite zone is bounded by East 106th Avenue to the north, East 102nd Place to the south, Potomac Street to the east, and Idalia Street to the west. The service area, inclusive of the satellite zone, is approximately 6.9 square miles. Alternative 2 is also the only alternative that includes Adams City High School within the service area.

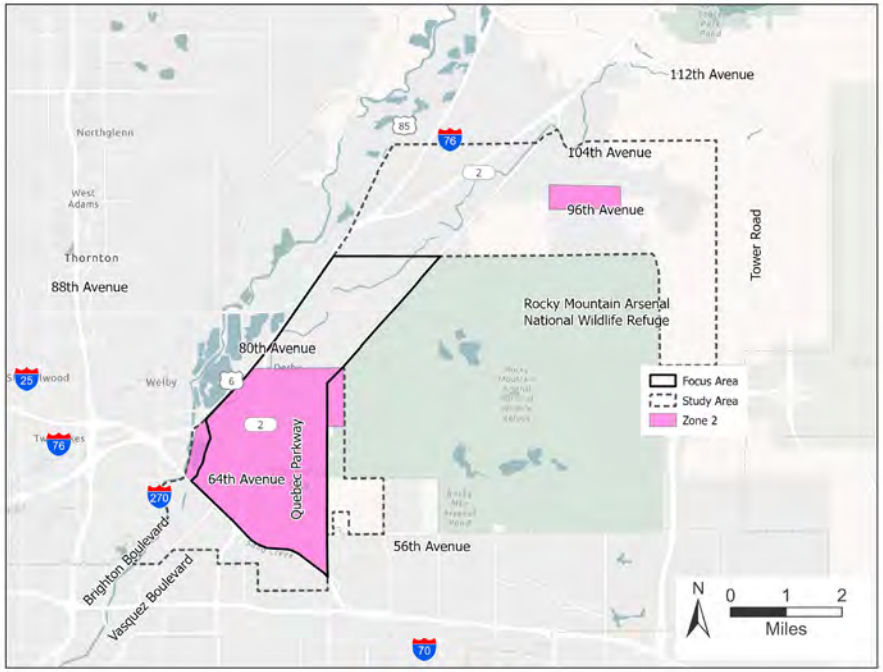


Figure 8: Microtransit alternative 2

Microtransit alternative 3

Figure 9 shows the service area for microtransit alternative 3. The primary service area is bounded by East 72nd Avenue to the north, I-270 to the south, Colorado Boulevard to the west, and Quebec Street to the east. Alternative 3 also includes a connection to northern Commerce City via a satellite zone that includes Reunion Marketplace Center and the Bison Ridge Recreation Center. The service area, including the satellite zone, is approximately 6.7 square miles. Compared to the other alternatives, alternative 3 provides the largest connection between core Commerce City and northern Commerce City. To accommodate the larger connection to northern Commerce City, the service area in core Commerce City is reduced, only extending up to 72nd Avenue and excluding some of core Commerce City to the west, compared to the other alternatives.

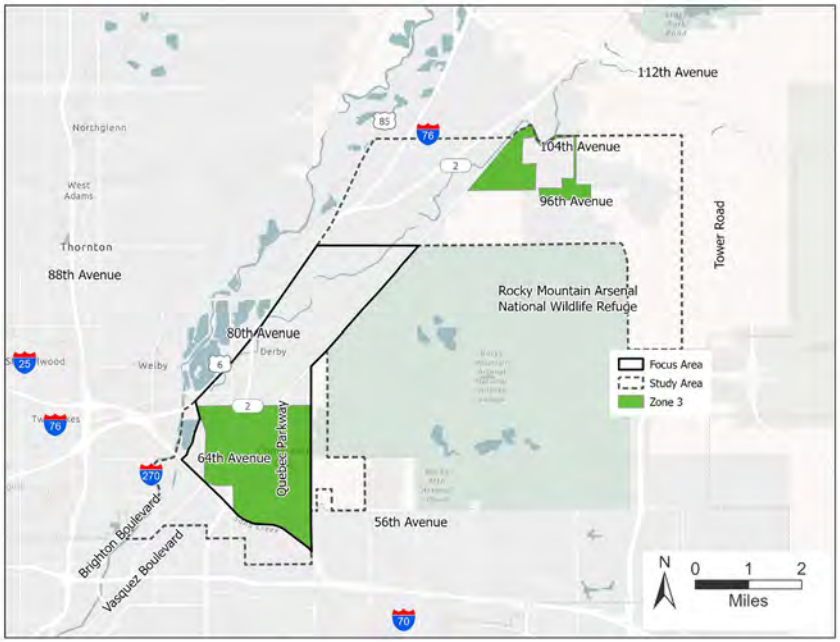


Figure 9: Microtransit alternative 3

Microtransit alternative 4

Figure 10 shows the service area for microtransit alternative 4. The primary service area is bounded by East 80th Avenue to the north, I-270 to the south, I-76 to the west, and Quebec Parkway to the east. Alternative 4 also includes a connection to the transit hub at 40th Avenue and Colorado Boulevard, which includes several bus routes (24, 37, 40, 49, ART) and the A line, via a satellite zone. The service area, inclusive of the satellite zone, is approximately 6.9 square miles.

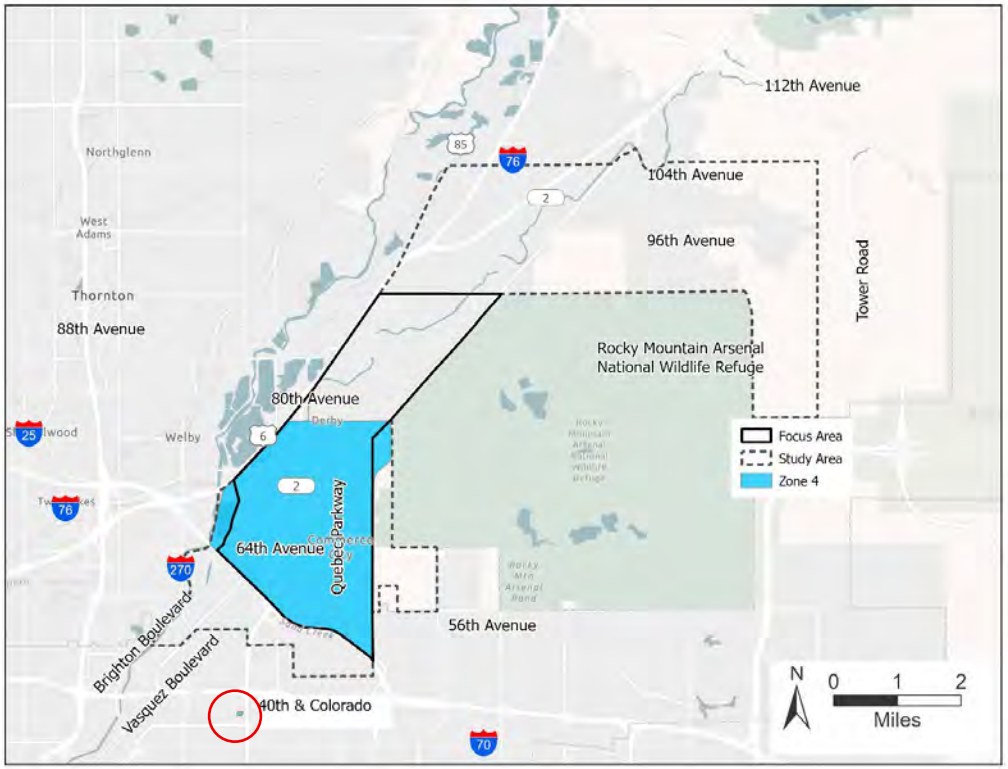


Figure 10: Microtransit alternative 4

Evaluation metrics

To help identify a microtransit solution that best improves mobility in Commerce City, the project team developed six evaluation categories to reflect community priorities and support effective investment in the service. As shown in **Table 2**, the evaluation framework consists of 12 different metrics to compare the four microtransit alternatives and understand the tradeoffs associated with each option.

Table 2: Evaluation metrics

Categories	Metric(s)
Ridership potential	• Total daily ridership • Riders per vehicle hour
Operating cost	• Annual operating cost
Key destinations served	• Number of key destinations served
Demographics	• Average DRCOG Index score within the service area • Percent of households without a vehicle • Percent of older adults (60 years and older) • Percent of youth population (under 18 years old) • Percent of people with low-income • Proximity to transit
Transit connections	• Number of existing RTD bus and rail routes the alternative connects to

Categories	Metric(s)
Community input	• Number of times for the alternative was ranked as the preferred option during outreach

Each microtransit alternative has different service characteristics, including service area size, average trip distance, average trip duration, and the number of vehicles needed. These characteristics influence both ridership potential and operating cost. To allow for a direct comparison between alternatives, the evaluation assumes that all alternatives operate with the same service span and operating hours.

Microtransit service area alternatives analysis

Each microtransit alternative was evaluated using the evaluation metrics, which include ridership potential, operating cost, key destinations served, demographic characteristics, transit connections, and community input to better understand the tradeoffs associated with each alternative.

The following sections summarize the results of the evaluation for each evaluation metric and compare how the alternatives performed across the identified metrics.

Ridership potential

Ridership potential for each microtransit alternative was estimated based on number of service hours, the number of vehicles needed to provide service within 30 minutes of a ride request, average passenger occupancy, and operational efficiency (**Table 3**) and were based on comparable microtransit services**.** The ridership potential is a analysis of comparable systems, rather than a demographic of ridership propensity based on demographic factors such as income, vehicle access, and others. To provide a conservative estimate of first year ridership performance, daily ridership was assumed to be about 50% of overall ridership capacity.

Vehicle recovery time reflects the time needed for vehicles to become available for the next trip, including travel from the previous drop-off location to the next passenger pick-up location. For alternatives with satellite zones in northern Commerce City, vehicle recovery time was assumed to be double that of the alternatives without northern Commerce City satellite zones due to the longer travel distances and operational complexity associated with serving geographically separated areas.

Table 3: Ridership calculation assumptions

Assumption	Value
Daily number of service hours	12 hours
First year capacity utilization	50%
Average vehicle occupancy	1.5 passengers
Vehicle recovery time (Core City only alternatives)	50% of average trip time
Vehicle recovery time (northern Commerce City connection alternatives)	100% of average trip time

Average trip distances and travel times were estimated using key destinations located within each alternative's service area. Using the average trip distance, average trip duration, service area size, and recovery time, the number of vehicles needed to provide acceptable service to each alternative was estimated. These vehicle estimates were developed such that most trip requests would have a wait time of less than 20 minutes. The average trip characteristics and estimated vehicle needs for each alternative are summarized in **Table 4.**

Table 4: Trip characteristics by alternative

Alternative	Average trip distance (miles)	Average trip duration (minutes)	Estimated vehicles needed
Alternative 1	1.6	6	2.5
Alternative 2	3.3	10	5
Alternative 3	5.9	13	7
Alternative 4	2.6	9	3

Estimated ridership potential was calculated based on the assumptions and operational characteristics described above. Alternatives with shorter average trip lengths and lower vehicle recovery time can complete more trips during the service day, resulting in higher ridership efficiency. Estimated ridership potential for each alternative is in **Table 5**.

Table 5: Estimated ridership potential

Ridership potential	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Estimated daily riders	150-180	135-162.5	145-174	120-144
Number of vehicles	2.5	5	7	3
Estimated number of riders per vehicle hour	5-6	2.25-2.7	1.7-2.1	3.3-4

Alternative 1 is estimated to have the highest daily ridership with the greatest number of riders per vehicle hour. Alternatives 2 and 3 have lower estimated daily ridership because of the longer trip distances and additional recovery time associated with serving the northern Commerce City satellite zones. These alternatives show a higher estimated daily ridership than alternative 4 because of the need for more vehicles to serve the more geographically dispersed zones.

The estimated daily ridership is the total ridership per day. The estimated number of riders per vehicle hour is calculated by dividing the estimated daily ridership by the number of service hours and the number of vehicles. Therefore, the estimated number of riders per vehicle hour accounts for the number of vehicles in each alternative to allow for an apples-to-apples comparison. Alternative 4 has the lowest number of riders per vehicle hour of the alternatives, because while it primarily serves core Commerce City, it also serves the 40th and Colorado Street Station, which lengthens the associated trip times and increases the number of vehicles needed.

Additionally, the alternatives that focus on core Commerce City include areas with demographics that are associated with higher transit use (for instance, people with disabilities, older adults, and youth) and could therefore result in more ridership. These ridership

estimates are in alignment with other similar services, such as the Denver Connector, the Denver Connector serves areas with similar geography and demographics and experiences similar demand.

Operational cost

The estimated annual operating cost for each microtransit alternative was developed based on the number of vehicles needed to operate the service, the assumed weekly number of service hours, and an estimated operating cost per vehicle hour. All alternatives were assumed to operate 60 hours per week. The estimated operating cost range of $85 to $95 per vehicle hour was based on comparable microtransit services.

Because alternatives with larger service areas and longer average trip distances require additional vehicles to maintain service reliability with sub-30-minute trip response times, those alternatives also have higher estimated operating costs. Estimated annual operating costs for each alternative are shown in **Table 6**.

Table 6: Estimated operational cost

Ridership Performance	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Annual estimated operating cost	$800,000-$900,000	1,400,000-1,600,000	$2,000,000-$2,200,000	$950,000-$1,000,000

Key destinations

Each microtransit alternative was evaluated based on the number of key destinations located within the service area. Key destinations were identified in coordination with Commerce City and DRCOG and were informed by community input collected throughout the study process.

Several destination types were identified as notably important for microtransit service because they support essential daily trips and connections to community services. These destination types include transit stations, grocery stores, recreation centers, and community centers. To reflect their importance, these categories were given a weighted value of 2 in the analysis, while all other destination types were given a weighted value of 1.

Based on this methodology, the weighted number of key destinations served by each microtransit alternative is shown in **Table 7**.

Table 7: Key destinations served

Key destinations	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Number of key destinations served (weighted)	50	55	48	52

Demographics served

Each microtransit alternative was evaluated based on the demographic characteristics of the populations within the service area. The demographic analysis considered several factors associated with higher potential transit use and greater transportation need, including:

- Average DRCOG Index score
- Average percent of households without a vehicle
- Average percent of older adults
- Average percent of youth population
- Average percent people with low income
- Percent of the service area located more than one mile from existing transit service

Although the DRCOG Index already incorporates several of these demographic characteristics, these factors were also evaluated individually based on input from DRCOG, Commerce City, and the community. This approach allowed the analysis to place additional emphasis on demographic groups identified as having greater transportation needs.

Each demographic factor was evaluated for all four alternatives and combined into an overall demographic score of low, medium, or high. A higher score indicates a higher need for transit and therefore more potential ridership. The results are in **Table 8**.

Table 8: Demographics served

Alternative	1	2	3	4
Service level	High	Medium	Low	High

Transit connections

Each microtransit alternative was evaluated based on the number of existing RTD bus and rail routes accessible within the alternative's proposed service area. Transit connections are important to evaluate because they indicate improved access to the broader regional transit network and show how well an alternative supports first- and last-mile connections.

The number of transit connections for each alternative was determined by identifying the RTD bus and rail routes located within each microtransit service area. The number of existing transit connections for each alternative are shown in **Table 9.**

Table 9: Transit connections

Transit Connections	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Number of existing RTD bus/rail routes the alternative connects to	10	11	10	14
Existing bus/rail routes	41L, 48, 49, 72, 88, 88L, 104X, 117 N Line, FF, RX	41L, 48, 49, 72, 88, 88L, 104L, 104X, 117 N Line, FF, RX	41L, 48, 49, 71, 88, 88L, 104L, 104X, 117 N Line, FF	24, 37, 40, 41L, 44, 48, 49, 72, 88, 88L, 104X, 117 N Line, FF, RX

Phase 2 community outreach

The second phase of community outreach presented the four proposed microtransit service area alternatives and asked community members for their feedback. The outreach activities solicited feedback both on community members' preferred microtransit service area alternative and on the characteristics of a microtransit service, including service hours and days.

Phase 2 of community outreach consisted of a second community survey, a community walk, a community listening session, tabling events, expert interviews, presentations, and focus groups. These activities were promoted through direct mail postcards, flyers, newsletters, and social media.

Table 10 shows the types of engagement events and number of community members reached in the second phase of community outreach. **Appendix C: Alternatives analysis** contains the full set of survey questions

Table 10: Phase 2 engagement activities

Event/Action	Description/Notes	Number of touchpoints
Community walk with Council members	Community Walk from the Adams County Service Center on 72nd Avenue to the Commerce City/72nd Avenue RTD Station with Adams County Civics Academy, Councilmember Dukes, and Councilmember Guardiola.	11 conversations
Community listening session with Councilmember Kims	Councilmember Craig Kims at El Jardin restaurant.	15 conversations
Pop-up events	Tabling at Eagle Recreation Center Movie Night, Anythink Library, Commerce City/72nd Avenue RTD Station.	3 pop-up events
Expert interviews	Mayor Douglas, Councilmember Charles Duke At-Large, Councilmember Jose Guardiola Ward I, Commerce City Chamber of	7 interviews

Event/Action	Description/Notes	Number of touchpoints
	Commerce, Greyhound Coffee/CUP, Early Childhood Partnership of Adams County (ECPAC), and Anythink Library	
Focus groups	Chamber of Commerce and the Rotary Club, Adams County WIC office (Special Supplemental Nutrition Program for Women, Infants, and Children), and Adams County Civic Academy,	3 focus groups
Presentations	Resource Roundup, District Accountability Committee (DAC), Adams 14 Foreign Teachers Group, NETC Board.	4 presentations
Community survey	Open from March 15 through April 15, 2026.	82 respondents

In the second community survey, respondents were asked to rank the microtransit service areas based on how they would serve their transportation needs

Table 11 shows the average ranking of each alternative. Alternative 2 scored the best, with an average ranking of 2.0 out of 4.0, while alternative 4 scored the worst, with an average ranking of 2.5 out of 4.0 (note: a lower score means more people ranked this as their top choice).

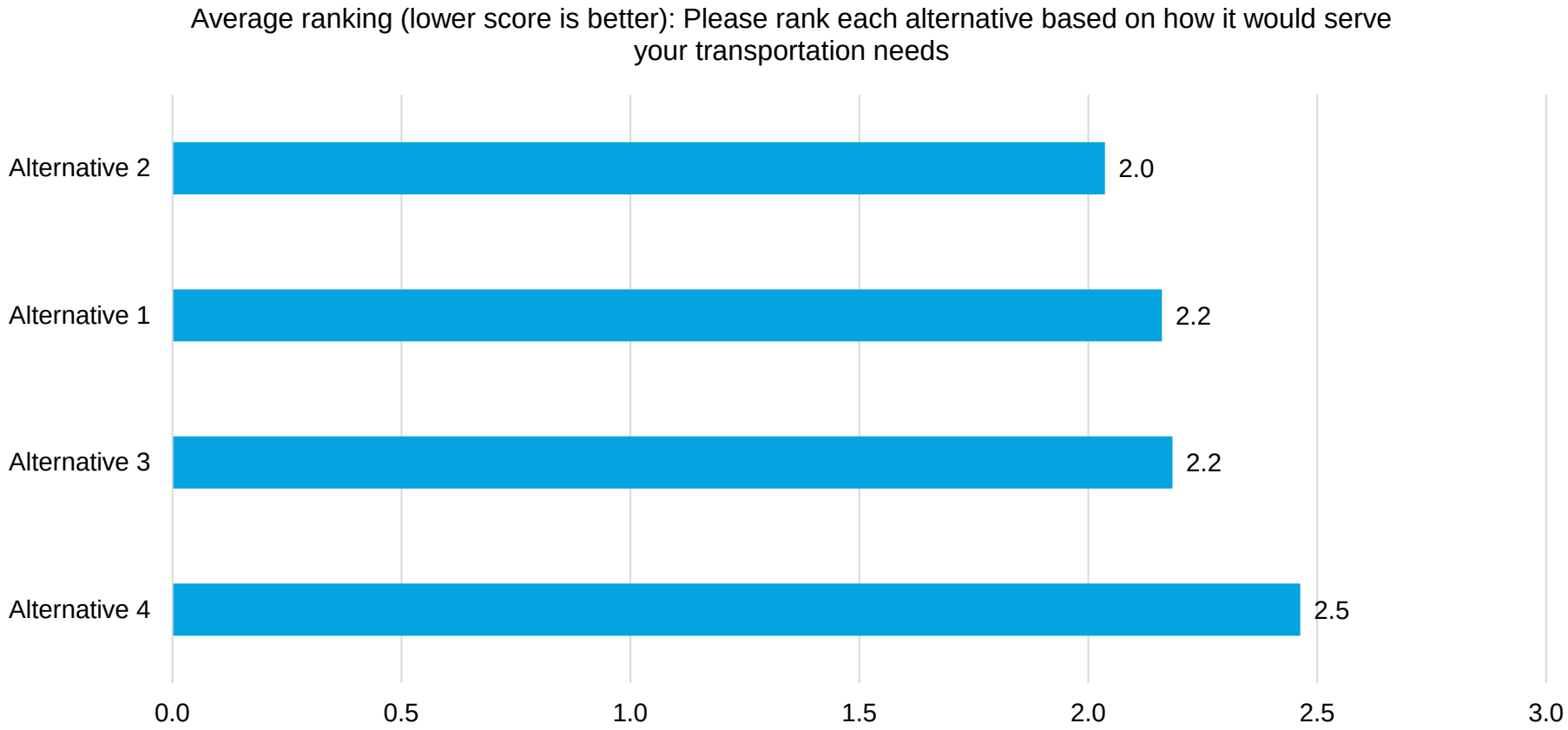


Figure 11: Average alternative ranking

Table 12 shows how frequently each alternative was ranked first out of 4. Alternative 1 was ranked first the most often (29 times) and alternative 3 was ranked first the least often (16 times). Key destinations were an important component of alternative ranking: 34% of respondents selected their first-choice alternative because “it includes most or all of the places [they] want to go.”

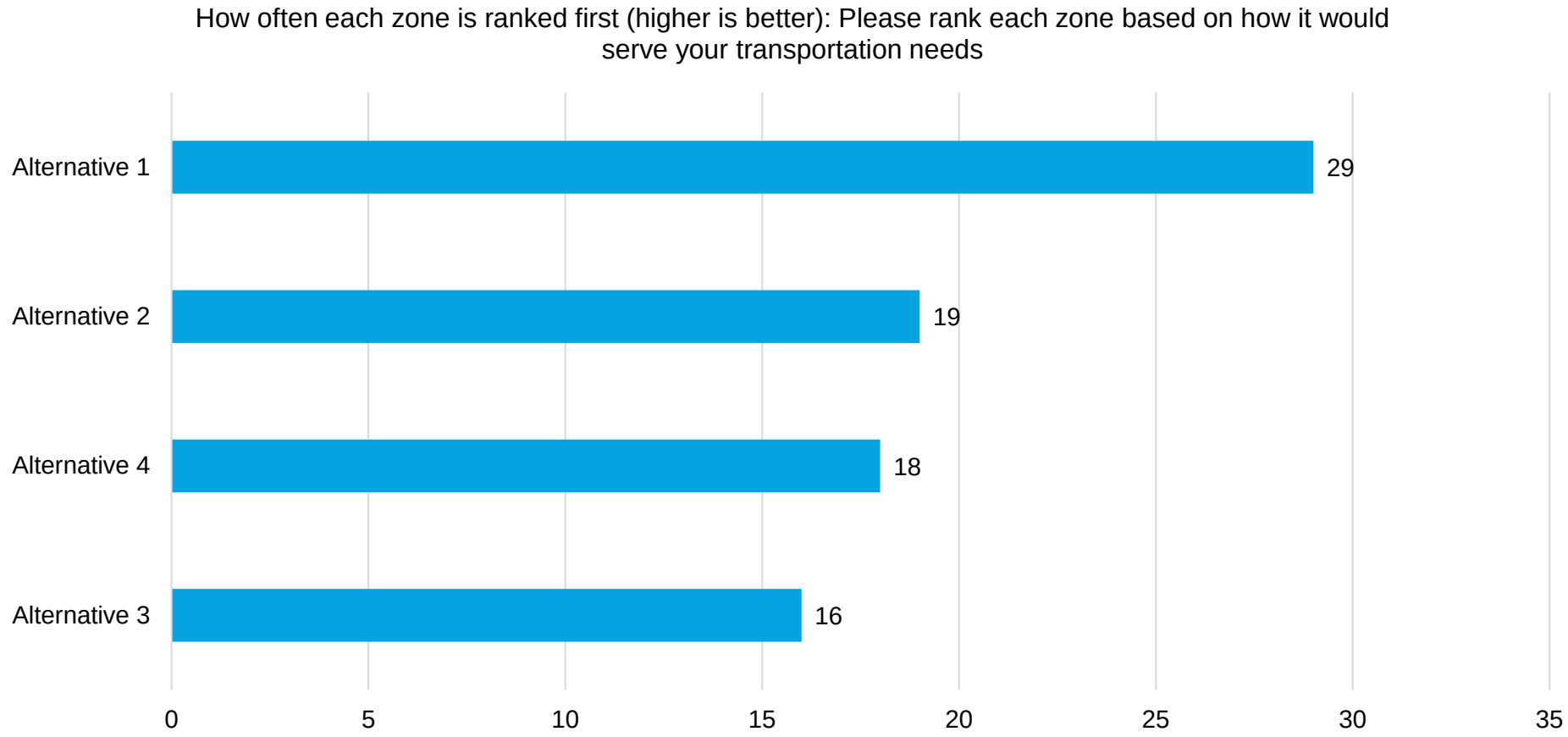


Figure 12: Alternative ranking frequency

Other key takeaways from Phase 2 of public engagement included:

1. Avenues at Northfield, King Soopers, and Dick's Sporting Goods Park were mentioned more than once as missing destinations.
2. Times and days of service requested varied; however, a clear desire for some weekend service was expressed by most.
3. If asked to choose one weekend day, Saturday was mentioned most.
4. Microtransit service to northern Commerce City was less important compared to core Commerce City for most community members.

Evaluation results

Table 11 shows the evaluation results for the four proposed microtransit alternatives. Each alternative provides different benefits and tradeoffs related to ridership potential, operating cost, key destinations served, demographic characteristics, transit connections, and community preference.

Alternative 1 has the lowest estimated cost and the highest estimated number of riders per vehicle hour, indicating the strongest operational efficiency of the four alternatives. Alternative 1 also received a high score for the demographics served because it primarily focuses on the Core City, where concentrations of community members with higher transportation needs are greatest. However, it does not include a connection to northern Commerce City and connects to fewer transit routes than some of the other alternatives.

Alternative 2 serves the greatest number of weighted key destinations because it includes all of core Commerce City, a connection to northern Commerce City, and Adams City High School. Alternative 2 also provides more transit connections than alternatives 1 and 3. However, the larger and more dispersed service area results in lower riders per vehicle hour and a higher operating cost. Alternative 2 also received a lower demographic score because the satellite zone in northern Commerce City has lower concentrations of people likely to use transit often.

Alternative 3 provides the most extensive connection between core Commerce City and northern Commerce City and is the only alternative that includes both Reunion Marketplace and the Bison Ridge Recreation Center. However, because a larger portion of the service area is dedicated to longer-distance connections, alternative 3 serves fewer key destinations within core Commerce City and requires the greatest number of vehicles to operate. Although alternative 3 has relatively high estimated daily ridership, it has the lowest estimated riders per vehicle hour and the highest estimated operating cost of all the alternatives.

Alternative 4 connects to the greatest number of existing RTD transit routes and is the only alternative that includes a connection to the 40th Avenue and Colorado Boulevard transit hub. Alternative 4 also received a high demographic score because it maintains strong coverage within core Commerce City. However, alternative 4 does not include a connection to northern commerce City and has lower estimated ridership performance than alternative 1.

Table 11: Alternatives evaluation results

Evaluation Criteria	Metric	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Ridership Potential	Estimated daily riders	150	135	145	120
Ridership Potential	Estimated number of riders per vehicle hour	5	2.25	1.7	3.3
Operating cost	Annual operating cost	$800,000-$900,000	1,400,000-1,600,000	$2,000,000-$2,200,000	$950,000-$1,000,000
Key destinations served	Number of key destinations served	50	55	48	52

Evaluation Criteria	Metric	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Demographics served	Average DRCOG Index score of the microtransit alternative, percent of households without a vehicle, percent of older adults, percent of youth population, and distance from transit.	High	Medium	Low	High
Transit connections	Number of existing RTD bus/rail routes the alternative connects to	10	11	10	14
Community input	Community ranking of alternative	29	19	16	18

Implementation plan

Preferred alternative

Based on the evaluation criteria, Microtransit alternative 4 was identified as the preferred microtransit service area configuration. As shown in **Figure 13**, alternative 4 includes service throughout core Commerce City as well as a connection to the 40th Avenue and Colorado Boulevard RTD Station.

Alternative 4 was selected as the preferred alternative because:

- **Alternative 4 includes the same core Commerce City service area as alternative 1, with the addition of a satellite zone connection to the 40th Avenue and Colorado Station.** While alternative 4 has a lower estimated daily ridership than alternatives 1 and 3, it has the second-highest estimated number of riders per vehicle hour because of its relatively compact service area and operational efficiency compared to alternatives 2 and 3.
- **Alternative 4 also has the second-lowest estimated cost of the four alternatives.** The increase in cost compared to alternative 1 is primarily associated with the additional vehicle needed to serve the 40th Avenue and Colorado Station. Even though the estimated operating cost is higher than alternative 1, it is significantly lower than alternative 2 and 3, which require additional vehicles and longer travel times to serve northern Commerce City.
- **Alternative 4 serves the second-highest number of weighted key destinations and has the greatest number of transit connections.** The 40th Avenue and Colorado Station is served by multiple RTD bus and rail routes, including the A Line commuter rail service connecting Commerce City to downtown Denver and the Denver International Airport. This connection significantly expands regional mobility opportunities for Commerce City community members and improves access to employment, education, healthcare, and other regional destinations.

- **Alternative 4 also received a high demographic score** because it maintains extensive coverage within core Commerce City, where concentrations of community members with higher transportation needs are greatest. Compared to alternatives 2 and 3, alternative 4 serves a larger proportion of the densely populated Core City and maintains stronger coverage of populations more likely to rely on transit.
- **The survey results indicate strong community support for providing extensive Core City coverage, which alternative 4 preserves while also expanding regional transit access.** Alternative 4 scored third among the four alternatives in the community survey, based on the number of respondents who selected the alternative as their preferred option. Alternative 1 received the most first place rankings and alternative 4 includes the same coverage as alternative 1 while also adding a connection to the 40th Avenue and Colorado Station. Therefore, alternative 4 is suitable as a recommendation despite its relatively low community input ranking.

The preferred service characteristics of alternative 4 include service Tuesday through Saturday from 8:00am to 8:00pm. These characteristics were informed by community outreach findings. Community members expressed a strong preference for Saturday service, while Sunday service was generally identified as a lower priority. Survey responses also indicated interest in split service periods, such as morning and evening service only. However, a continuous service span was identified as the preferred operating approach because it provides a more consistent and user-friendly experience, reduces potential confusion for riders, minimizes the risk of riders becoming stranded during midday service gaps, and avoids contractor scheduling challenges that could reduce the anticipated savings of split service periods.

The preferred alternative does not include Adams City High School. This recommendation is based on the experiences of other similar microtransit systems, in which high school students overwhelmed the system and made it difficult for other riders to access microtransit. Additionally, the long wait times in high school pick up and drop off lines would increase the overall wait times for the microtransit service, negatively impacting service across the system.

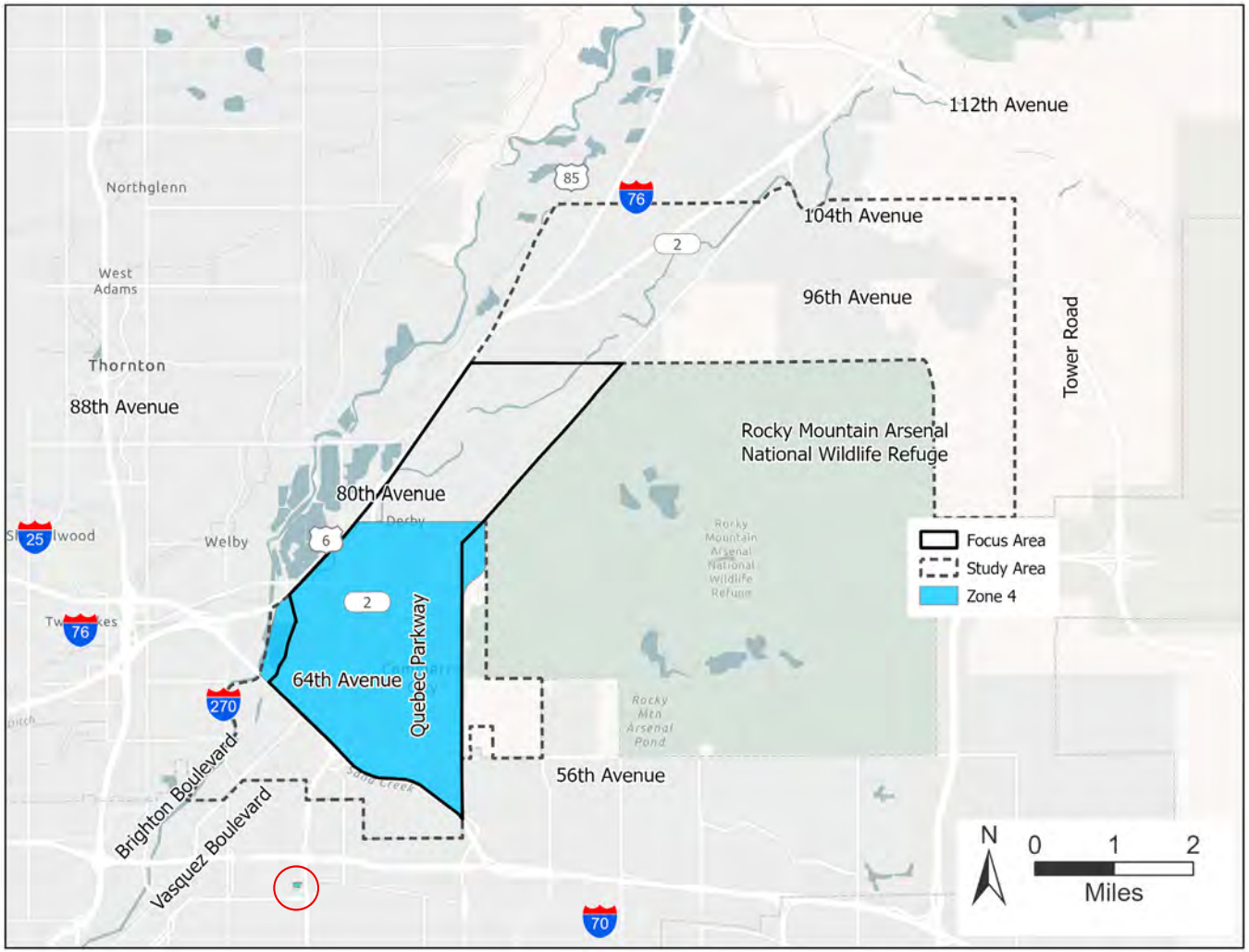


Figure 13: Alternative 4, preferred alternative

Cost estimates

In addition to initial capital costs, implementation of a microtransit program would require ongoing operating and maintenance funding. Operating costs include the direct costs associated with providing the service such as labor, fuel, vehicle maintenance, dispatch, insurance, and program administration. The cost estimates developed for this study assume that Commerce City would contract with a third-party microtransit provider to operate the service.

As discussed in the **Microtransit service area alternatives analysis** section, the estimated annual operating cost for alternative 4 ranges from $950,000 to $1,000,000. This estimate includes all major operating cost components, with approximately 60% allocated to driver wages, 20% to vehicle operations and maintenance, and 20% to administrative and overhead costs.

Table 12 summarizes the estimated operating cost for the first three years of service. Estimated costs increase over time to account for potential service enhancements based on observed ridership patterns, operational performance, and community feedback. Potential future enhancements could include increasing service from five days per week to six days per week, extending service hours from 12 to 14, deploying additional vehicles, or expanding the service area north to 88th Avenue. Expanding the service area north would allow the service to reach more areas with high transit propensity based on demographic factors. The area between 72nd Avenue and 88th Avenue also has limited existing transit infrastructure and would benefit from an extension of the microtransit service area. The phased increase in operating costs reflects a strategy of initially implementing a manageable service level while allowing flexibility to expand service in response to demand and operational performance over time.

Table 12: Three-year cost estimates

Calendar Year	Estimated Cost
2027	$950,000-1,000,000
2028	$1,100,000-$1,150,000
2029	$1,250,000-$1,300,000

Service performance goals

Table 13 shows the performance goals that will be used to monitor the success of the microtransit program once it is operational. Performance data would be collected and reported by the microtransit service operator. The performance goals were developed based on community input, the characteristics of the preferred service alternative, and the performance of comparable microtransit services in the Denver region.

Five categories were identified to evaluate service performance: ridership, responsiveness, utility, customer experience, and people served. Together these categories measure how effectively the service is meeting community mobility needs, operating efficiently, and providing a positive rider experience.

Table 13: Service performance goals

Category	Metric	Performance Goal
Ridership	Ridership	100-120 trips per day
Ridership	Ridership	3-3.5 trips per service hour
Responsiveness	Response time	Average response time is less than 30 minutes
Utility	Average ride time	Average ride time of 8-9 minutes
Utility	Average ride distance	Average ride distance of 2-3 miles
Customer experience	Customer rating	At least a 4 rating on a 5-star scale and 80% positive comments
People served	Passenger demographics	Passenger demographics reflect the demographics of Commerce City and include older adults

Ridership

Ridership is one of the primary indicators of microtransit service performance because it reflects how frequently the service is being used and how efficiently the vehicles are operating. Performance goals for passenger trips per day and passenger trips per service hour were developed based on the characteristics of the preferred service area.

Responsiveness

Response time measures the average amount of time passengers wait between requesting a trip and a vehicle's arrival (also known as trip fulfillment time). Because microtransit is intended to function as an on-demand service, maintaining reasonable response times is critical to providing a convenient and reliable rider experience.

The recommended performance goal is an average response time of less than 30 minutes, which is consistent with industry standards for comparable microtransit services. If response times regularly exceed this threshold, operational adjustments such as deploying additional vehicles or modifying the service area should be considered.

Utility

Utility measures whether the service is being used for trips that are appropriate for microtransit. Average ride time and average ride distance help evaluate whether the service is supporting meaningful transportation needs rather than replacing trips that could reasonably be completed by walking.

Trip purpose and rider needs should also be considered when evaluating utility. For example, a short trip may still represent an appropriate use of microtransit if a passenger is carrying groceries, traveling with mobility limitations, or accessing a destination without safe pedestrian infrastructure.

Customer experience

Customer experience reflects how well the service meets rider expectations for reliability, ease of use, comfort, and overall satisfaction. Monitoring customer feedback and rider ratings can help identify operational issues and opportunities for improvement.

The recommended goal is to maintain an average customer rating of at least 4 out of 5. Tracking customer experience over time will help ensure that the service remains responsive to community needs and maintains a high level of service quality.

People served

The people served category evaluates whether the service is reaching populations identified during outreach as having greater transportation need, including older adults and community members with mobility challenges. Monitoring passenger demographics can help determine whether the service is equitably serving the broader Commerce City community.

The recommended goal is for passenger demographics to generally reflect the demographics of Commerce City while also ensuring that older adults and other priority populations are using the service.

Adjusting performance metrics

Initial performance goals were developed based on the characteristics of the preferred service alternative and the performance of comparable microtransit systems. However, actual operating conditions and travel patterns may differ once service begins.

Performance goals should be evaluated in the first year of operation and adjusted as needed based on observed ridership patterns, operational performance, customer feedback, and community needs.

Implementation phasing

Table 14 illustrates the anticipated implementation timeline for the Commerce City microtransit program. Implementation is expected to occur in several phases, including preparation, launch, initial operations, and ongoing service evaluation and refinement.

Prior to service launch, Commerce City will establish a performance monitoring program to track the performance goals identified in this implementation plan. This performance monitoring program will use the previously identified service performance goals. During this phase, the City and the selected microtransit operator will also develop a marketing and outreach strategy, establish customer feedback and complaint procedures, and coordinate operational details necessary to begin service.

In the weeks immediately leading up to the launch, the City and the microtransit operator will finalize service planning, operator training, and public outreach. This phase will also include targeted advertising and community engagement efforts intended to build awareness of the new service and educate potential riders on how to use the service.

During the first two months of operation, the City and the service operator will focus on monitoring early system performance and responding to initial customer feedback. In the following 3-6 months after launch, they may consider service adjustments based on this feedback. They will also report on early results showing how well the service is meeting the identified performance goals.

After the microtransit service has been in operation for seven months, the City and the service provider can start planning for any adjustments to be made in the second year of service. This may include expanding the size of the microtransit service area, expanding the number of days of service, expanding the service hours, or adding additional vehicles. They will also review and report on the first year of service and evaluate how well the service is meeting the identified performance goals.

Table 14: Implementation phasing

Timeframe	Implementation Actions
6 months before launch	• Determine a performance monitoring program • Begin advertising and promotion • Establish mechanism for customer feedback
2-3 weeks before launch	• Finalize planning, coordination, and promotion of launch event • Intensify advertising and promotion
2 months after launch	• Respond to initial customer feedback
3-6 months after launch	• Consider service adjustments based on customer feedback • Report on early performance metrics
7+ months after launch	• Plan for adjustments for year 2 of service • Review and report on year 1 of service

Funding sources

RTD Partnership Grant

In collaboration with NETC, Commerce City applied to the RTD Partnership Grant funding in April 2026 to support implementation of the proposed microtransit service. The application requests $3,024,000 in RTD funding to support microtransit operations between 2026 and 2029. The grant application also includes a 20% local match provided by the Colorado Department of Transportation (CDOT).

If awarded, the RTD Partnership Grant would provide the primary funding source for initial implementation and operation of the microtransit program during the first three years of service. Commerce City and NETC are expected to receive notification regarding the grant award in July 2026.

Other funding opportunities

If the RTD grant is not awarded, several additional funding opportunities may be available to support implementation and ongoing operation of the microtransit service. Potential funding sources are provided in **Table 15**.

Table 15: Funding Opportunities

Grant Program Name	Description	Next Steps
CDOT Clean Transit Enterprise (CTE)	The purpose of the CTE is to both support public transit electrification and assist in the expansion of transit and passenger rail services throughout the state. This includes providing grants for electrification planning, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the Clean Transit Retail Delivery Fee. The CTE also provides a combination of formula and competitive grants to invest in public transit and passenger rail entities by providing funding for vehicles, infrastructure, equipment, materials, supplies, operations and staffing, and maintenance through revenues provided by the Oil & Gas Production Fee. Commerce City microtransit may be eligible if they opt for an electric vehicle fleet.	Monitor for new grant opportunities.
FASTER Transit Grants Program	FASTER aims to improve roadway safety, repair deteriorating bridges, and support and expand transit. FASTER has established and helped advance progress across three major funding programs: the Road Safety Fund, the Bridge Special Fund, and the State Transit and Rail Fund. These funds in turn support three important CDOT programs: FASTER Safety Program, Colorado Bridge Enterprise, and FASTER Transit Grants Program.	Monitor for funding opportunities.
DRCOG Transportation	DRCOG Transportation Improvement Program (TIP) funding is available through two buckets: regional and subregional. To determine subregional projects, each county holds a subregional forum (in this case, the AdCOG Subregional Transportation Forum), which is responsible for submitting	Determine whether to submit under the regional or

Grant Program Name	Description	Next Steps
Improvement Program	applications for consideration by the DRCOG Board of Directors. DRCOG typically calls for new TIP projects every other TIP cycle, so the next call for projects will be in 2027. At that time, Commerce City can determine whether to submit under the regional or subregional share. The DRCOG TIP can only provide 3 years of start-up funding, it cannot be used to fund ongoing operations for established services.	subregional share in 2027.
CDOT Statewide Transportation Program	Some state funds are incorporated into the CDOT Statewide Transportation Program, or STIP, which is a federally required four-year program of planned transportation projects, including transit projects. Projects eligible for STIP funding must be included in a regional TIP.	Monitor for calls for projects.
CDOT Office of Innovative Mobility	CDOT administers some state funds through the Office of Innovative Mobility (OIM). Microtransit projects may be eligible if the applicant can demonstrate that microtransit fills an essential role in transportation demand management for the locality.	Monitor for funding opportunities

Conclusion

The Commerce City Microtransit Study identified a preferred microtransit alternative that balances operational feasibility, regional transit connectivity, and service to populations with higher transportation needs. The following next steps are recommended to advance the project towards implementation.

Secure funding

The next step for Commerce City will be to secure funding for implementation and initial operations of the microtransit service. Commerce City, in partnership with NETC, is expected to receive notification regarding the RTD Partnership Grant application in July 2026. If awarded, the grant would provide the primary funding source for implementation and operation of the service during the first three years.

If the RTD Partnership Grant is not awarded, Commerce City should continue pursuing alternative federal, state, regional, and local funding opportunities identified in **Table** 15. The City may also consider a phased implementation approach that aligns service expansion with available funding.

Select a service provider

Following identification of funding, Commerce City and NETC should initiate a procurement process to select a microtransit service provider. The procurement process should identify a provider capable of operating a flexible, on-demand service that aligns with the performance goals and service characteristics identified in this implementation plan.

The procurement process should also establish vehicle requirements, technology and reservation platform needs, customer service expectations, performance reporting requirements, and coordination responsibilities between the City, NETC, and the service provider.

Launch and monitor service

Following service launch, Commerce City, NETC, and the selected operator should monitor system performance using the performance goals identified in **Table 13.**

Early monitoring efforts should focus on ridership trends, response times, customer feedback, and operational reliability.

During the first year of service, the City and NETC should evaluate whether operational adjustments are needed based on observed travel patterns and community feedback. Potential adjustments could include modifying service hours, adjusting fleet size, refining service area boundaries, or expanding service days.

Evaluate service expansion

As the service matures, Commerce City should continue evaluating opportunities for future expansion and enhancement. Potential long-term improvements could include expanded service hours, additional service days, expanded service area boundaries, or increased fleet size.

Future expansion decisions should be informed by system performance, ridership demand, funding availability, and ongoing community input.

Appendix A: Existing conditions

Executive summary

This report summarizes existing conditions findings for the Commerce City Microtransit Study, which will be referred to as “the Study”. This report includes summaries of relevant plans, analysis of transit propensity, and research on existing travel patterns. The Study will include mobility solutions for people living in Commerce City, with particular emphasis on essential trips for underserved populations.

The focus area of the Study is Core Commerce City (“Core City” - south of 96th Avenue), which was identified in previous city planning efforts as the area within Commerce City with the highest number of unmet transportation needs. Most of the existing transit services in Commerce City are provided by RTD and concentrated in the Core City, but access to these transit routes in many parts of the Core City are limited by a missing or substandard sidewalk and crossing network that often does not meet ADA standards.

The existing condition analysis revealed that the Core City has the highest concentration of disconnected street networks, people with mobility barriers, and low-income populations, as well as the highest population density, land use diversity, and transit propensity. An analysis of existing travel patterns using StreetLight shows that most trips within Commerce City are less than five miles. The data also indicate that most trips originating in the Core City stay within the Core City and do not extend north of 96th Avenue. This may reflect the limited connections between the Core City and northern Commerce City. It should be noted that StreetLight relies on connected vehicle data to estimate the number of trips occurring between and within zones, but the platform processes this information to represent all travel modes, not just connected vehicles. While valuable, the StreetLight Analysis should be combined with other data sources and community input to create a more complete picture of how residents prefer to travel within their community. Previous community engagement efforts in the Commerce City Comprehensive Plan 2045 revealed that residents would like more north-south connections across the city. The Study will identify transportation improvements to better connect the north and south, increase access to the existing transit network, and provide safe mobility options.

Project background and purpose

This Microtransit Study aims to address the mobility needs of residents living in Commerce City. Commerce City spans 36.4 square miles and is made up of two distinct activity areas: the Core City, south of 88th Avenue and originally developed in the 1950s, and northern Commerce City, which has been developing since the early 2000s. These areas are physically separated by the Rocky Mountain Arsenal National Wildlife Refuge, a geographic barrier that limits connectivity and contributes to transportation challenges in and around the city.

Over 40% of Core City residents live under the federal poverty line, and many face mobility barriers related to limited vehicle access, disability status, and age. In fact, most of the Census tracts within the Core City rate in the highest 75% of tracts in the DRCOG region for mobility barriers. Commerce City's population has grown at a faster rate (267% between 1990 and 2019) than the state and region, with growth projected to continue. New residential development is concentrated in northern Commerce City, where former agricultural lands are zoned for residential use. This growth increases pressure on the current transportation system and demand for increased connectivity across neighborhoods.

The Commerce City Microtransit Study will identify and evaluate potential microtransit and transit solutions that improve mobility of Commerce City residents. This includes identifying first and last mile connections to key destinations such as regional transit stations, employment centers, essential services, and recreational facilities.

The Study will define potential microtransit zones tailored to the transportation needs of the Core City, while also considering practical connections to the industrial areas and community destinations in northern Commerce City. The goal is to develop alternatives that support essential daily trips and improve overall access across Commerce City.

Ultimately, the Study will produce a plan for microtransit with actionable strategies to reduce transportation barriers and enhance connectivity for all who live and work in Commerce City, with particular emphasis on essential trips for underserved populations.

Study area

The study area encompasses all of Commerce City as well as portions of unincorporated Adams County, with a particular focus on the Core City located south of 96th Avenue. Because Commerce City's municipal boundaries are complex, a simplified boundary was developed for this Study to provide comprehensive coverage and ensure the inclusion of relevant communities and services.

As shown in **Figure** 14, the study area extends from the southernmost edge of Commerce City up to 112th Avenue, and from I-76 on the west to Tower Road on the east. Within this boundary, the primary focus area is defined as the portion between I-270 to the south, 96th Avenue to the north, I-76 to the west, and Quebec Parkway to the east.

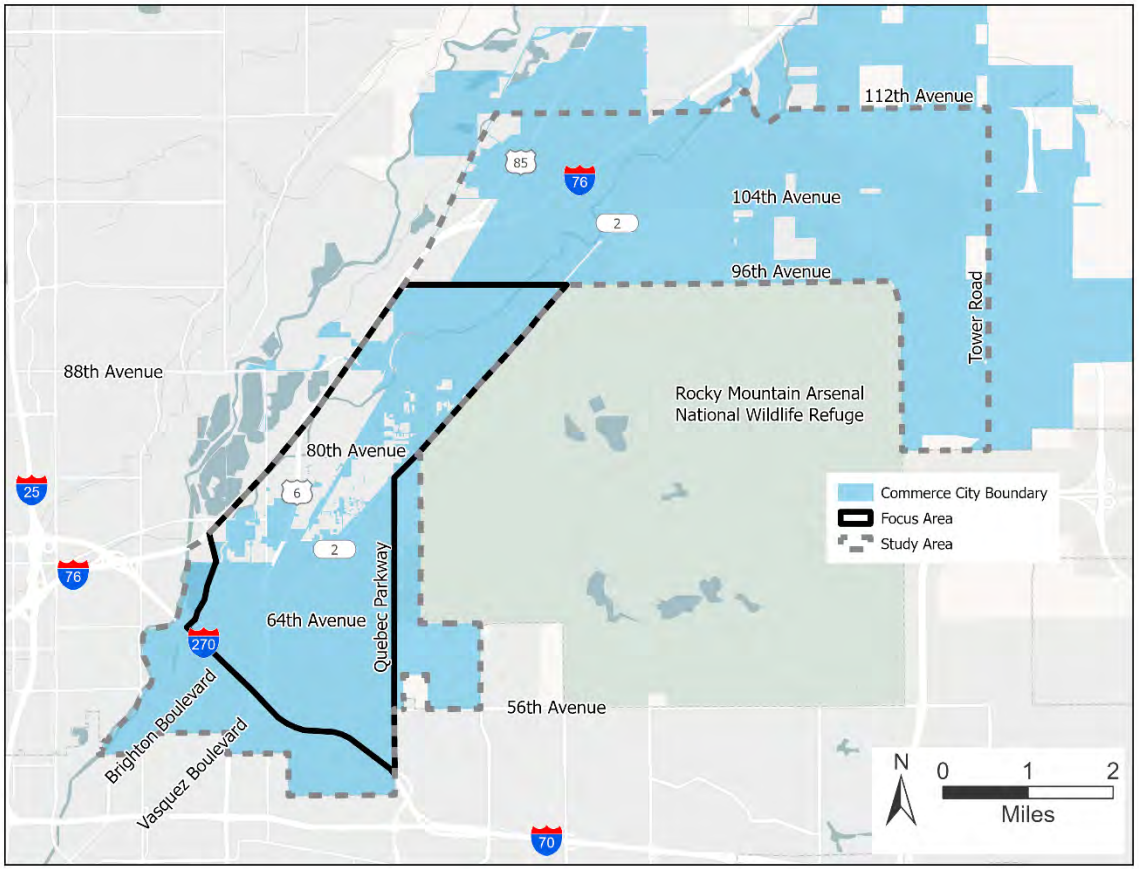


Figure 14: Study area

Previous and concurrent planning efforts

This section summarizes previous and ongoing planning efforts relevant to the Commerce City Microtransit Study, including the Comprehensive Plan 2045 and Safety Action Plan. When this report was written, the Commerce City Transportation Plan update was underway, and a draft was available for public comment. A cursory review of the plan draft is included below.

Commerce City Transportation Plan– September 2025 Draft

The Commerce City Transportation Plan updates and builds on the 2010 Transportation Plan to reflect the demographic, economic, and technological changes of the last decade and a half. The drafted Transportation Plan identifies microtransit as a flexible transportation option for areas that are difficult to serve with fixed-route transit. Microtransit can support the fixed route system by offering coverage where there are gaps in service. It is best suited for areas that are hard to reach or low-density where a fixed route is not cost effective. Mobility as a Service, or the integration of all transportation options on one digital platform, is also identified by the plan as a tool to make transportation options accessible to the community and support the fixed route system. The Transportation Plan indicates that microtransit is an opportunity for the community to address the unique and immediate transportation needs of Commerce City. This Microtransit Study represents a continuation of the ideas outlined in the Transportation Plan.

Commerce City Comprehensive Plan 2045 – September 2023

The Commerce City 2045 Comprehensive Plan (“Commerce City 2045”) presents a unified vision for existing and future development of land use, transportation, and parks and open space for the next 25 years. A key function of Commerce City 2045 is to establish the foundation for future studies, such as this Microtransit Study.

Community engagement takeaways

The Comprehensive Plan resulted from a two-year community engagement process, beginning in 2021. A recurring theme from the outreach process was the need to respond to northern Commerce City growth with concurrent infrastructure upgrades. Community members expressed the need to increase connectivity across all modes of transportation through increased transit frequency, better access to RTD stations, and safe routes for walking and biking. The community identified railroad crossings as a major barrier to traffic flow, compounded by a lack of alternate routes.

Transportation and mobility goals

As a result of community input, Commerce City established six transportation and mobility goals. Although all six goals will be considered, the Microtransit Study most directly speaks to goals 1, 2 and 3:

1. Create and maintain a well-connected and safe transportation network that includes auto, bicycle, pedestrian, and transit options, including maximizing mobility and supporting the city's growth.
2. Ensure that transportation options are inclusive for people of all ages and abilities throughout the city.
3. Expand and improve transit services and related options throughout the community.
4. Coordinate with federal, state, and local governments as well as other transportation agencies on efforts to enhance transportation in the area.
5. Encourage and support efforts to increase bicycle and pedestrian connectivity throughout the city.
6. Minimize conflicts with freight and the railroads in the city.

Approach to transportation and mobility

Commerce City 2045 recommends a series of policies and projects that improve safety and encourage people living and working in the city to shift from driving alone to other transportation modes, including transit. At the time of the Comprehensive Plan publication, 74% of Commerce City residents drove alone to work and just 2% used public transportation (US Census ACS, 2020). Between 2014 and 2018, pedestrians and cyclists made up just 0.8% of commuters, but over 8% of those seriously injured or killed in traffic crashes.

Comprehensive Plan recommendations relevant to the Commerce City Microtransit Study are as follows:

- **Connect central neighborhoods to regional transit hubs.** Provide a safe connection from Core Commerce City to 72nd Avenue RTD Station and other high-ridership bus stops.
- **Connect the north and south.** Improve the multimodal connectivity between northern Commerce City and the Core, a desire that the community identified during outreach.
- **Increase access to the airport.** Denver International Airport is the state's largest employer and one of the busiest hubs in the world. The city's proximity to this asset can be leveraged to improve economic opportunity.

Commerce City Safety Action Plan – July 2025

Commerce City is committed to a 50% reduction in fatal and serious injury crashes by 2050. The Commerce City Safety Action Plan is a roadmap to safe travel for all ages and abilities, complemented by a set of performance metrics to track progress. The City's pledge to safety is defined by a commitment to the Safe Systems Approach from the Federal Highway Administration. The Safe Systems Approach has six principles:

1. Death and series injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.

The Commerce City Microtransit Study will build off the Safety Action Plan by identifying how existing travel patterns can be made safer and more accessible. The Planning Oversight Committee from the Safety Action Plan conducted community outreach to understand top transportation safety priorities. Various outreach methods were employed, including an online survey tool that gathered data from 220 participants. The themes relevant to this Microtransit Study are listed below:

- Difficulty entering or exiting neighborhoods.
- Destinations are too far.

- Absence of/gaps in bike paths, lanes, or routes.
- Poor biking/walking connections to transit.

Community outreach was paired with an analysis of roadways with the highest risk for crashes. Safe microtransit planning considers passenger and driver safety, particularly when determining pick-up or drop-off zones. High risk areas that fall within a microtransit zone require careful consideration.

The DRCOG Index

This Study incorporates the Denver Regional Council of Governments (DRCOG) Index. The DRCOG index uses census tract level demographic data from the American Community Survey (ACS) to identify areas with higher concentrations of historically marginalized populations. Key indicators include race, age, disability status, national origin, language proficiency, income level, and vehicle ownership. Higher index scores represent a greater presence of populations that may face systematic barriers to mobility and access. The data are compiled from a five-year period (2018-2022) of the ongoing ACS. The ACS is an ongoing nationwide survey conducted by the US Census Bureau. It collects detailed demographic, social, economic, and housing information from a sample of households every year. By combining the data over a five-year period, the dataset provides more reliable estimates.

DRCOG organizes these indicators into three domains: (1) economic status, (2) mobility barriers, and (3) race and national origin. **Figure** 15 and **Figure** 16 show how the demographic indicators are scored and combined to produce a final index for each census tract in the region.

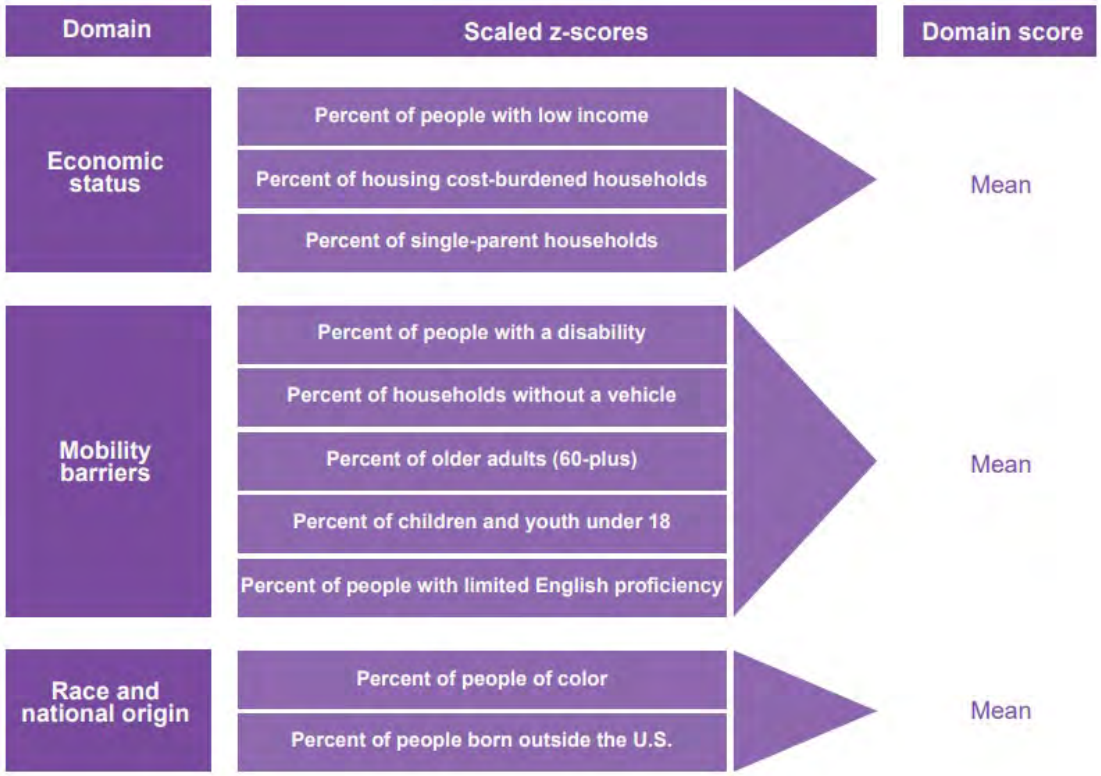


Figure 15: DRCOG Index domain scores

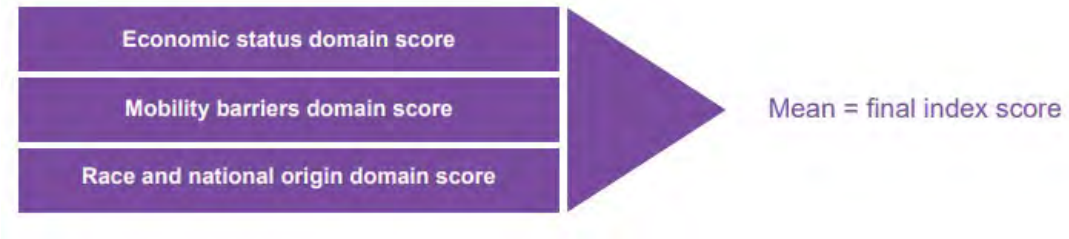


Figure 16: DRCOG Index final index score calculation

Figure 17 shows the DRCOG Index scores within the Commerce City study area. Several census tracts fall within the highest 25% of scores regionwide, indicating a significant concentration of marginalized populations relative to other parts of the DRCOG region. The highest index scores are mostly found south of 96th Avenue, which aligns with the study's focus on the Core City and reinforces the need to improve mobility options in this area.

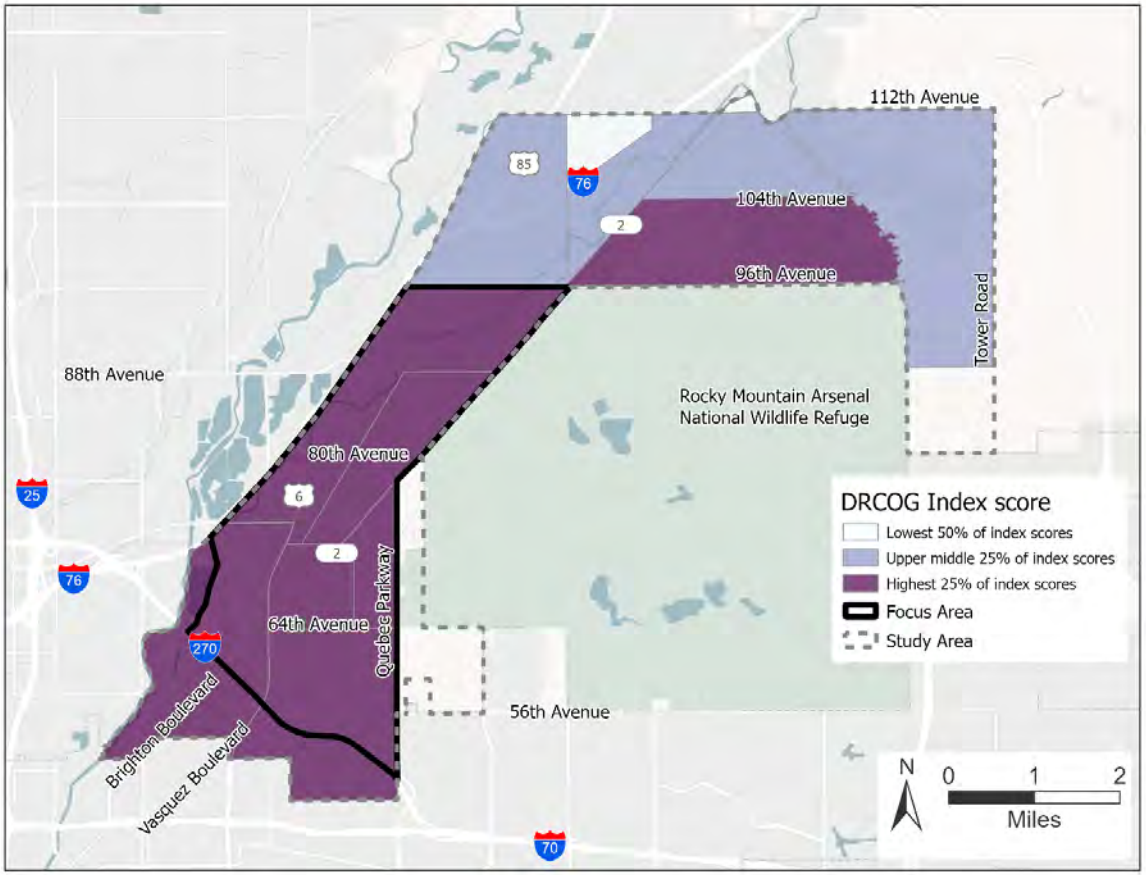


Figure 17: DRCOG Index composite score. *Source: DRCOG*.

The DRCOG Index includes an indicator for mobility barriers, based on vehicle access, disability status, and age of residents within each tract. **Figure 18** shows that most of the Core City has higher barriers to mobility than in 75% of tracts across the DRCOG region. Low economic status, measured in terms of income, housing cost burden, and single-parent households, is also higher than 75% of the DRCOG region across much of the study area and particularly within the Core City (**Figure 19**).



Figure 18: DRCOG mobility barriers index score. *Source: DRCOG.*

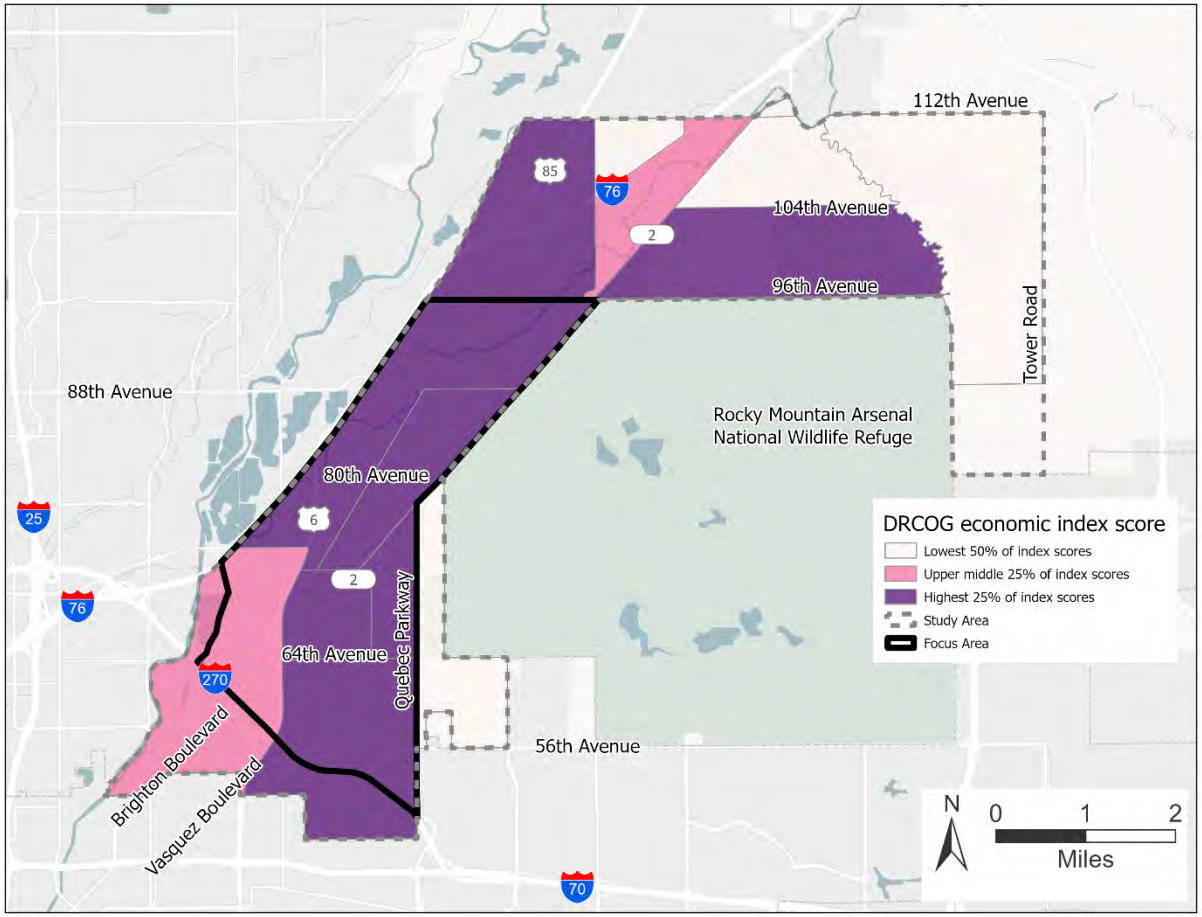


Figure 19: DRCOG economic status index score. *Source: DRCOG.*

By integrating the DRCOG Index into the planning process, this Study ensures that proposed microtransit solutions are designed to meet the needs of historically underserved communities and actively work to reduce transportation barriers.

Transit propensity analysis

To better understand where a microtransit service could have the greatest impact, a transit propensity analysis was conducted for the Commerce City study area. This analysis identifies census block groups where residents are more likely to use transit based on demographic and land use characteristics that correlate with higher transit ridership. The following factors were used to assess transit propensity:

1. Percentage of the population with low income.
2. Percentage of households with no access to a vehicle.
3. Percentage of the population who commute to work by transit.
4. Percentage of the population who are 60 and older.
5. Percentage of the population who are under 18.
6. Population density.
7. Land use patterns.

Each transit propensity factor is described in more detail in the following sections. In addition to demographic characteristics, the analysis incorporates the existing transportation and transit networks, providing a comprehensive view of where a microtransit service could be most effective.

Percent of the population with low income

As shown in **Figure 20**, the share of low-income households in Commerce City is highest south of 96th Avenue. In northern Commerce City, fewer than 25% of residents fall into this category, with some block groups reporting rates below 10%. By contrast, in the Core City, the percentage of low-income households is significantly higher, reaching up to 67% in some areas.

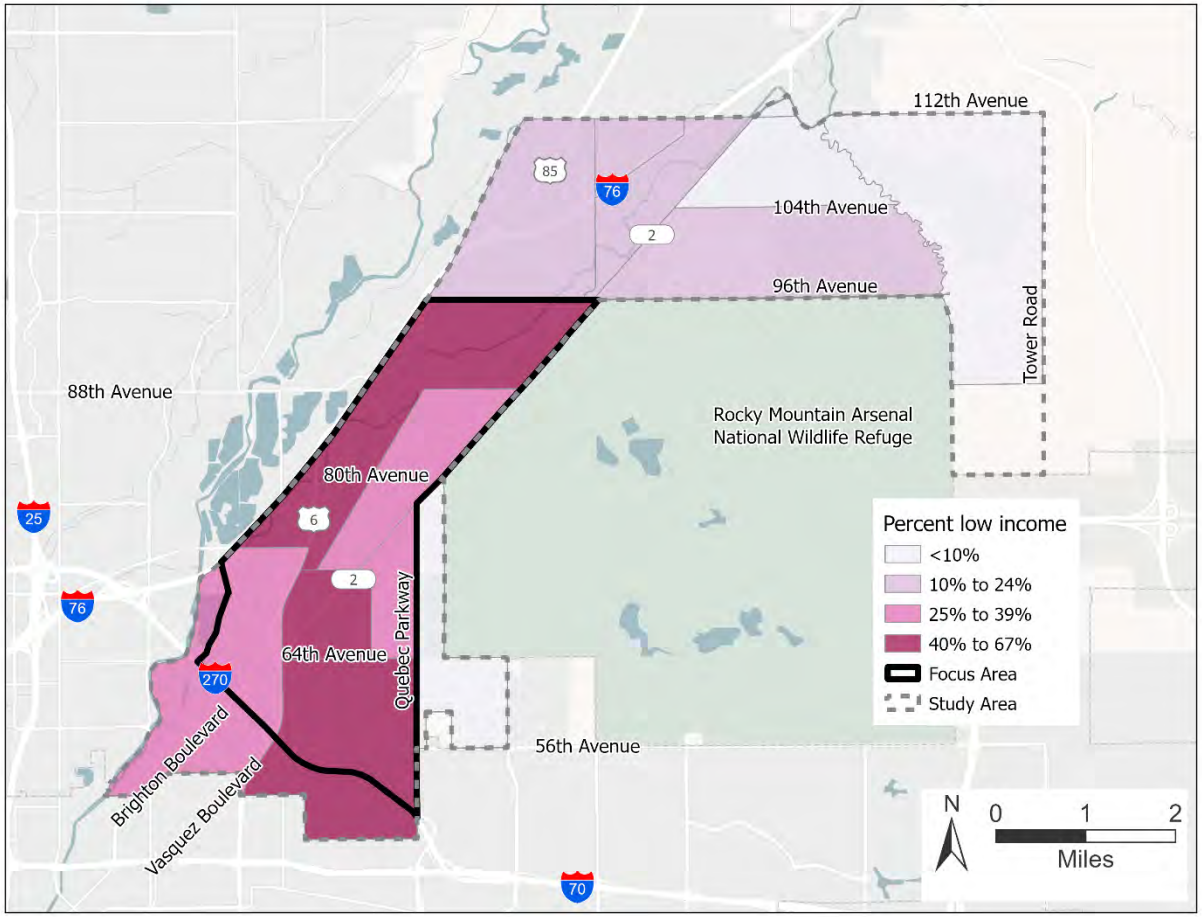


Figure 20: Percentage of the population with low income. *Source: DRCOG Index*.

Percent of households with no access to a vehicle

As shown in **Figure 21**, the percentage of households without vehicle access is highest in the southernmost part of Commerce City, south of 64th Avenue, where up to 16% of households don't have access to a car. By contrast, the central and northeastern parts of the city have the lowest levels of households without a vehicle.

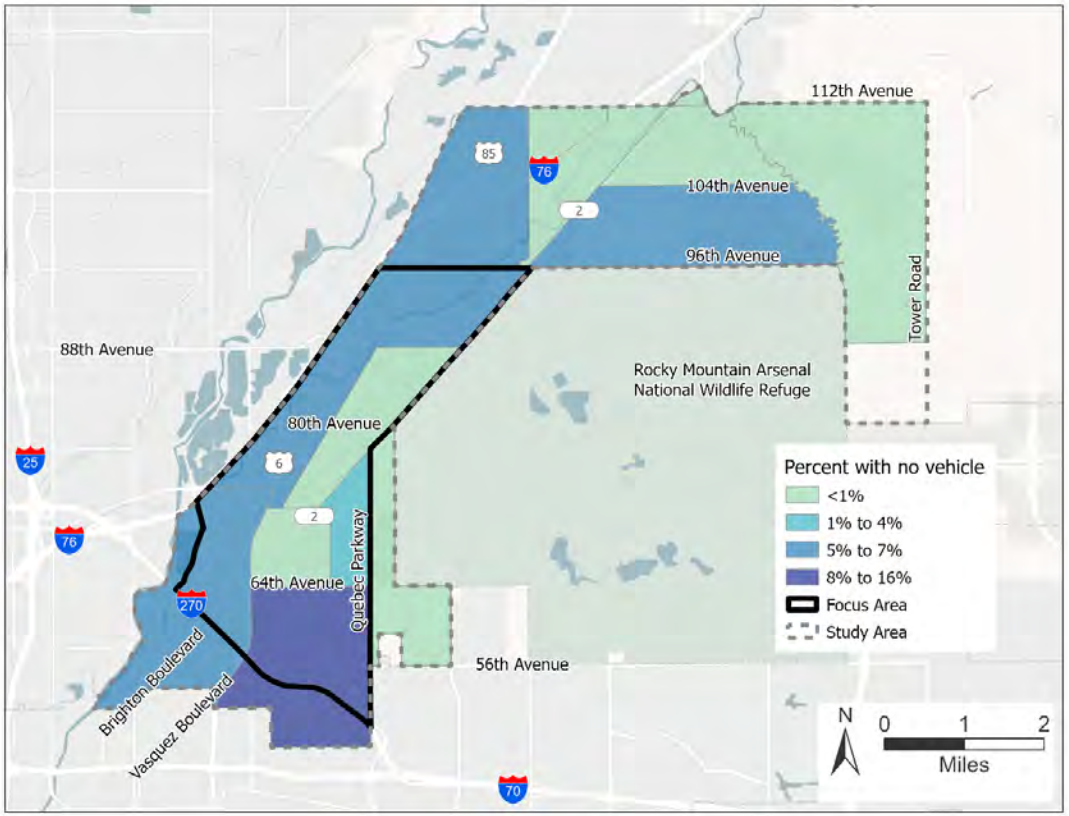


Figure 21: Percentage of households with no access to a vehicle. *Source: DRCOG Index*.

Percentage of the population that uses transit to get to work

The share of residents who currently commute by transit is an important measure of existing demand and familiarity with transit services. Areas with higher percentages of transit commuters often indicate stronger potential for microtransit to complement or connect to established transit use.

As shown in

Figure 22 and **Figure 23,** most (69%) Commerce City residents drive to work alone, and fewer than 4% of workers rely on transit to commute. The highest rate of transit commuting is found in the block group that includes the bus and rail Commerce City / 72nd Avenue Station, where up to 5% of residents commute by transit. While the percentage of commuters who use transit is low compared to the percentage who drive alone, these findings suggest that targeted microtransit service could help strengthen first- and last-mile access to transit hubs and support expanded use of regional transit. It is important to note that mode share to work reflects only how people travel to their jobs, not the full range of trips they make for other purposes such as school, shopping, or recreation. This distinction means that overall transit use in the community may differ from what is shown in the work commute data alone.

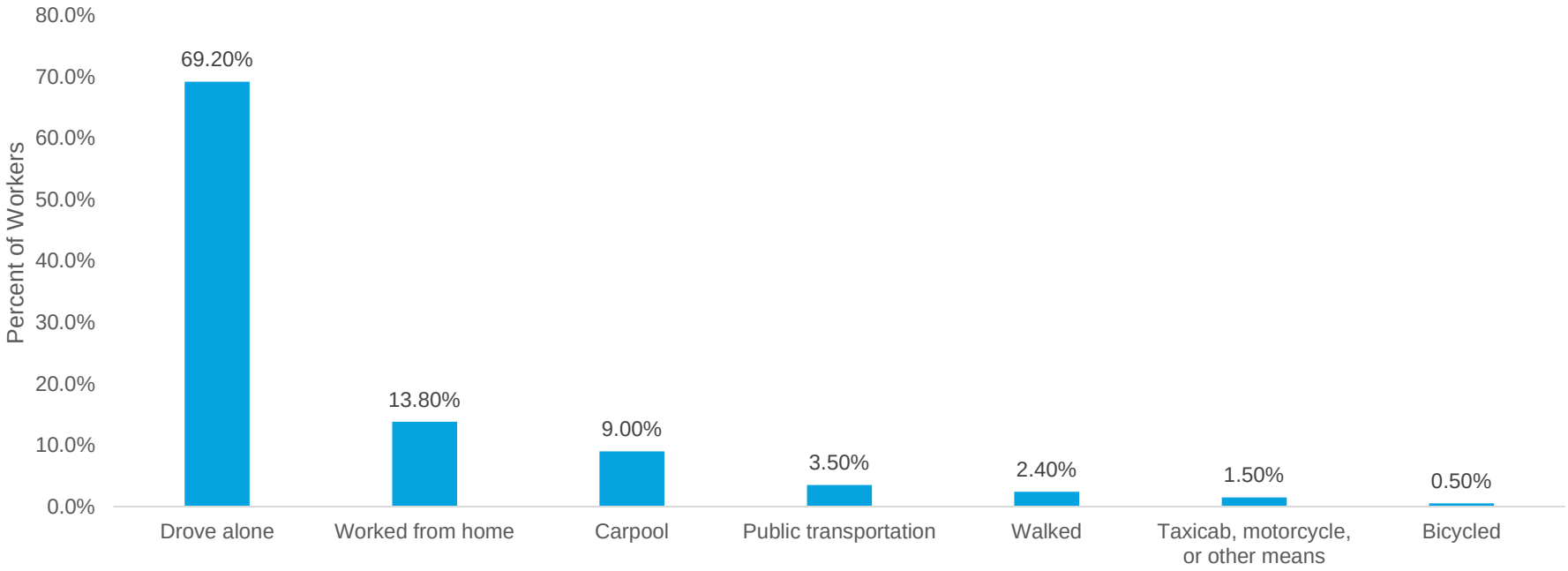


Figure 22: Means of transportation to work, among workers 16 years and over. *Source: ACS 1-Year Estimates, 2023*.

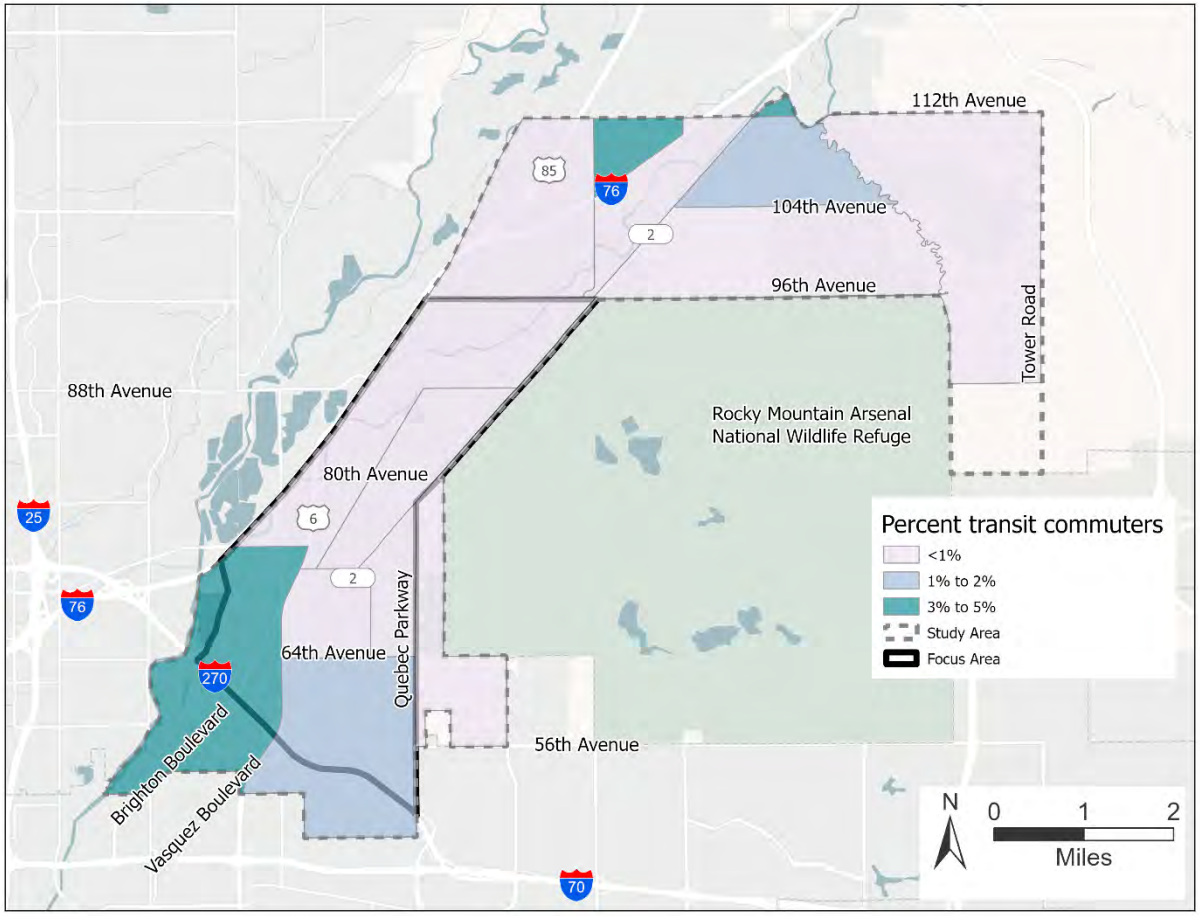


Figure 23: Percentage of the population who commute to work by transit. *Source: DRCOG Index*.

Population density per square mile

Population density is a key factor in assessing transit propensity because areas with more residents typically generate higher demand for shared mobility services. Dense neighborhoods are more likely to sustain consistent transit or microtransit ridership. While it is important to have consistent ridership, it should be noted that less dense areas would also benefit from a microtransit service because they are less likely to be served by fixed route transit service and may rely more heavily on microtransit.

In Commerce City, population density varies significantly due to the presence of highways and industrial areas. The highest concentration of residents is found in the Core City, particularly between 88th Avenue and 64th Avenue. In contrast, areas northwest of Vasquez Boulevard tend to have much lower population densities. **Figure 24** shows the population density per square mile across the study area.

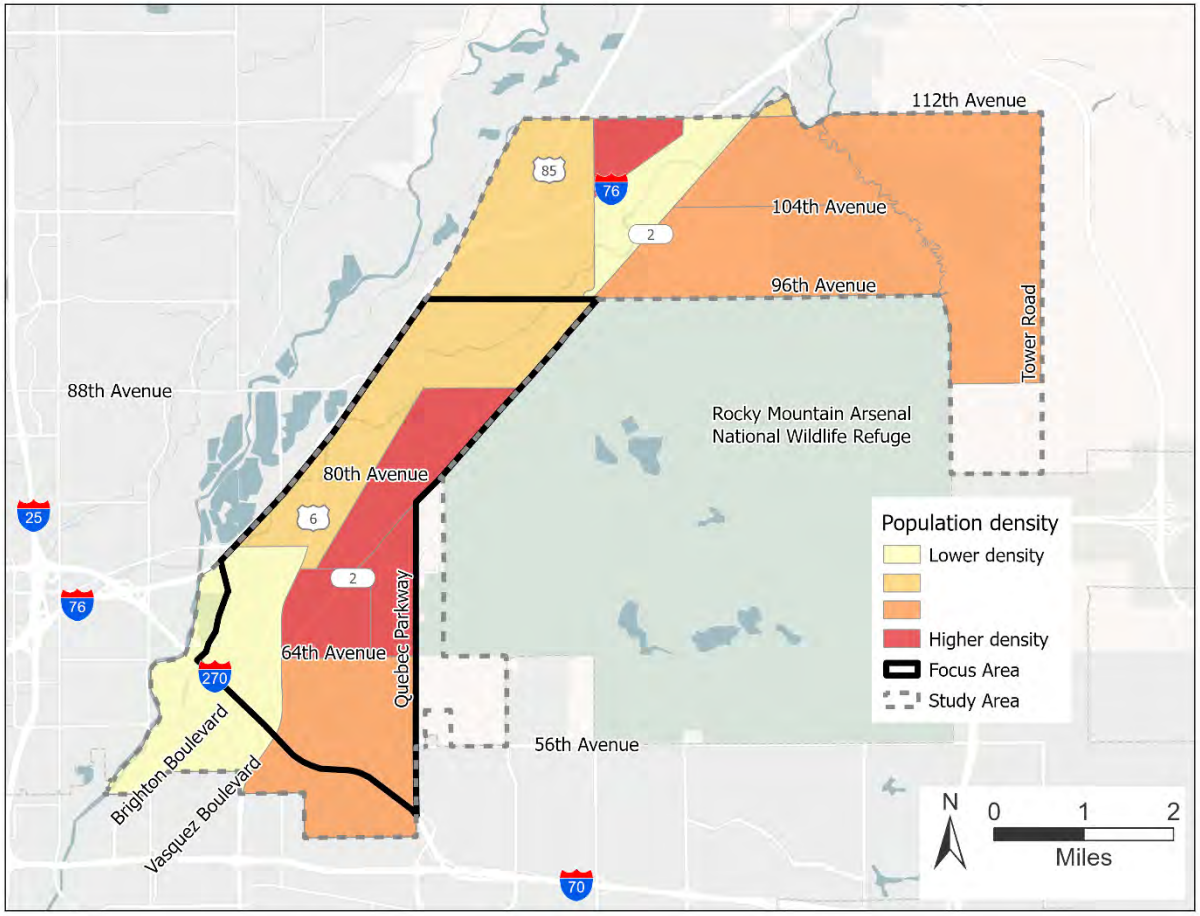


Figure 24. Population density per square mile. *Source: DRCOG Index*.

Percentage of the population 60 and older

Older adults often face greater mobility challenges, including reduced ability to drive, limited access to vehicles, and increased need for reliable transportation to medical services, shopping, and social activities. As a result, areas with higher concentrations of residents aged 60 and over are more likely to benefit from enhanced transit and microtransit options.

As shown in **Figure 25**, the southwestern part of Commerce City contains the highest share of residents aged 60 and over. In contrast, Derby and areas north and northeast of the Rocky Mountain Arsenal National Wildlife Refuge report the lowest percentage of older adults.

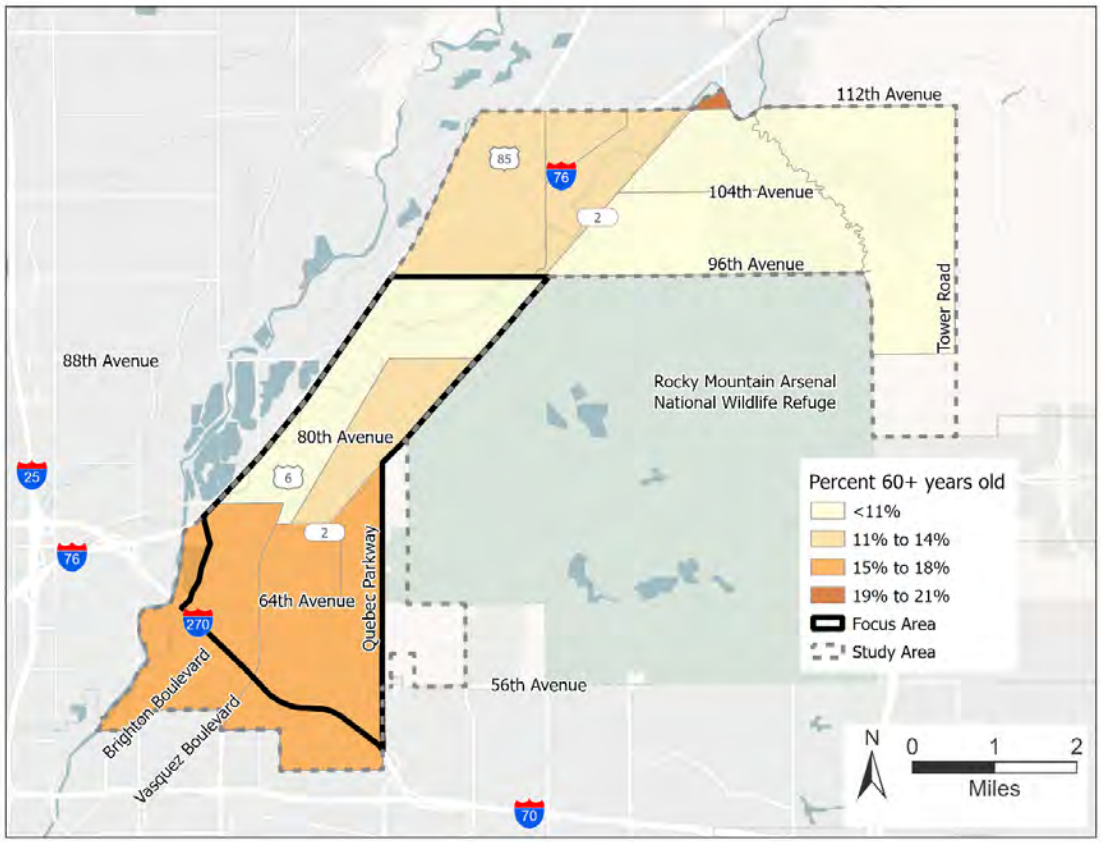


Figure 25. Percentage of the population aged 60 and older. *Source: DRCOG Index*.

Percentage of the population under 18

Residents under age 18 often bike, walk or rely on family, friends, or public transportation to access schools, recreational facilities, and community services. Areas with higher concentrations of young people may have a greater need for more mobility options.

As shown in **Figure 26,** the youth population in Commerce City is highest in the southernmost part of the city, where over 32% of the population is under 18. This area also has the highest share of older adults. This part of Commerce City comprises long-established neighborhoods with both aging populations and families with children. Across most of the study area, youth make up between 27% and 32% of the population.

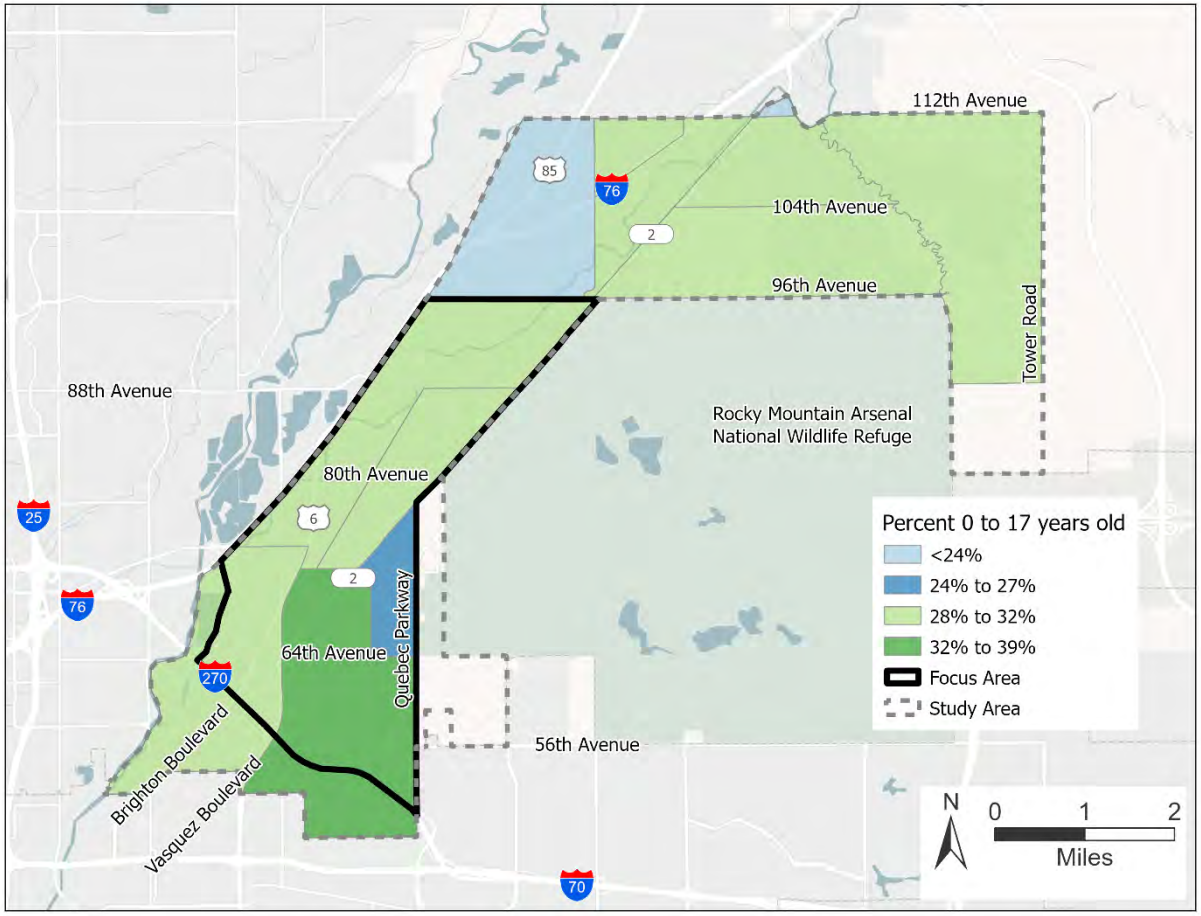


Figure 26. Percentage of the population under 18. Source: DRCOG Index.

Land use

Land use patterns are closely tied to transit propensity because residential areas generate demand, and commercial and industrial areas are where those trips are directed. Areas with a mixture of land uses are generally better suited for supporting transit and microtransit services.

In Commerce City, more than half of the land is zoned for industrial use, and many Core City neighborhoods are surrounded by industrial activity. By contrast, northern Commerce City has more residential development, with many parcels designated for future housing growth. Commercial activity is concentrated along Highway 2, 64th Avenue, and 104th Avenue, providing key destinations for both the Core City and northern Commerce City.

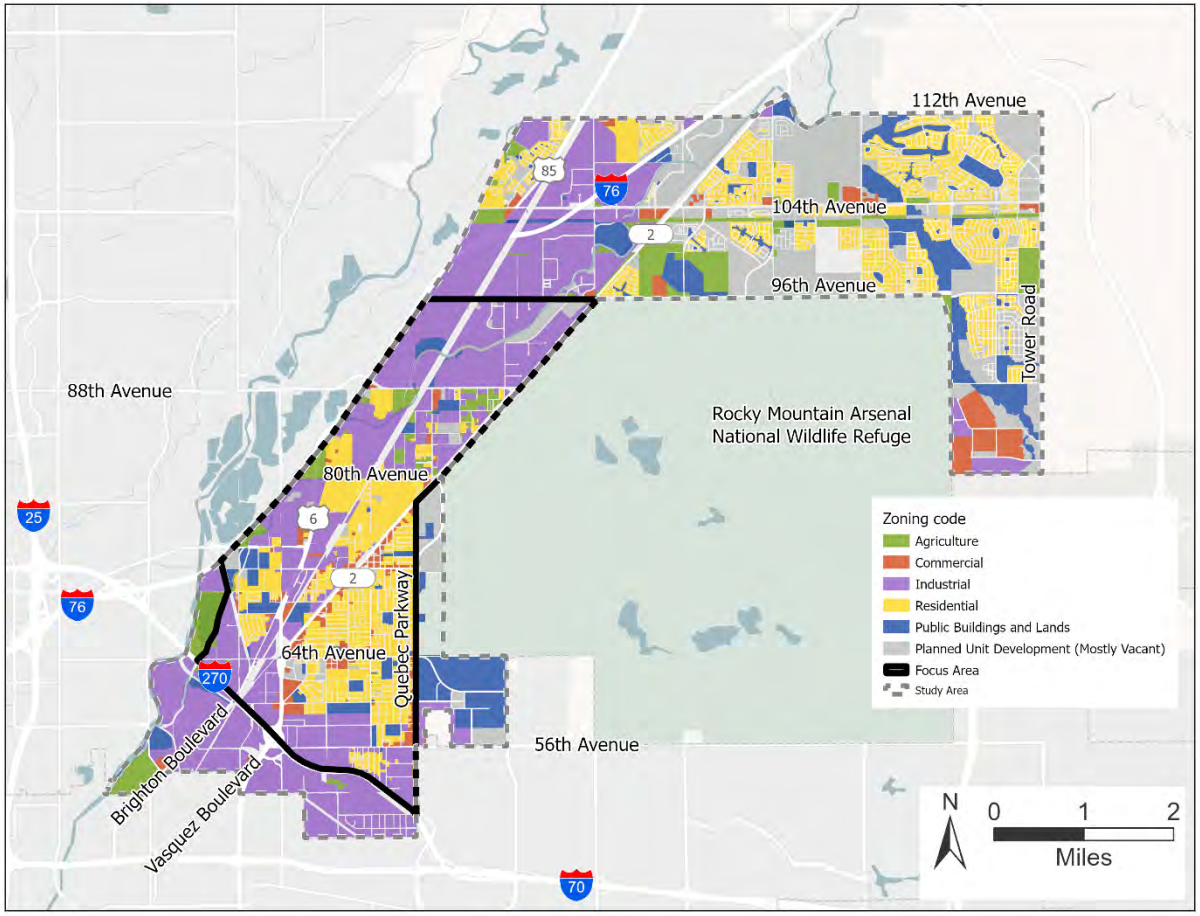


Figure 27: Land uses in Commerce City

Existing transportation network

The existing transportation network in Commerce City is made up of four main components, which include the street network, sidewalk network, bike network, and transit network. This analysis also evaluates how residents access transit throughout the study area, providing a comprehensive understanding of current mobility conditions and potential barriers.

Street network

Commerce City's street network varies significantly across the community. As shown in **Figure 28,** pockets of the Core City have an urban grid that provides relatively high connectivity. However, the major highways can act as barriers between neighborhoods. In contrast, northern Commerce City has a more suburban street pattern, with curvilinear streets shaped by subdivision and the surrounding landscape. Connectivity between the Core City and northern Commerce City is limited, with Highway 2 and I-76 being the only roads that directly connect the two areas. Local and collector roads are primarily accessed via major arterials such as Quebec Street, 96th Avenue, 104th Avenue, Chambers Road, Tower Road, and Highway 2.

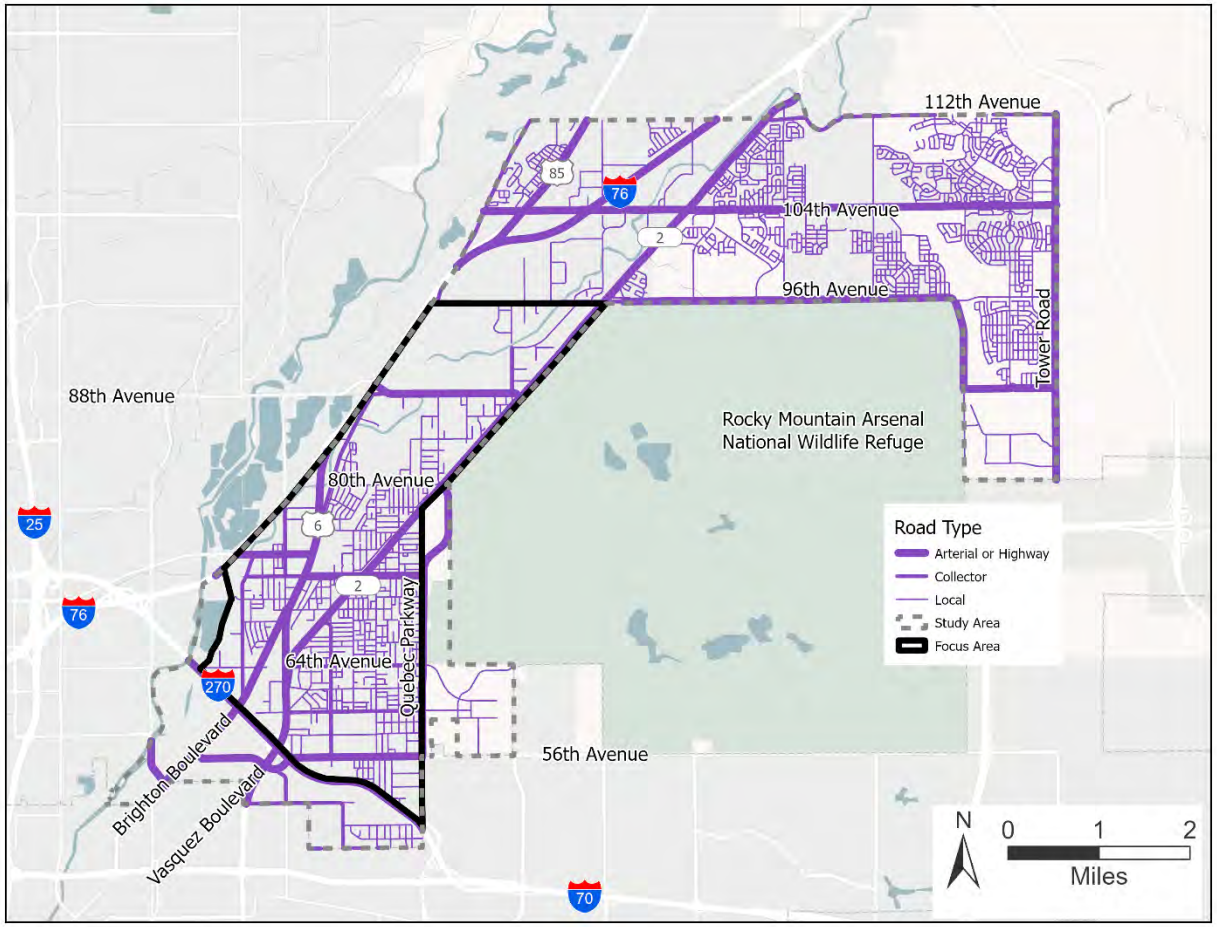


Figure 28: Street network. *Source: CDOT*.

Sidewalk network

Figure 29 shows Commerce City's sidewalk network. Commerce City is served by roughly 430 miles of sidewalk. Residents engaged in the comprehensive plan cited the extensive sidewalk network as a community strength. However, sidewalk conditions vary considerably across the city. In the Core City, where much of the development dates back to the 1950s, many sidewalks are narrow and do not meet current ADA standards. It should also be noted that there are gaps in the sidewalk network on or near key corridors such as Brighton Boulevard. In contrast, newer neighborhoods in northern Commerce City generally feature wider sidewalks and tree lawns that provide a buffer between pedestrians and vehicles. Sidewalk coverage is much more limited in industrial areas, where many streets lack pedestrian facilities altogether. Another aspect of the sidewalk network is the presence of safe crossings. There are very limited safe crossing locations across some of the major roads and highways that go through the study area. A good example of this is along Highway 2 where there are only three controlled crossings across the street and railroad between 64th Avenue and 96th Avenue. This acts as a barrier for pedestrians traveling east/west.

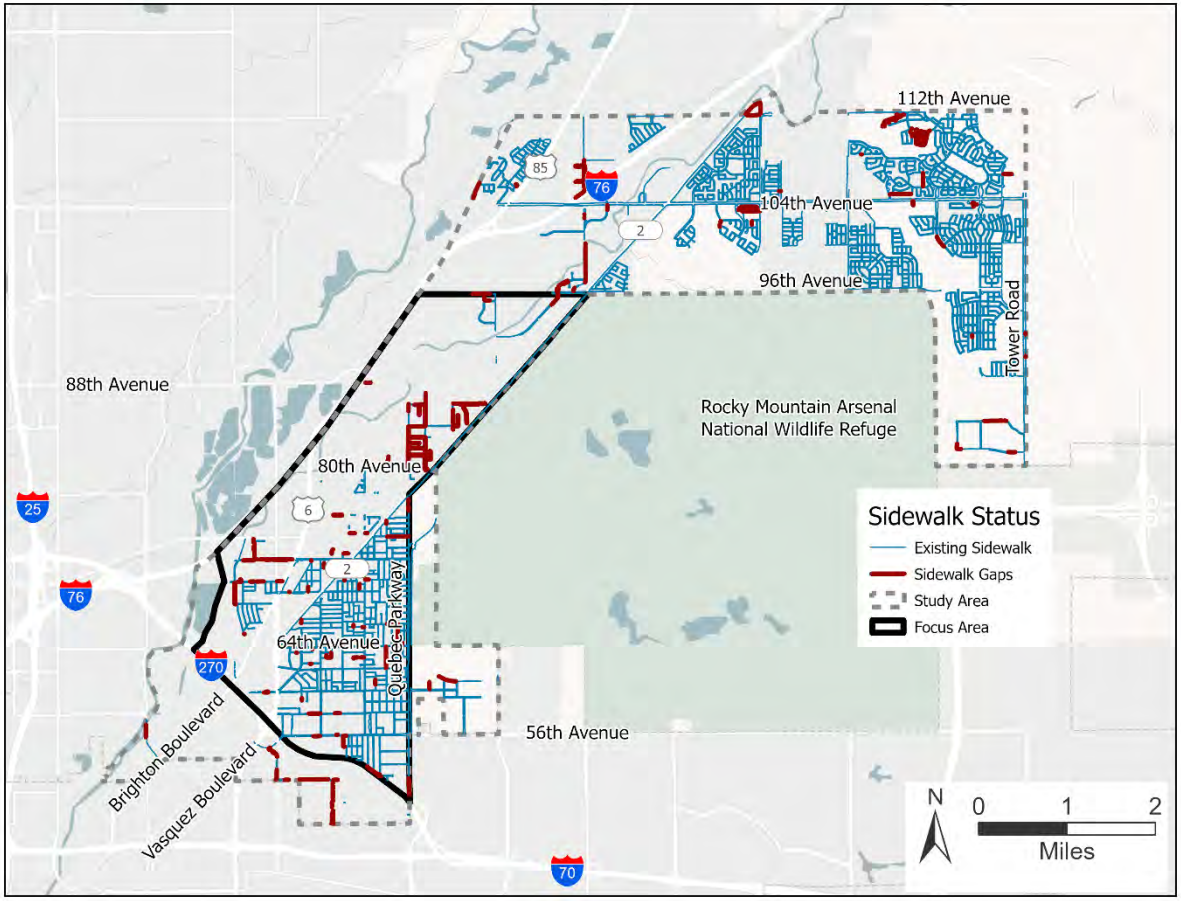


Figure 29. Sidewalk network. *Source: DRCOG*.

Bike network

Figure 30 shows Commerce City's bike network. While off-street facilities run parallel to most of the length of Highway 2, facilities are extremely limited within the city itself. These facilities primarily fall within the northeastern portion of study area. Within the focus area, bicycle facilities provide few connections, with most facilities spanning a few blocks at most.

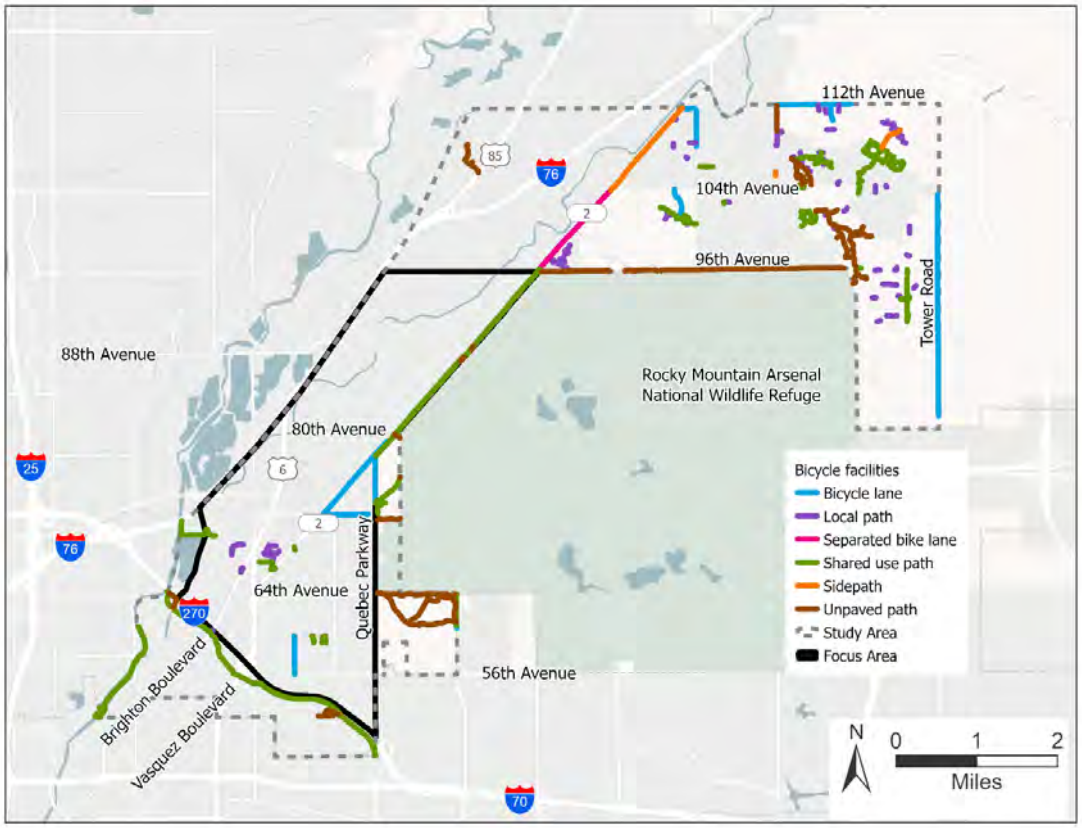


Figure 30: Commerce City's bike network. *Source: DRCOG.*

Transit network

Commerce City is served by a mix of bus and rail routes operated by RTD, as summarized in and shown in **Figure 32.** The study area includes eight bus routes and the N Line commuter rail, providing connections to Denver, Thornton, Denver International Airport and Brighton. Service includes five local routes, two airport routes and two regional routes. In addition to the RTD services, the Denver Connector microtransit service extends into Commerce City, linking residents of the Globeville-Elyria Swansea (GES) neighborhood to Walmart in Commerce City. **Figure 31** shows the GES microtransit service area. Residents of Commerce City could take the Denver Connector from Walmart at 60th Avenue and Dahlia Street to a key destination within the GES service area, such as the 38th and Blake RTD station.

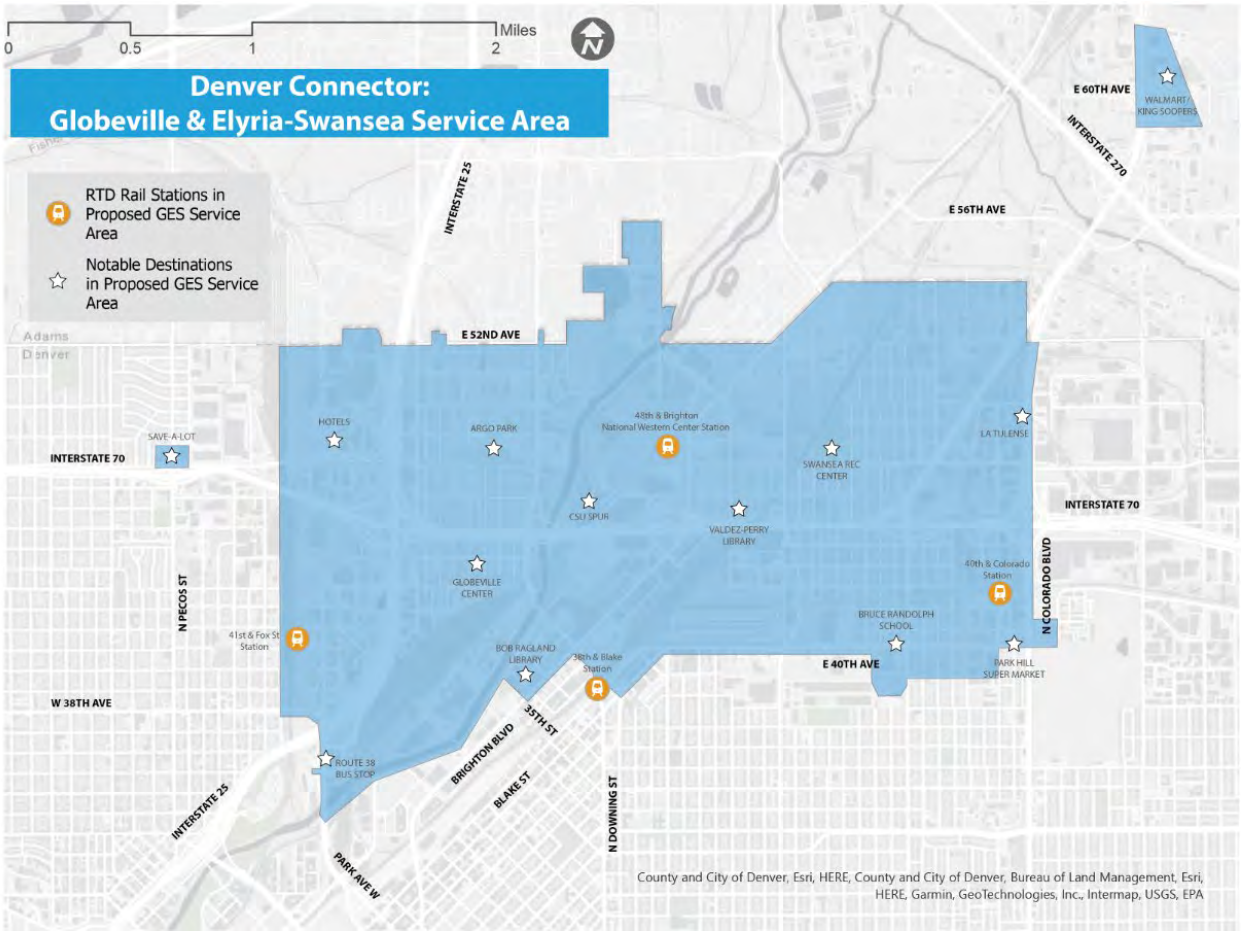


Figure 31. GES Microtransit Service Area. *Source: Denver Connector Microtransit Program.*

The three most frequent routes, all operating every 30 minutes throughout the day, include:

- The N Line (5:30 AM to 11 PM)
- Route 48 (5:30 AM to 10 PM)
- Route 49 (4:45 AM to 10:45 PM, operates every 60 minutes after 8 PM)

However, transit coverage is uneven across the city. In particular, the northeast area has limited service, and there are notable gaps in the northern neighborhoods where no north-south bus routes currently operate.

It is also worth noting that the A Line commuter rail between Union Station and Denver Airport operates just south of the study area. The 40th & Colorado Station is about two miles south of the study area. This is the busiest transit line in the Denver region, with 15-minute frequencies all day, and will be an important connection point to consider in the Microtransit Study.

Route	Type	Direction	Start and End Point	Weekday Frequency	Weekday Hours	Round Trips per Weekday
48	Local	NB/SB	60th Ave & Dahlia - Street/Civic Center Station	30 minutes	5:27 AM - 10:01 PM	34
49	Local	NB/SB	Commerce City & 72nd Station/40th - Colorado Station	30-60 minutes	4:43 AM - 10:44 PM	34
88	Local	NB/SB	Commerce City & 72nd Station - Central Park Station	30-60 minutes	5:43 AM - 11:43 PM	27
88L	Local	NB/SB	Thornton & 88th Station/Commerce City - 72nd Station	60 minutes	6:20 AM - 8:19 PM	15
104L	Airport	EB/WB	Wagon Road Park-n-Ride - Denver Airport Station	30-90 minutes	3:50 AM - 10:15 PM	21

Route	Type	Direction	Start and End Point	Weekday Frequency	Weekday Hours	Round Trips per Weekday
145X	Airport	NB/SB	US 85 & Bridge St Park-n-Ride - Denver Airport Station	70-100 minutes	4:01 AM - 3:17 PM	2
120L	Local	NEB/SWB	Eastlake & 124th Station - US 85 & Bridge St Park-n-Ride	60 minutes	6:20 AM - 11:20 PM	18
RX	Regional	NB/SB	US 85 & Bridge St Park-n-Ride/Civic Center Station	30-60 minutes	5:41 AM - 6:45 PM	6
N Line	Regional	NB/SB	Denver Union Station	30 minutes	5:26 AM – 10:56 PM	36

Table 16: RTD transit routes. *Source: RTD*



Figure 32: Transit network. *Source: RTD*.

Ridership patterns reflect both service frequency and destinations served. As shown in **Figure 33**, local routes and the 104L airport route carry the highest ridership of the routes that pass-through Commerce City. The figure shows average weekday ridership on each route in Commerce City during September-December 2024 RTD operations.

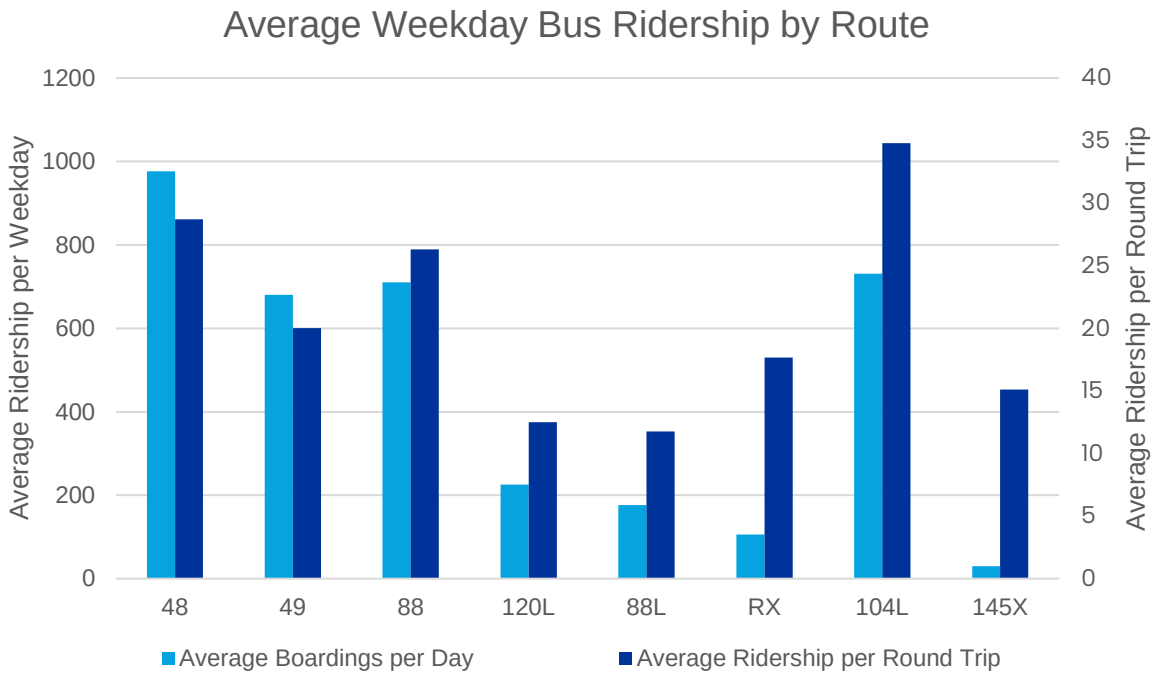


Figure 33: Ridership by Route, Sep. to Dec. 2024. *Source: RTD.*

Figure 34 shows weekday ridership at bus stops throughout Commerce City. The number of boardings and alightings at bus stops is a good indicator of key destinations by transit users. Two stop locations in Commerce City have particularly high ridership. These include 60th Avenue & Dahlia Street, near Walmart and Eagle Pointe Recreation Center, and Commerce City/72nd Avenue Station, served by the N-line commuter rail as well as several other bus routes.

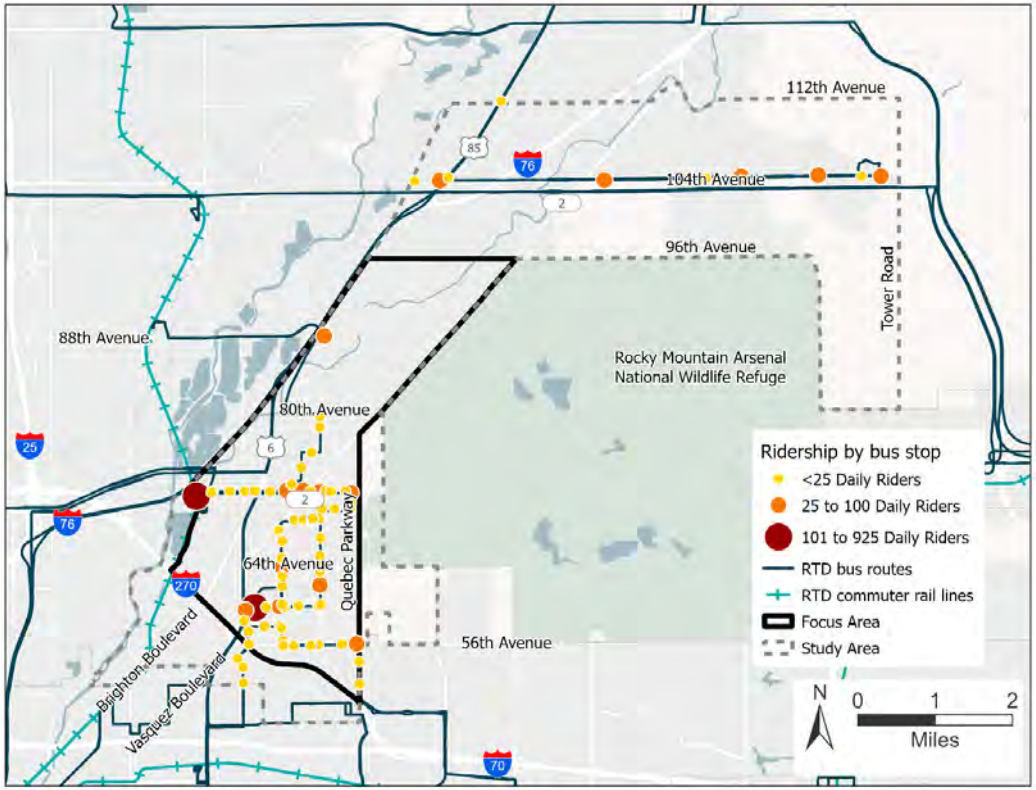


Figure 34: Weekday bus ridership by stop. *Source: RTD*.

Reliability is another important measure of transit performance. As shown in **Figure 35**, most routes that service Commerce City operate on time more than 80% of the time, with the N-Line performing the best. The RX regional route has the worst on-time performance, with almost 30% of trips arriving late.

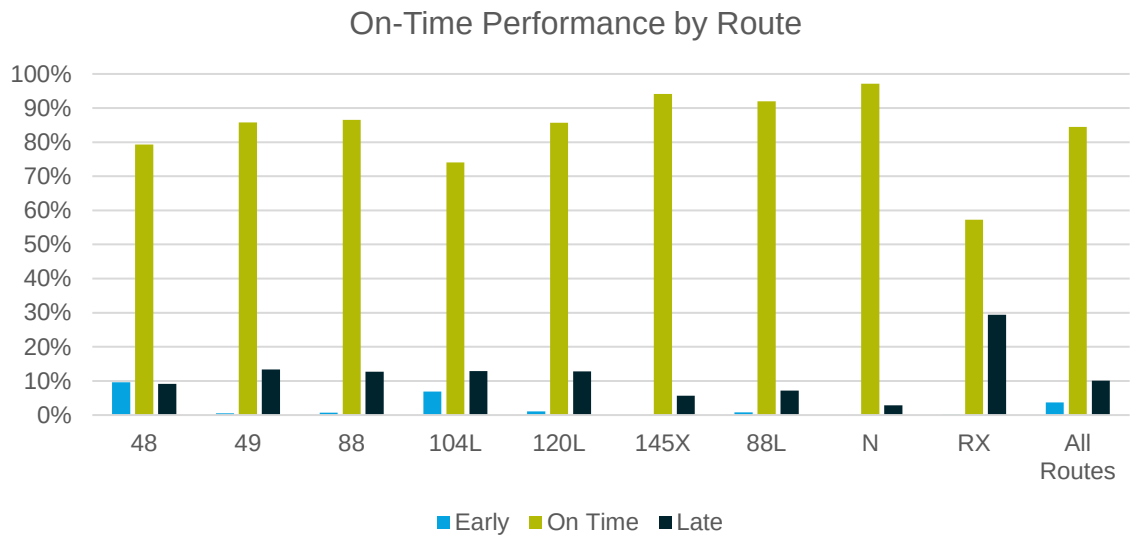


Figure 35: Transit On-Time Performance by Route. Source: RTD.

Accessibility to transit is measured through the walkshed analysis shown in **Figure 36**. This figure shows the areas in Commerce City that are accessible via a 5-, 10-, and 15-minute walk from a bus stop or rail station. The Commerce City Core is relatively well connected, but access in the north is limited, particularly north of 104th Avenue.

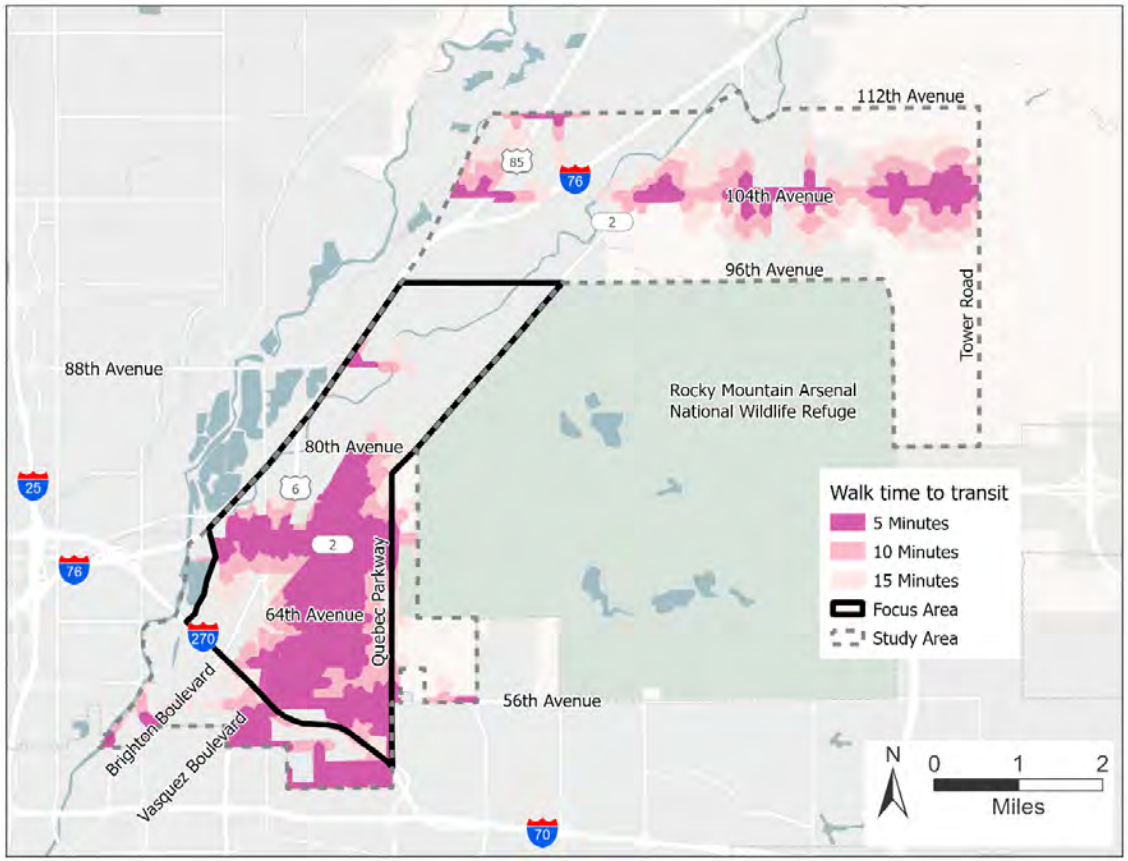


Figure 36: 15-Minute walkshed from transit stations

Travel patterns

This section summarizes available data on the predominant travel patterns of Commerce City residents, which will be supplemented by community outreach when defining potential microtransit zones. Understanding these patterns is helpful in identifying where microtransit would best serve existing travel demand.

Travel patterns were analyzed using multiple data sources, including the Longitudinal Employer-Household Dynamics (LEHD) dataset from the United States Census Bureau and StreetLight Data.

LEHD commute patterns

The LEHD data is derived from 2022 Census data, including employer and housing data. It provides insight into where Commerce City residents work and where workers commuting into the city live. This data builds a general understanding of commuter travel patterns and the potential role of microtransit.

Commute flow

Figure 37 shows the commute flow within the study area. According to the LEHD data set, a total of 38,946 people were employed within the study area in 2022 and 28,116 people lived within the study area. Of the people employed within the study area, 92% live elsewhere. Of the people living in the study area, 89% are employed outside of the study area. Only 3,273 people both live and work in the study area. This indicates an opportunity for a microtransit service to connect the high volume of inbound and outbound commuters to regional transit services to access jobs.

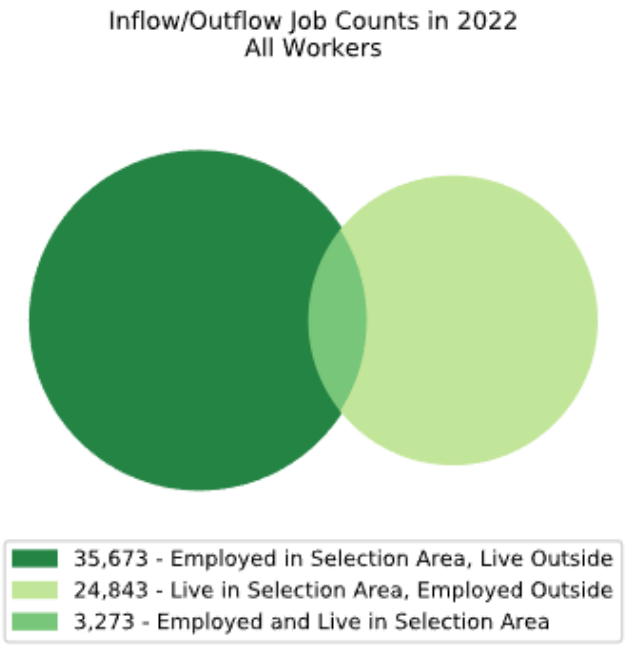


Figure 37: Inflow/Outflow Job Counts, 2021. Source: LEHD On the Map, 2022.

Where residents work

Figure 38 shows where residents within the study area work. Most residents work south and southwest of the study area, with 44% of the population working within 10 miles of the study area. The figure shows that key employment destinations for people living within the study area include downtown Denver, Denver International Airport, Anschutz Medical Campus, and the industrial and commercial area of southern Commerce City. A microtransit service could help connect residents to RTD bus and rail lines that provide regional service to these destinations as well as better connect people to jobs within Commerce City.



Figure 38. Commute destinations from study area. *Source: LEHD On the Map, 2022*.

StreetLight data analysis

Data from StreetLight was used to analyze travel patterns by car for all trip types within the study area and identify areas within Commerce City that could benefit from connections through microtransit. StreetLight is a mobility analytics platform that compiles data from connected vehicle data (CVD) to measure how people move through communities. Because this data set uses vehicle data exclusively, it does not provide information about non-vehicle travel patterns. This data set does not define the trip purpose.

This Study used StreetLight's origin-destination analysis to look at vehicle travel patterns between nineteen zones within the Commerce City study area. The data set covers the period from July 1, 2024, to June 30, 2025. The results presented in this section use average vehicle trips for all days and all times. Because the StreetLight dataset is derived from connected-vehicle data, it likely underestimates trips in areas with fewer new cars and where more residents rely on walking, biking, and transit to get around.

Zones

To study vehicle travel patterns in Commerce City, nineteen analysis zones were created. These zones were drawn around areas with similar land uses and street networks to capture distinct travel behavior across different parts of the city. The zones help show where vehicle trips within the study area typically start and end and how residents move between neighborhoods, employment centers, transit stations, and other destinations. The analysis zones are listed in **Table 17** and shown in **Figure 39.**

Zone ID	Zone Description
1	Transit - 40th & Colorado Station
2	Industrial – Core City south of I-270
3	Industrial-Commercial – Core City north of I-270
4	Recreational – Core City east of Quebec Pkwy
5	Residential – Core City south of 64th

6	Commercial – Core City between 62nd and 65th
7	Residential – Core City north of 64th
8	Residential – Core City north of 72nd
9	Transit - Commerce City & 72nd Station
10	Residential – Core City west of Highway 6
11	Residential – Core City west of Highway 2
12	Industrial – Core City north of 80th
13	Residential – Northern Commerce City north of 104th
14	Residential – Northern Commerce City north of 96th
15	Commercial – Northern Commerce City around 104th and Chambers
16	Residential – Northern Commerce City east of Chambers
17	Industrial-Commercial – Northern Commerce City south of 88th
18	Recreational – Northern Commerce City north of 112th
19	Residential – Northern Commerce City north of 112th

Table 17: StreetLight Analysis Zones

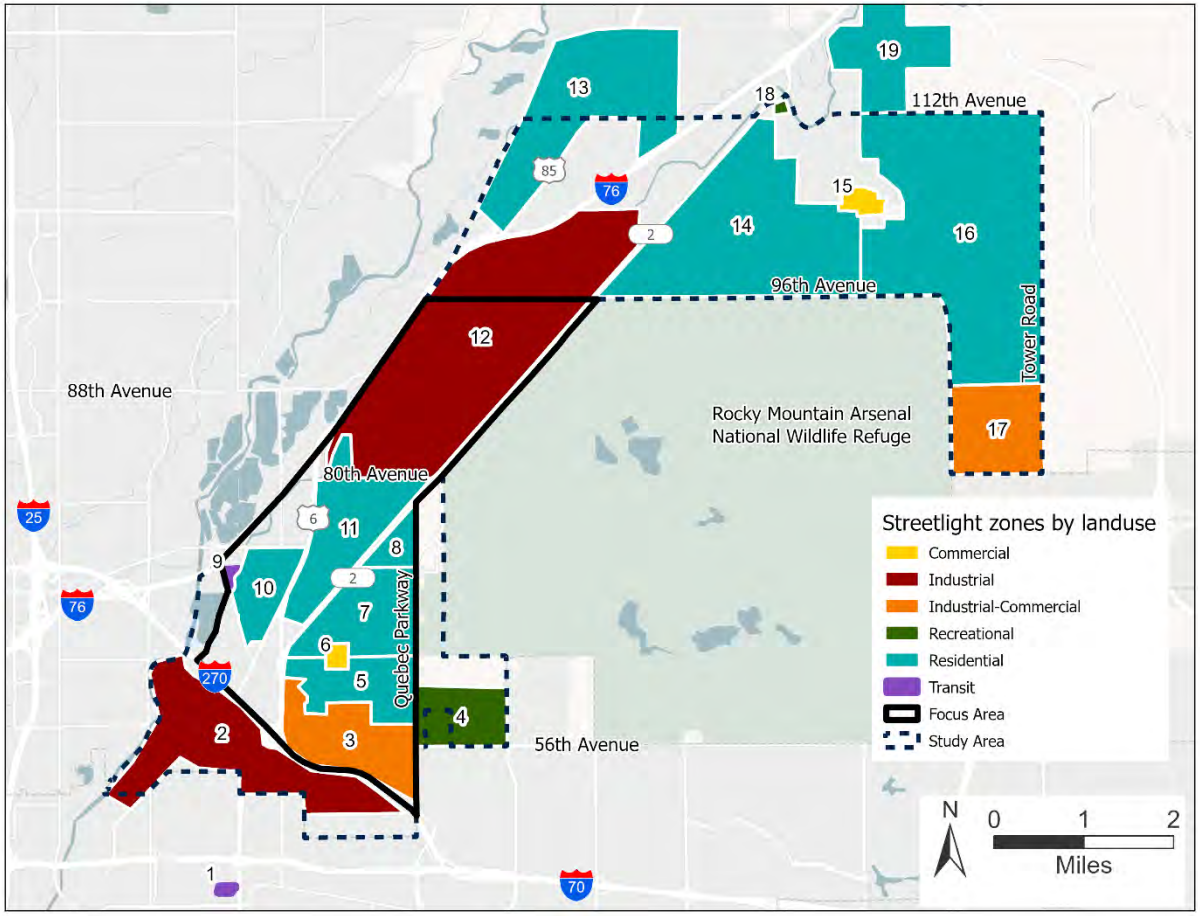


Figure 39: StreetLight analysis zones by predominant land use

Analysis results

The StreetLight analysis was conducted to better understand how people in cars travel within and around Commerce City. Specifically, it explored the following five key questions:

1. Where do vehicle trips start and end?
2. How far are typical vehicle trips?
3. What are the top origin-destination pairs?
4. Where do vehicle trips that start in the focus area end?
5. Where do vehicle trips that end in commercial or commercial/industrial areas start?

These findings provide insight into current vehicle travel demand and will help identify where a potential microtransit zone could provide the greatest benefit to residents.

WHERE DO TRIPS START AND END?

Trip origins are where a trip starts, and trip destinations are where a trip ends. For the origin analysis, all vehicle trip starts that remained in the study area were considered. Because intrazonal travel is common, the destination analysis only included vehicle trips that end outside of the origin zone. Top vehicle trip origins and destinations indicate where there is high vehicle travel demand. This is a separate question from origin-destination pairs, which is looked at later in the analysis.

Trip origins are spread throughout Commerce City, though certain areas generate more travel than others. It should be noted that the residential zones in northern Commerce City may generate a high percentage of trips because the zones cover a large area. The top five zone origins are listed below.

1. Zone 16 – 18.1% of trip origins (northern Commerce City residential zone east of Chambers)
2. Zone 3 – 10.4% of trip origins (Core City industrial-commercial zone north of I-270)
3. Zone 15 – 10% of trip origins (northern Commerce City commercial zone)
4. Zone 7 – 8.5% of trip origins (Core City residential zone north of 64th Avenue)
5. Zone 14 – 7.9% of trip origins (northern Commerce City residential zone north of 96th Avenue)

Figure 40 shows the percentage of average daily trips originating in each zone.

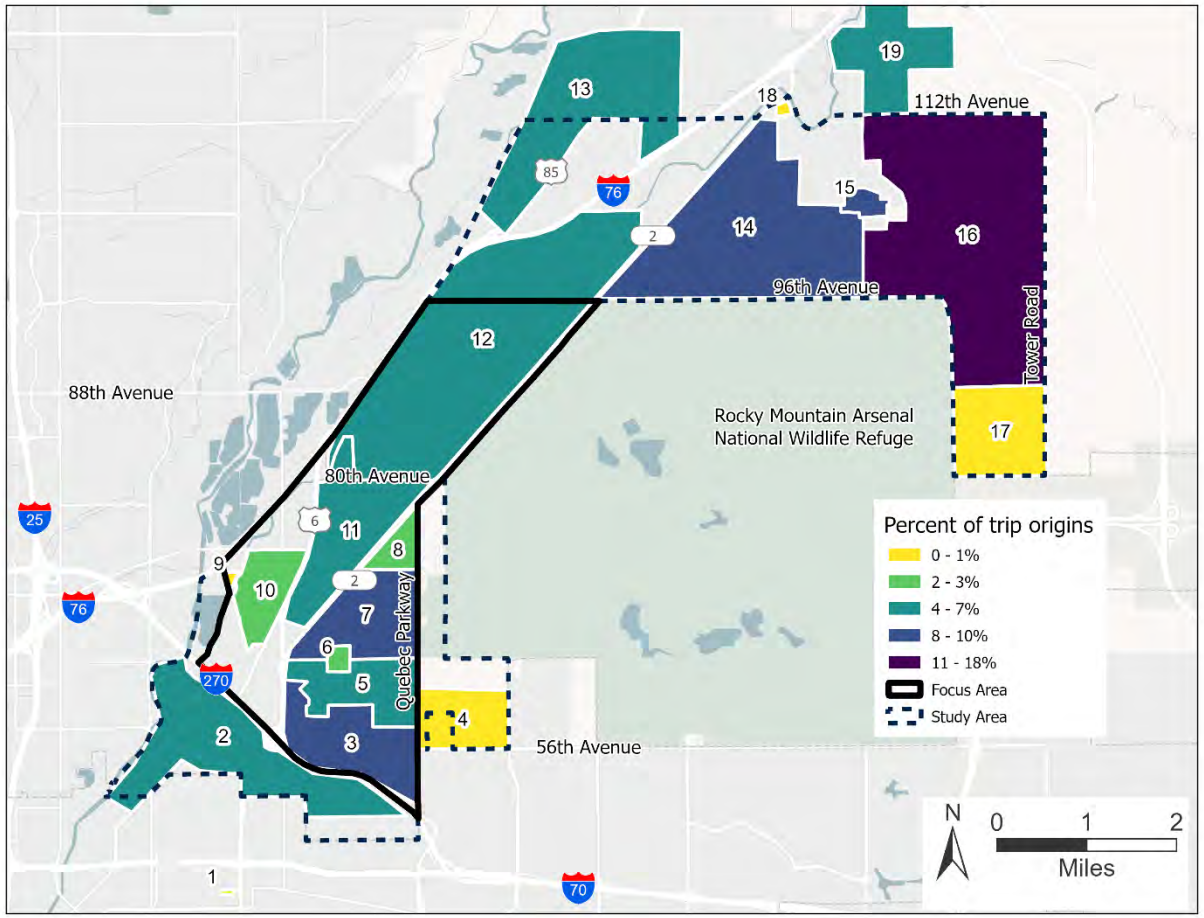


Figure 40: Percentage of average daily vehicle trips originating in each analysis zone

The top five destination zones (excluding intrazonal trips) are the same as the top five origin zones, as follows:

1. Zone 16 – 15.3% of trip destinations (northern Commerce City residential zone east of Chambers)
2. Zone 15 – 13.2% of trip destinations (northern Commerce City commercial zone)
3. Zone 3 – 11.3% of trip destinations (Core City industrial-commercial zone north of I-270)
4. Zone 7 – 9.0% of trip destinations (Core City residential zone north of 64th Avenue)
5. Zone 14 – 8.2% of trip destinations (northern Commerce City residential zone north of 96th Avenue)

Figure 41 shows the percentage of daily trips ending in each of the 19 analysis zones.

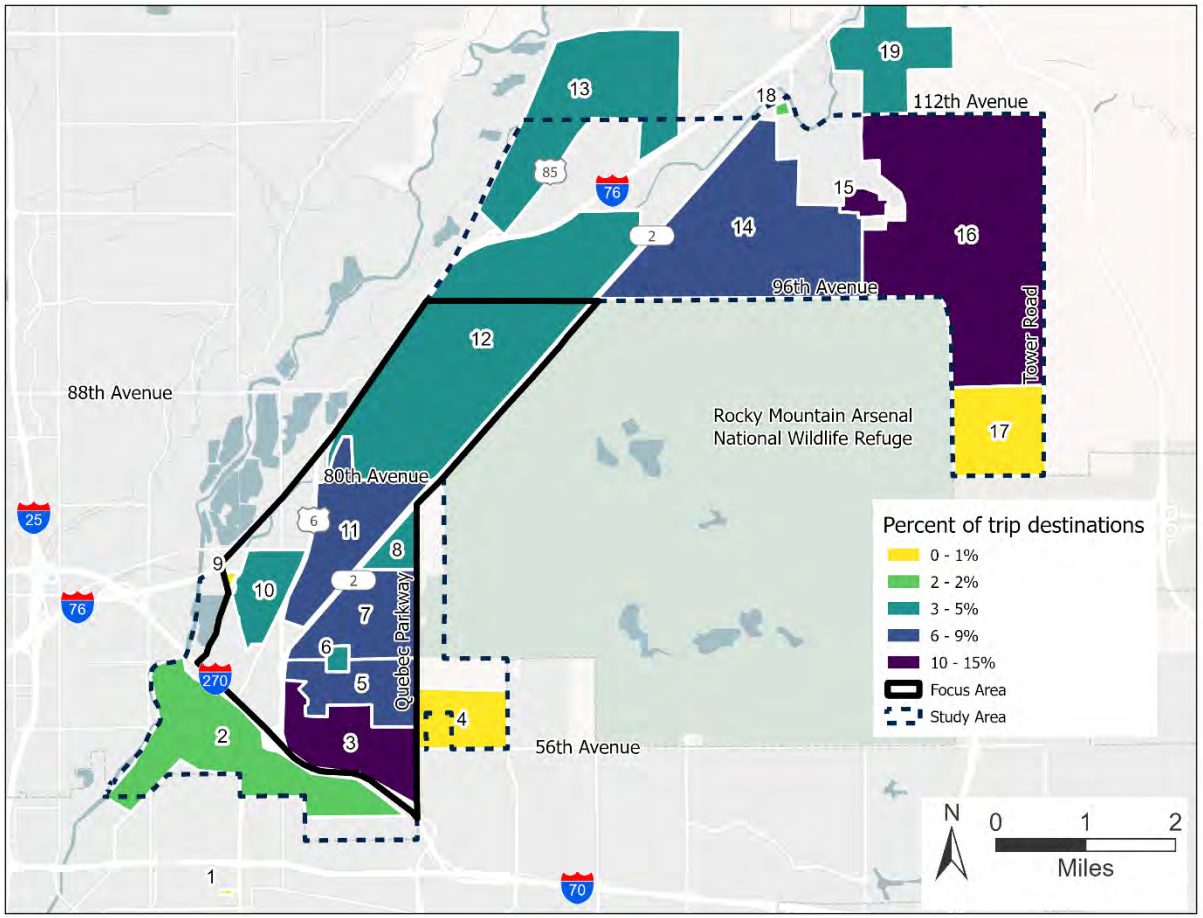


Figure 41. Percentage of average daily trips ending in each analysis zone, excluding within-zone trips

HOW FAR ARE TYPICAL VEHICLE TRIPS?

Microtransit is typically used for first and last mile connections and short trips within a community. Understanding average trip length helps determine demand for microtransit.

Figure 42 shows the average vehicle trip length of trips within the study area across all analysis zones. About 80% of daily vehicle trips are less than five miles, indicating that most vehicle travel in Commerce City is a short distance. This suggests that, in addition to longer commute trips outside the study area, many residents are making trips within the same neighborhood or to nearby destinations within Commerce City. Microtransit, or improved active transportation infrastructure, could help residents meet their travel needs for many of these trips.

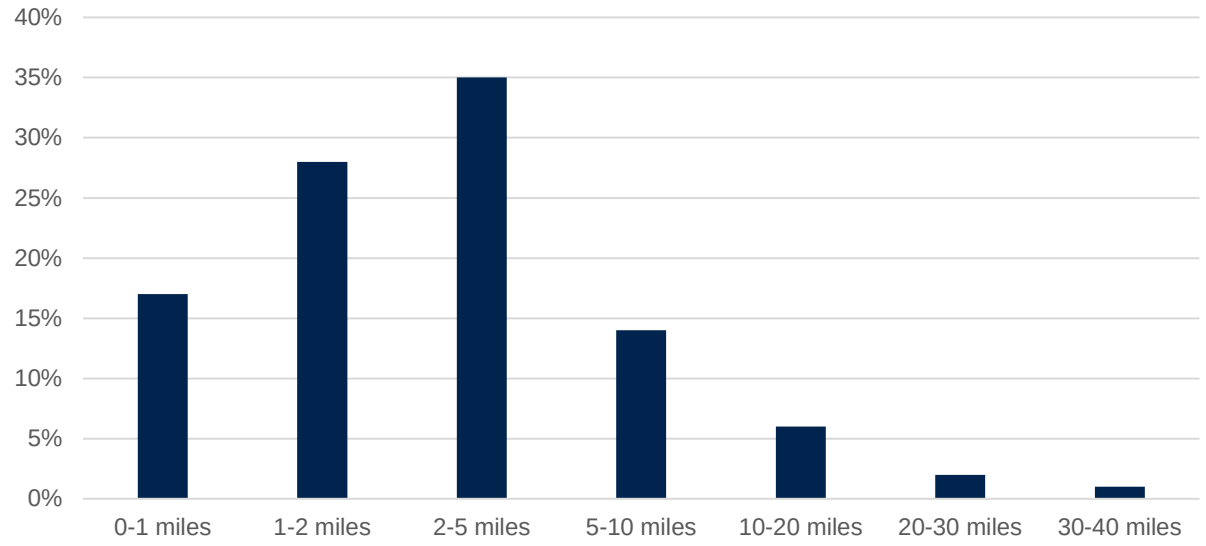


Figure 42: Percent of Vehicle Trips by Trip Length

WHAT ARE THE TOP ORIGIN-DESTINATION PAIRS?

Origin-destination pairs identify how trip starts and ends are connected. Understanding how frequently vehicle trips start and end in the same location helps identify demand for travel between these two places.

The frequency of short trips noted above is reflected in the origin-destination pairs. Of the 10 most common origin-destination pairs within the study area, nine result from travel that remains within a particular zone (**Table 18**).

Origin-Destination Pair	Approximate Number of Daily Trips
Zone 16 - Zone 16	14,446
Zone 16 - Zone 15	7,077
Zone 2 - Zone 2	5,880
Zone 13 - Zone 13	5,550
Zone 14 - Zone 14	4,860
Zone 7 - Zone 7	4,816
Zone 3 - Zone 3	4,764
Zone 12 - Zone 12	4,522
Zone 11 - Zone 11	3,778
Zone 5 - Zone 5	3,022

Table 18: Top 10 origin-destination pairs in the study area

Figure 43 shows the zones by number of trips that both start and end within that zone. Zone 2 has by far the largest number of intrazonal trips. This zone also has the most trip origins.

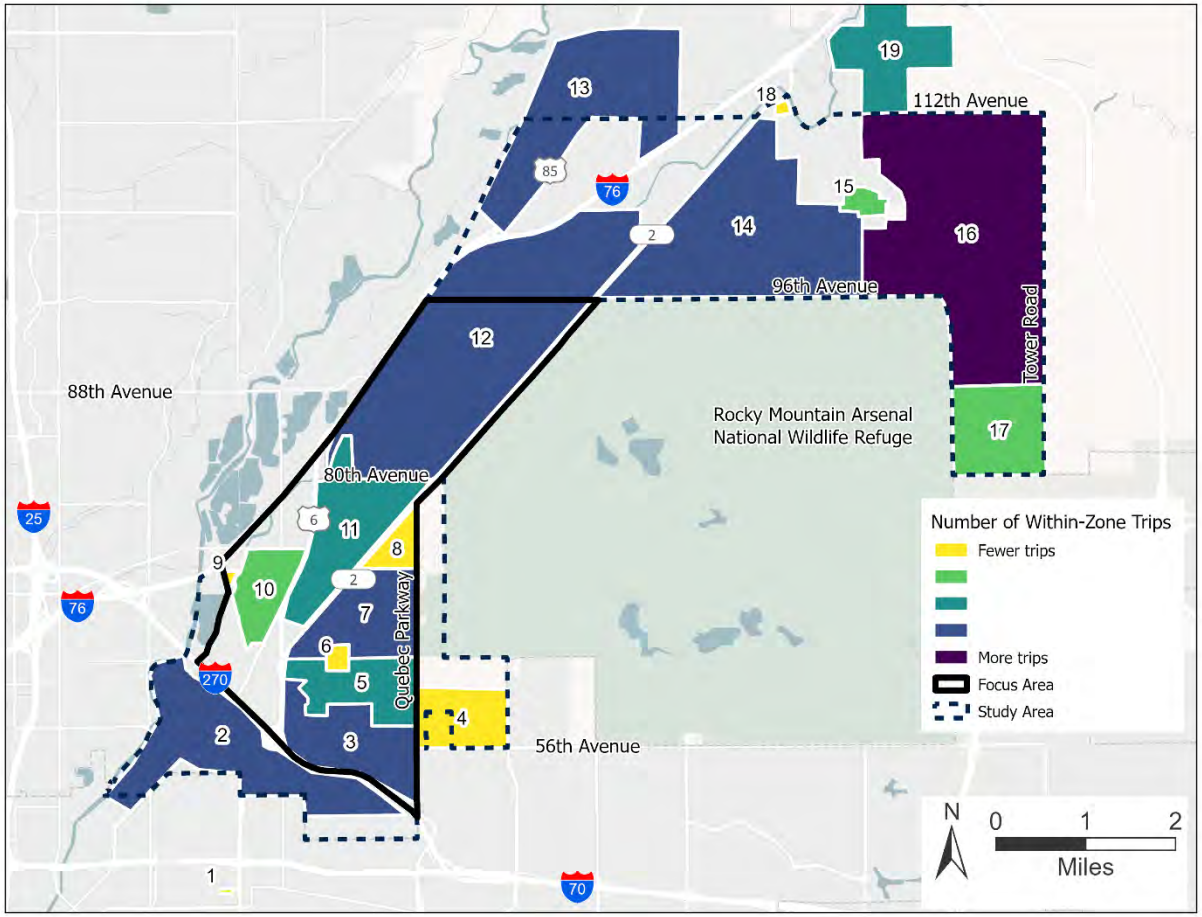


Figure 43: Number of vehicle trips that both start and end within each zone

When intrazonal trips are excluded, trips to and from the northern Commerce City commercial area in Zone 14 and the Core City commercial/industrial area in Zone 11 are the most common origin-destination pairs. **Table 19** shows the top 10 origin-destination pairs across the study area; the top five pairs are mapped in **Figure 44**.

Origin-Destination Pair	Approximate Number of Daily Trips
Zone 16 - Zone 15	7,077
Zone 14 - Zone 15	2,598
Zone 7 - Zone 3	2,537
Zone 5 - Zone 3	2,358
Zone 19 - Zone 15	1,610
Zone 11 - Zone 3	1,543
Zone 16 - Zone 14	1,501
Zone 16 - Zone 19	1,223
Zone 5 - Zone 7	1,131
Zone 11 - Zone 7	1,048

Table 19: Top 10 origin-destination pairs in the study area, excluding within-zone travel

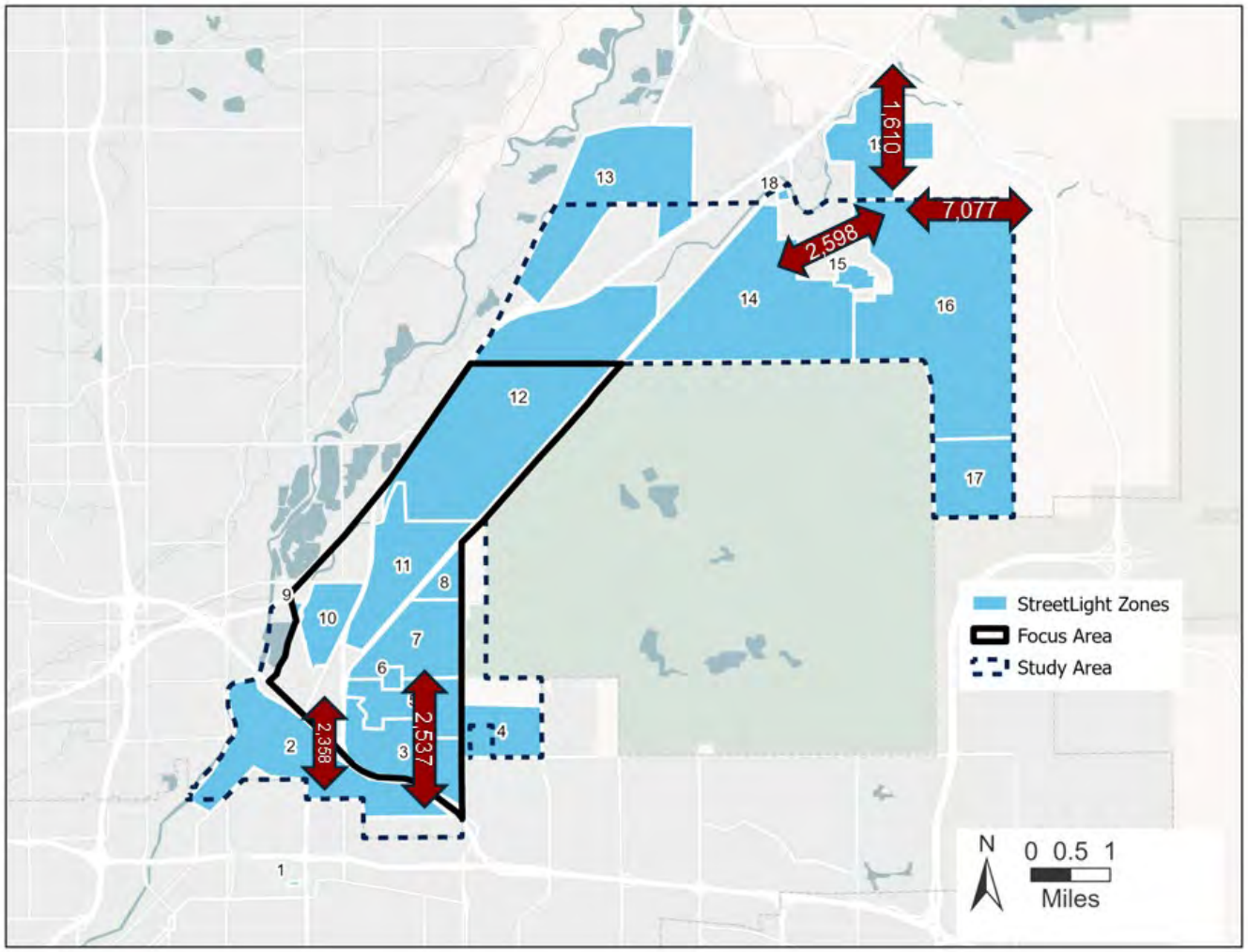


Figure 44: Top 5 origin-destination pairs in the study area

Within the focus area, the strongest origin-destination pairs are between the Core City industrial-commercial area north of I-270 (Zone 3) and the residential areas to the north (Zone 7) and south (Zone 5) of East 64th Avenue Trips between Zone 3 and the residential area west of Highway 2 (Zone 11) are also common, as are trips between Zone 11 and Zone 5. **Table 20** and **Figure 45** shows the top origin-destination pairs within the focus area.

Origin-Destination Pair	Approximate Number of Daily Trips
Zone 7 - Zone 3	2,537
Zone 5 - Zone 3	2,358
Zone 11 - Zone 3	1,543
Zone 5 - Zone 7	1,131
Zone 11 - Zone 7	1,048
Zone 11 - Zone 12	948
Zone 10 - Zone 14	888
Zone 7 - Zone 6	857
Zone 7 - Zone 8	745
Zone 16 - Zone 12	682

Table 20: Top 10 origin-destination pairs in the focus area, excluding within-zone travel

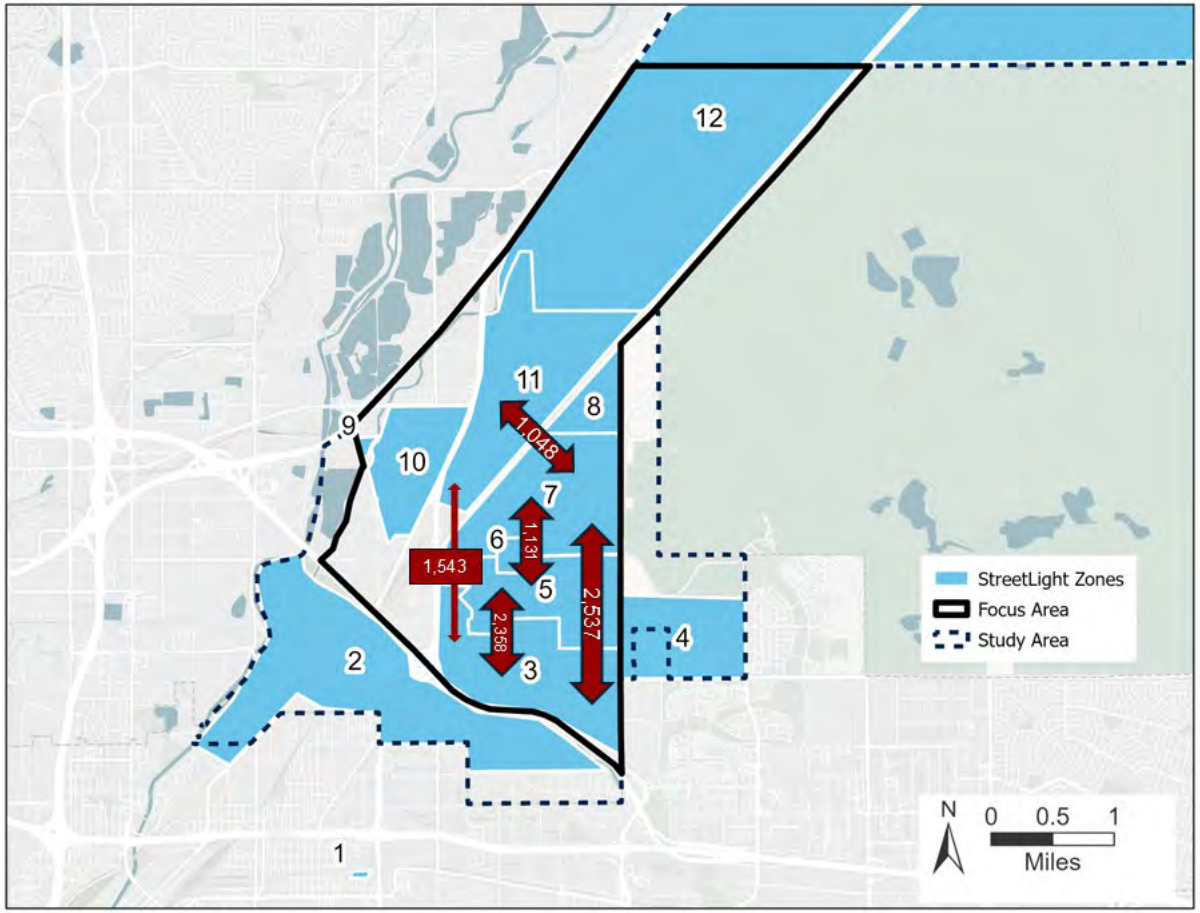


Figure 45: Top origin-destination pairs that begin or end in the focus area, excluding within-zone travel

Most of the origin-destination pairs including the transit station zones pair combinations had zero vehicle trips; the pair with the most vehicle trips (between Zone 15 and Zone 10) only has an estimated four daily trips. Ridership data suggests that many trips start and end at these two stations.

WHERE DO VEHICLE TRIPS FROM ZONES IN THE FOCUS AREA END?

To define potential microtransit zones tailored to the transportation needs of the Core City, it is important to understand where vehicle trips starting in the Core City end up.

The following figures show roughly how many daily trips that start in a particular zone within the focus area end within each zone in the full study area. In general, these maps show that most vehicle trips starting within the focus area stay within the focus area, and in many cases within the origin zone itself. While the tendency for vehicle trips to remain within the focus area may be due in part to limited connectivity between the Core City and northern Commerce City, these maps demonstrate existing vehicle travel demand within and among the focus area zones.

Figure 46 shows approximately how many vehicle trips that began in Zone 11 end in each zone on a typical day. Most trips that begin in Zone 11 remain within the zone. Common destinations outside the zone include the industrial-commercial area north of I-270 (Zone 3), the residential area north of E. 64th Ave (Zone 7), and the industrial area north of E. 80th Ave (Zone 12).

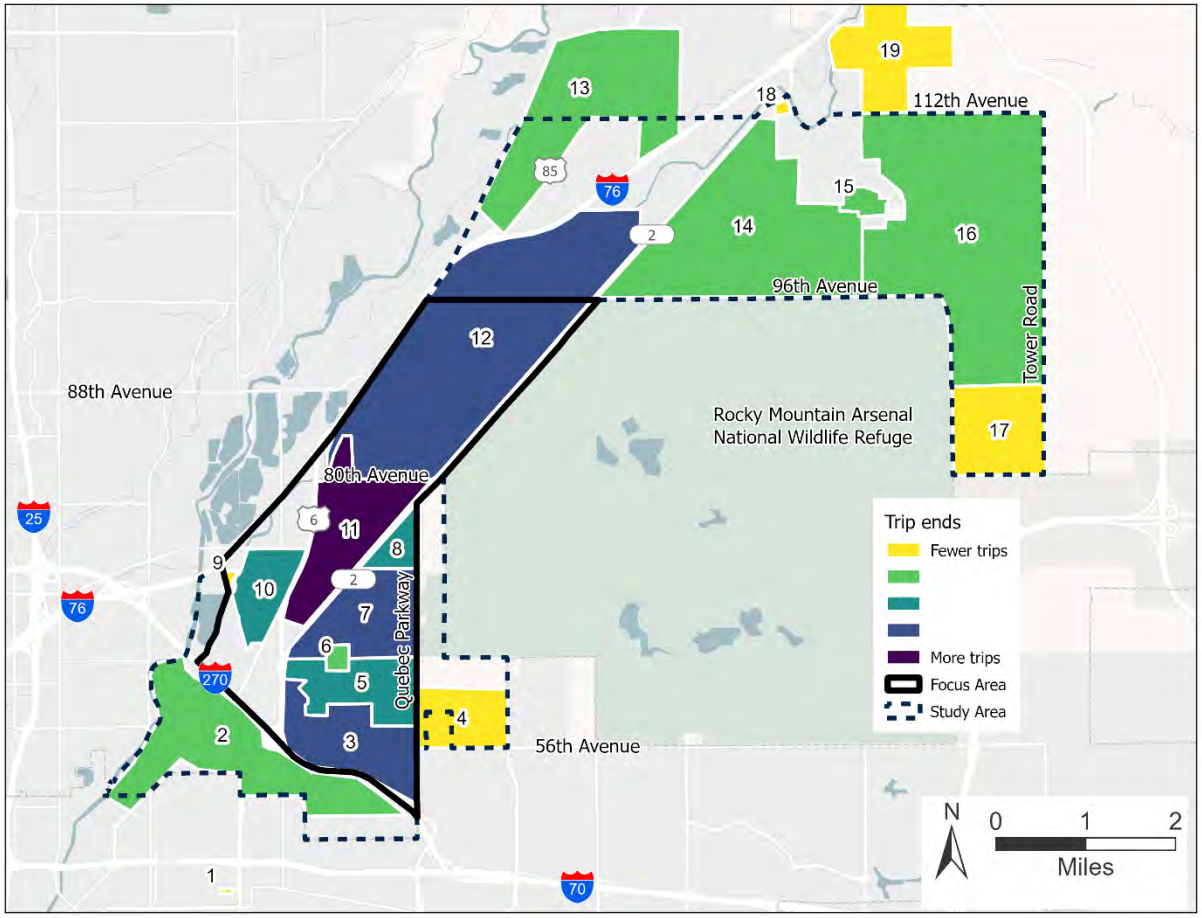


Figure 46: Destinations of trips originating in zone 11

Figure 47 shows approximately how many vehicle trips that began in Zone 5 end in each zone on a typical day. Most commonly, trips that start in this residential neighborhood remain within the zone or end in the industrial-commercial zone just to the south (Zone 3). The residential zone to the north (Zone 7) is also a common destination.

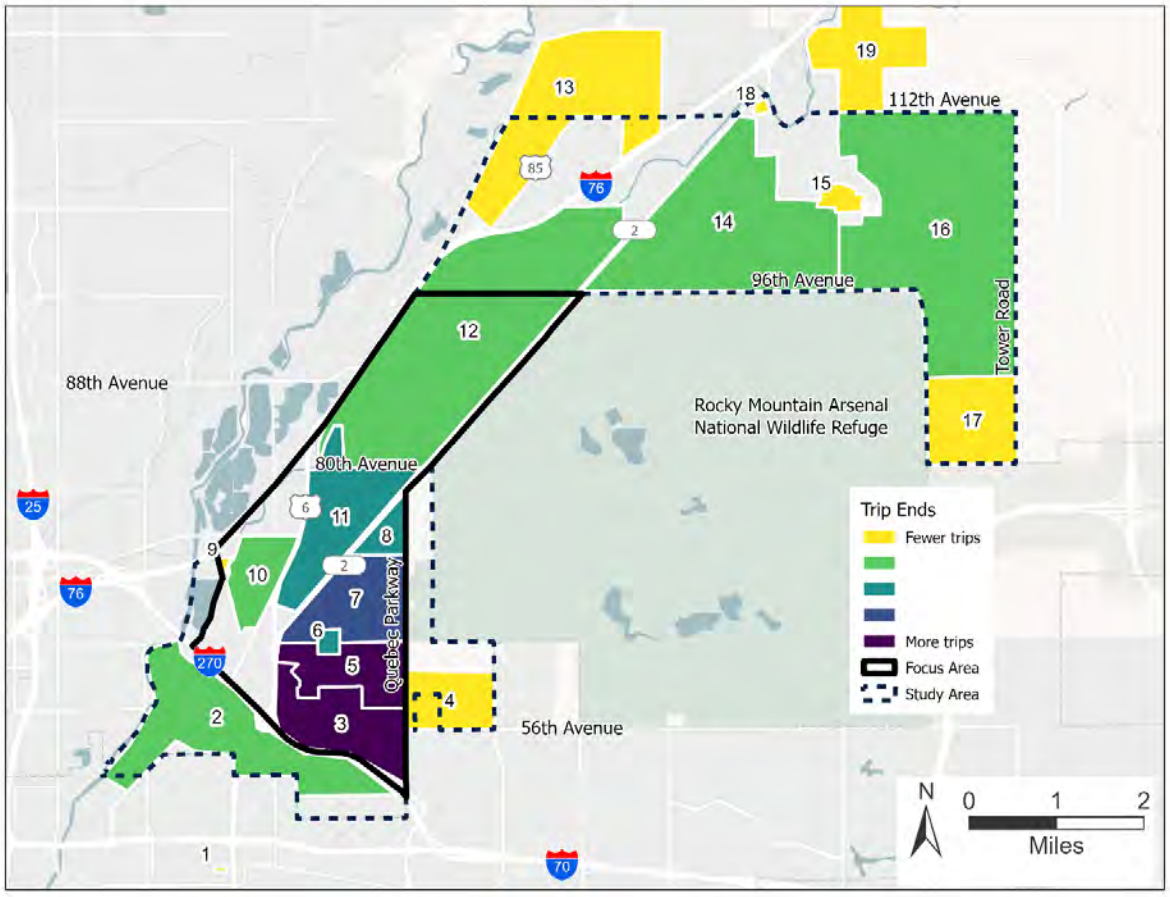


Figure 47: Destinations of trips originating in zone 5

Figure 48 shows common destination zones of vehicle trips that began in Zone 10. Trips from this residential zone most commonly remain within the zone. Trips from this zone also frequently end in the industrial-commercial zone north of I-270 (Zone 3).

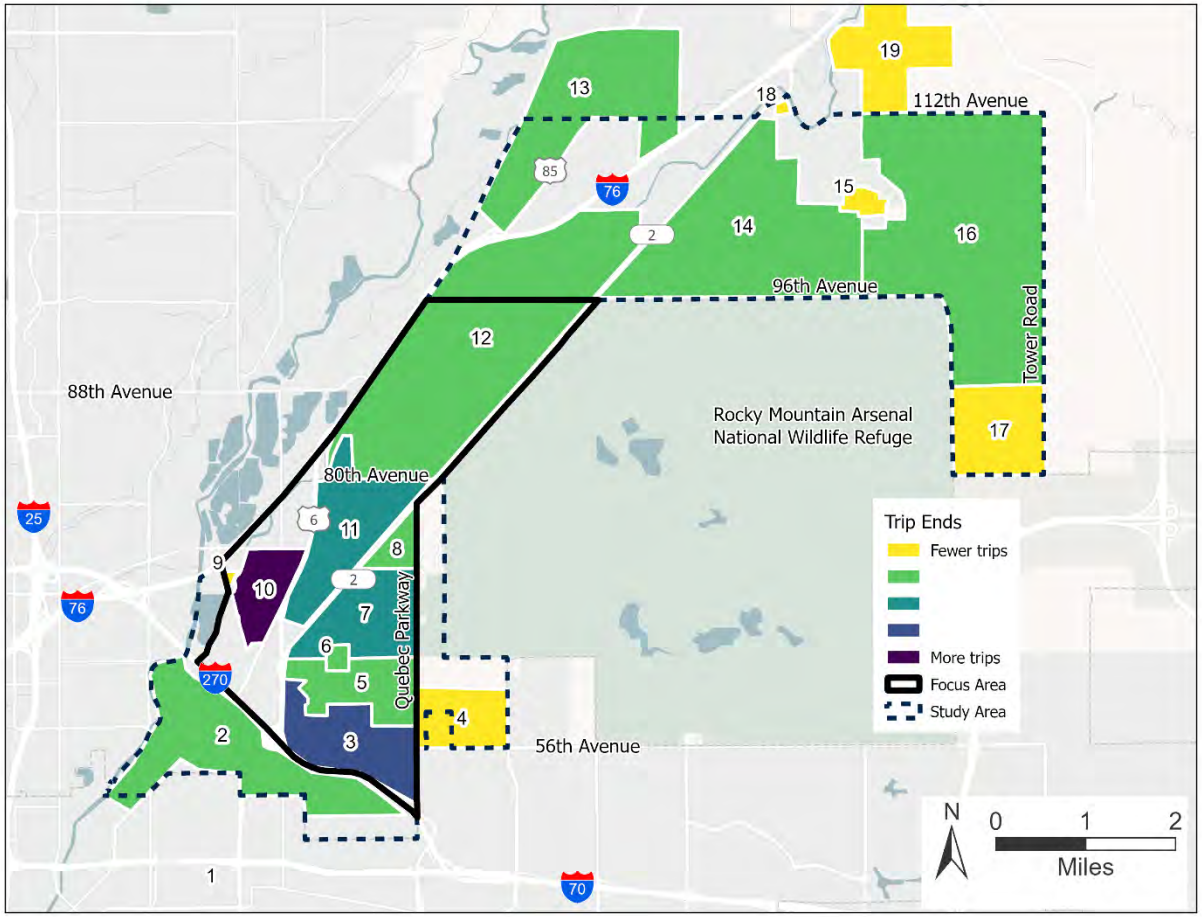


Figure 48: Destinations of trips originating in zone 10

Figure 49 shows common destination zones of vehicle trips that began in Zone 7. Trips from this residential zone most commonly remain within the zone. Trips from this zone also frequently end in the industrial-commercial zone north of I-270 (Zone 3).

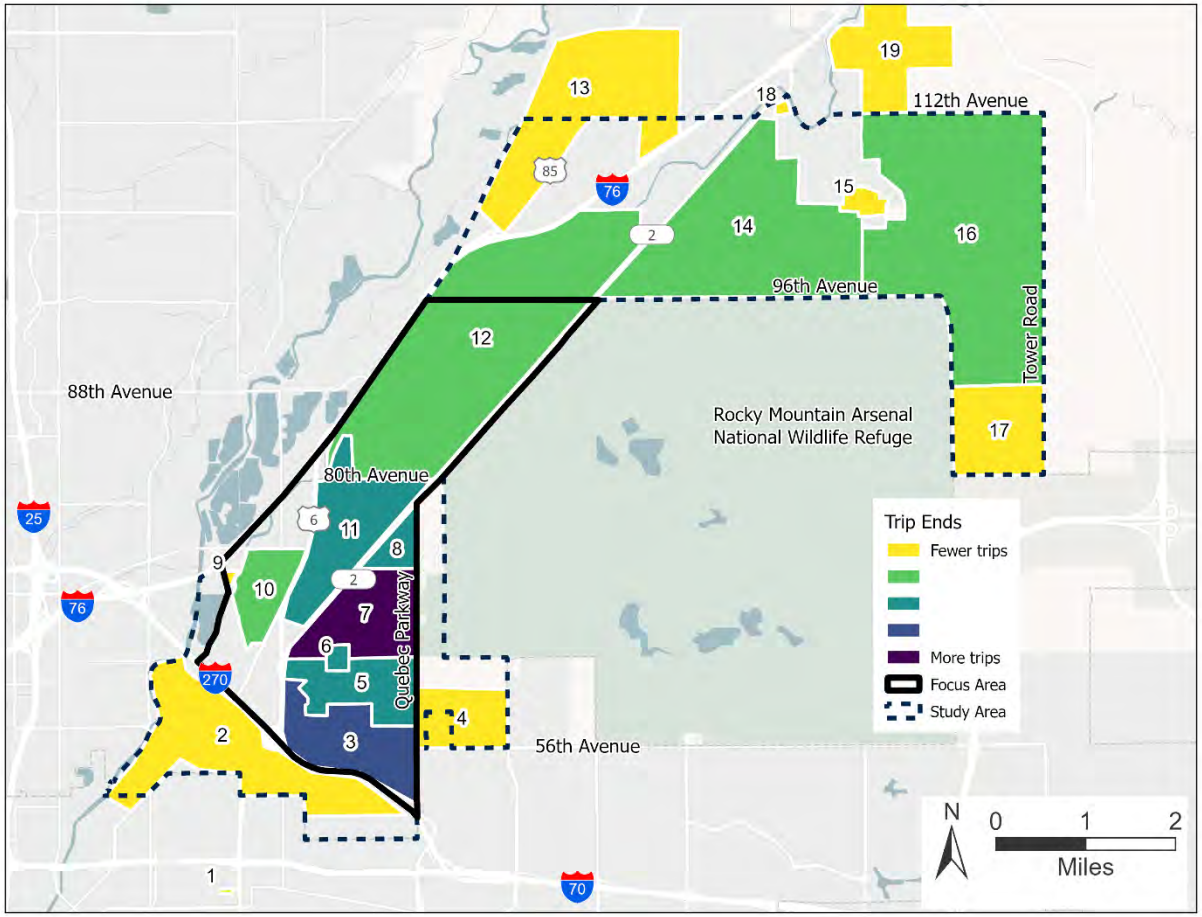


Figure 49: Destinations of trips originating in zone 7

Figure 50 shows common destination zones of vehicle trips that began in Zone 8. This residential neighborhood is largely cut off from adjacent neighborhoods by Highway 2 and major arterials (E. 72nd Ave and Quebec Parkway). Despite its relative isolation, trips from this zone commonly end in residential Zones 11 and 7. Many vehicle trips also remain within the zone.

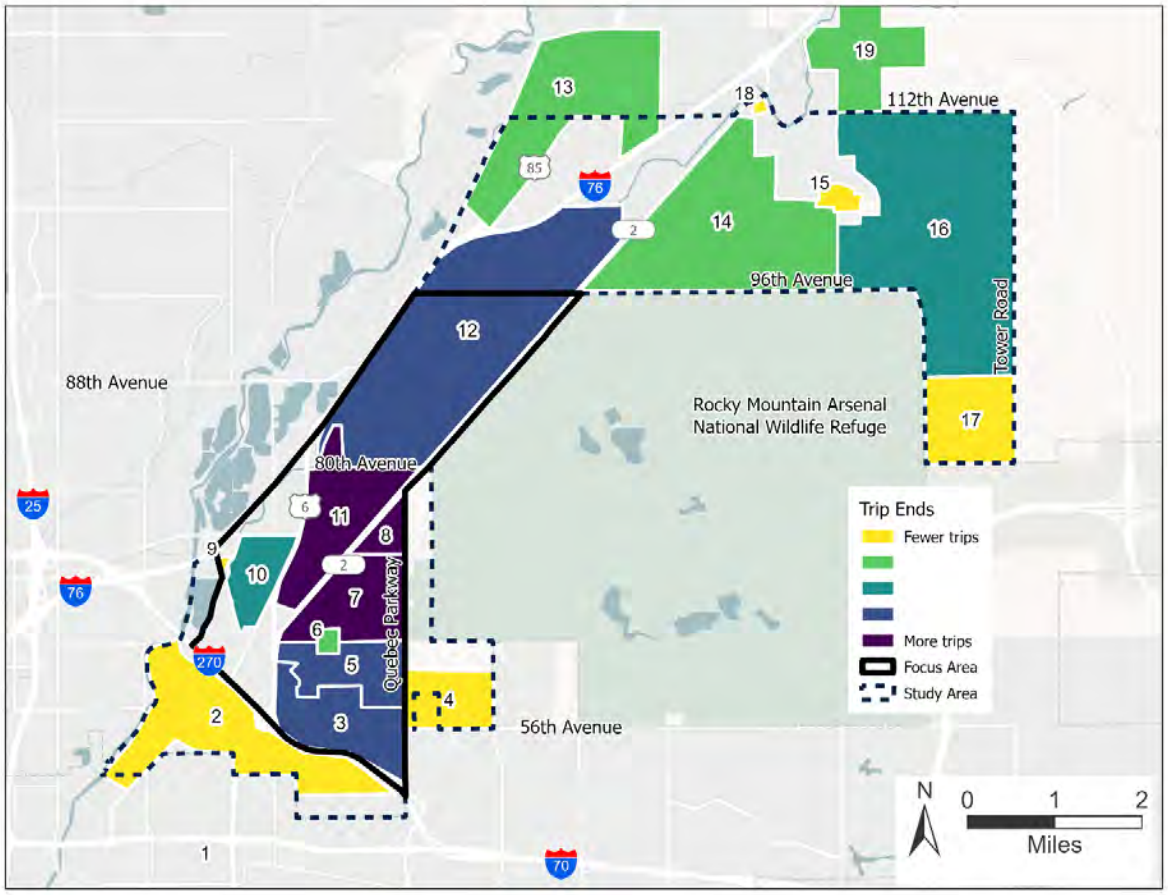


Figure 50: Destinations of vehicle trips originating in zone 8

Figure 51 shows common destination zones of vehicle trips that began in Zone 3. Trips most commonly remain within this mixed industrial-commercial area. Many trips that begin within this zone end in nearby residential zones (Zones 11, 5, and 7).

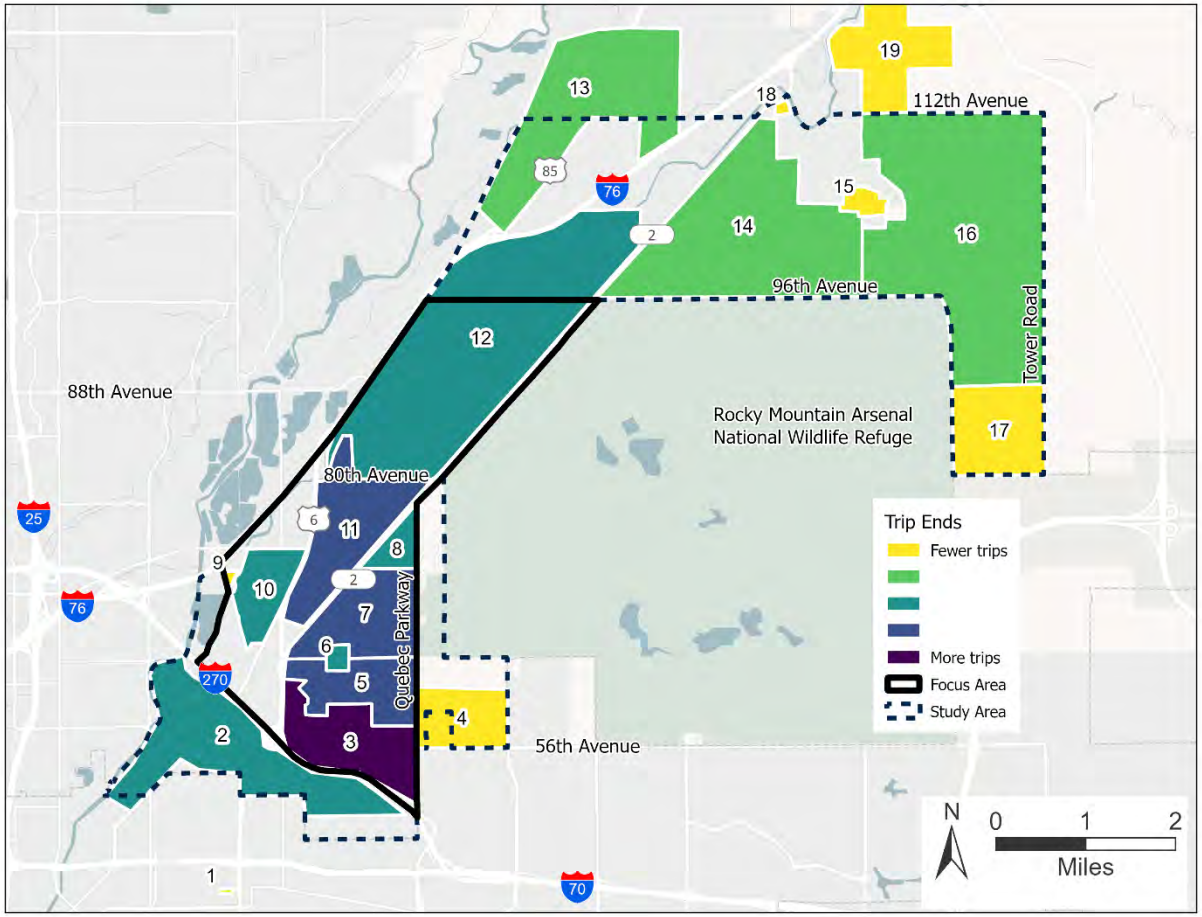


Figure 51: Destinations of trips originating in zone 3

Figure 52 shows vehicle travel from Zone 12. Trips beginning in this industrial zone most commonly remain within the zone. The residential neighborhoods west of Highway 2 in the Core City (Zone 11) and east of Chambers in northern Commerce City (Zone 16) are also common destinations. Zone 12 is the only zone located in the focus area that shows significant travel across the full study area.

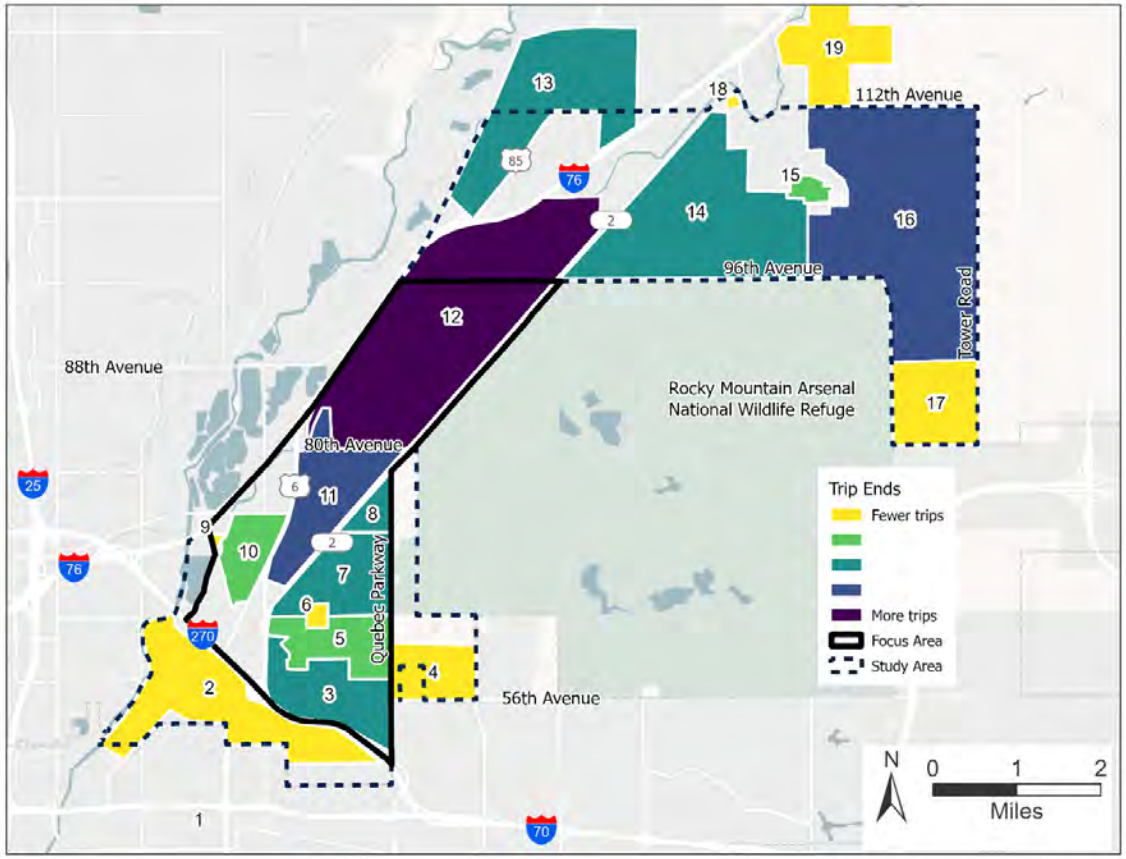


Figure 52: Destinations of trips originating in zone 12

Figure 53 shows common destinations of vehicle trips starting in Zone 6. Within-zone trips are relatively uncommon for the Core City commercial area. Instead, most trips end in the adjacent residential areas (Zones 5 and 7) and in the industrial-commercial area just north of I-270 (Zone 3).

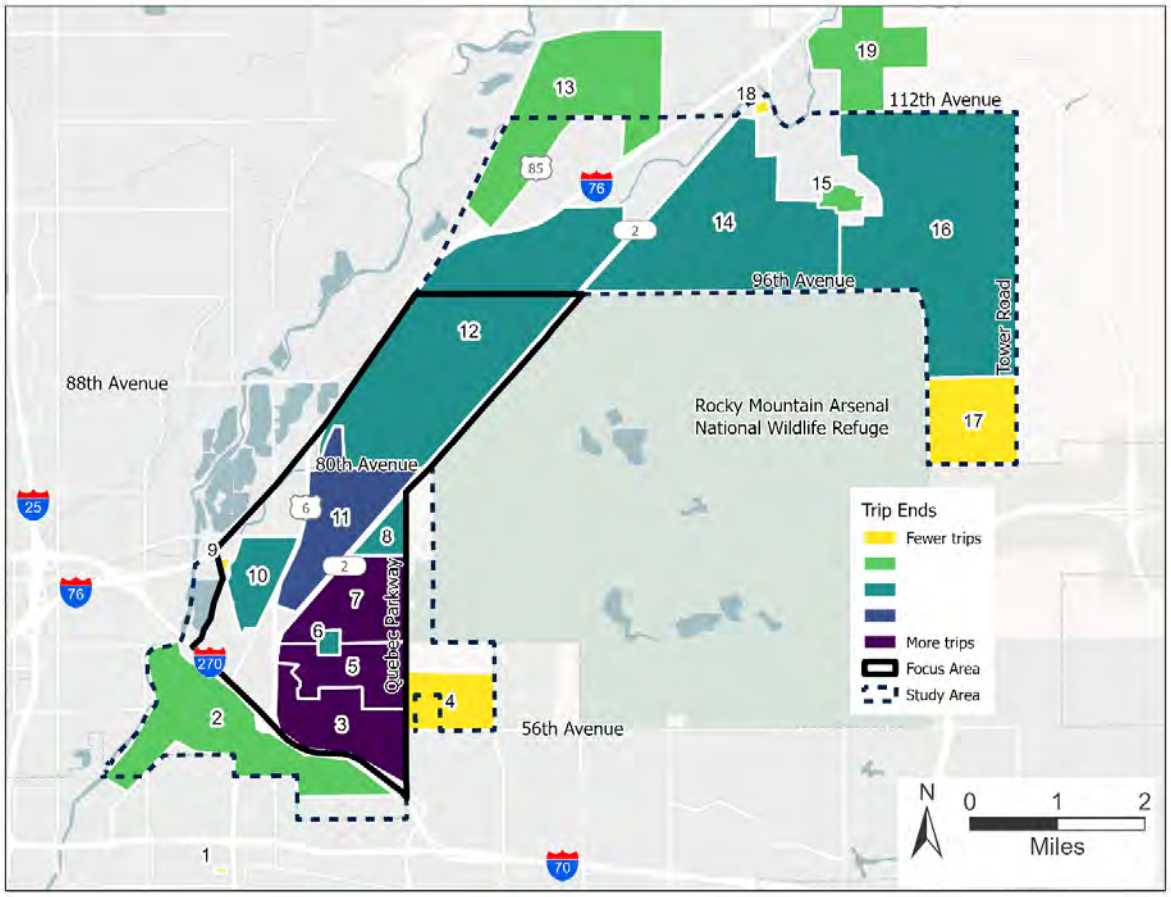


Figure 53: Destinations of trips originating in zone 6

WHERE DO TRIPS TO COMMERCIAL AND COMMERCIA/INDUSTRIAL AREAS START?

The next set of maps illustrate common origin zones of vehicle trips to commercial and commercial/industrial areas within the study area. This analysis sought to understand where microtransit may provide an important connection to commercial areas.

Figure 54 shows the most common origin zones of vehicle trips to Zone 3. This area generates a substantial number of trips, many of which originate within the zone. Nearby residential areas (Zones 11, 5, and 7) are also common starting points of trips to this zone.

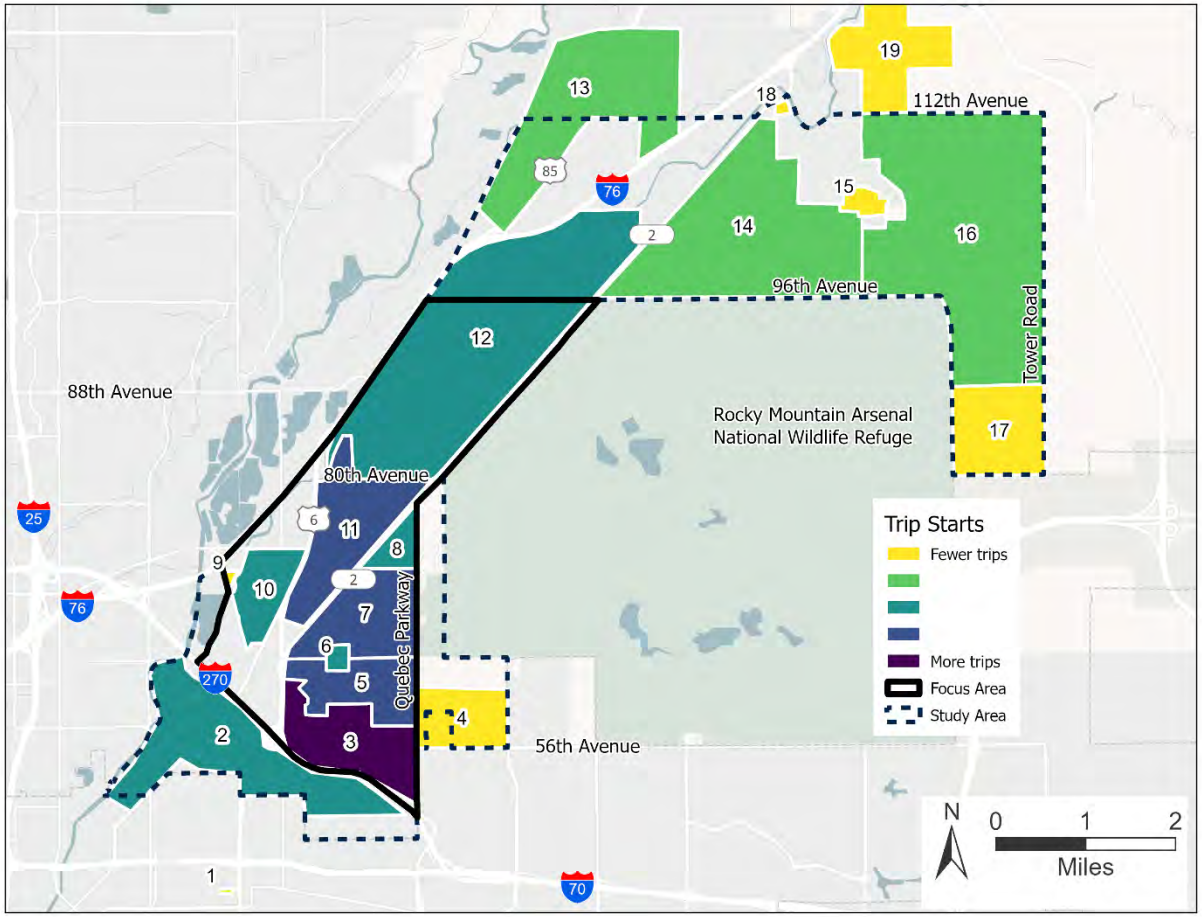


Figure 54: Origin zones of trips to zone 3

Figure 55 shows common origin zones of vehicle trips to Zone 6. This zone is a key destination for residents in neighboring residential areas, particularly Zones 5 and 7, and Zone 11 to a lesser degree. Trips to this zone also commonly originate in Zone 3.

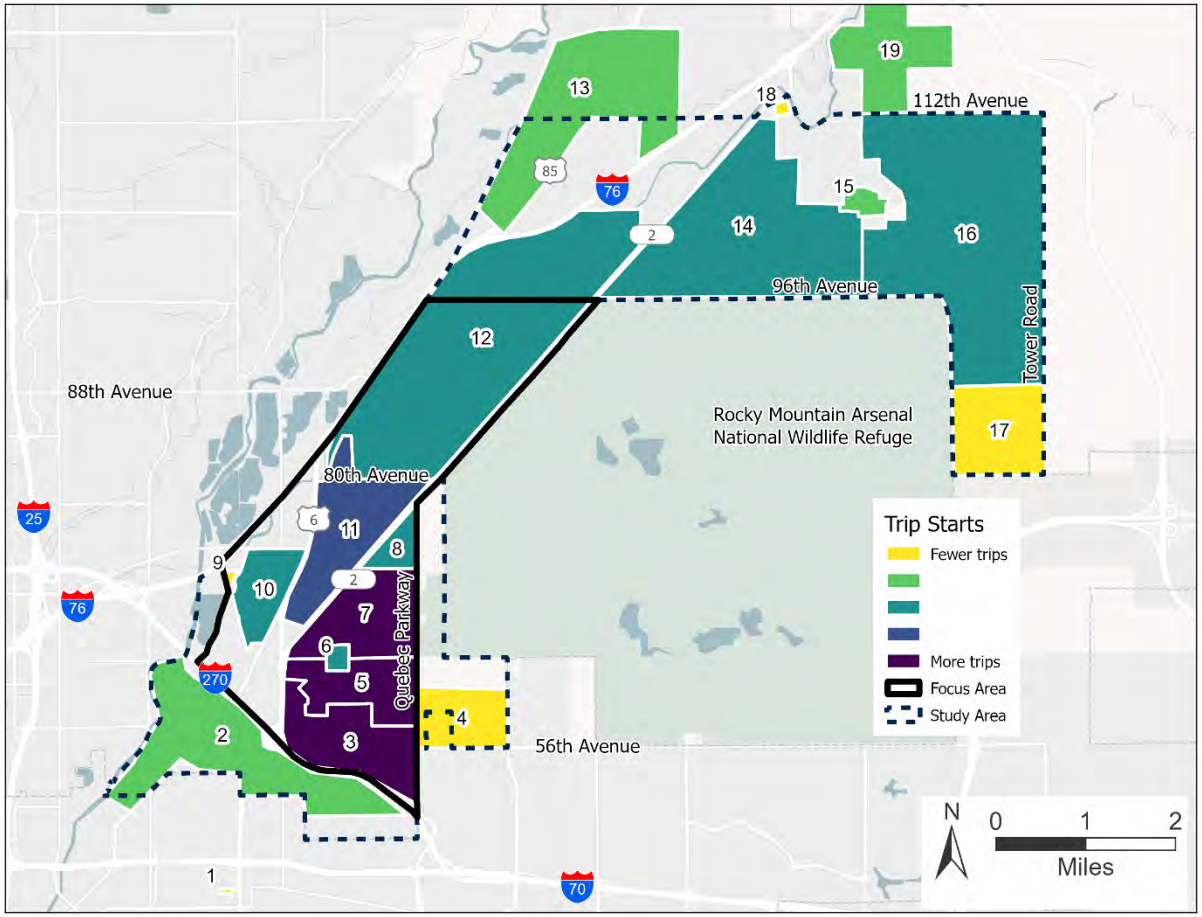


Figure 55: Origin zones of trips to zone 6

Figure 56 shows the common origin zones of vehicle trips to Zone 15. This map most starkly shows the limited connections between the Core City and northern Commerce City. The Zone 15 commercial area appears to almost exclusively serve residents in Zones 16 and 14.

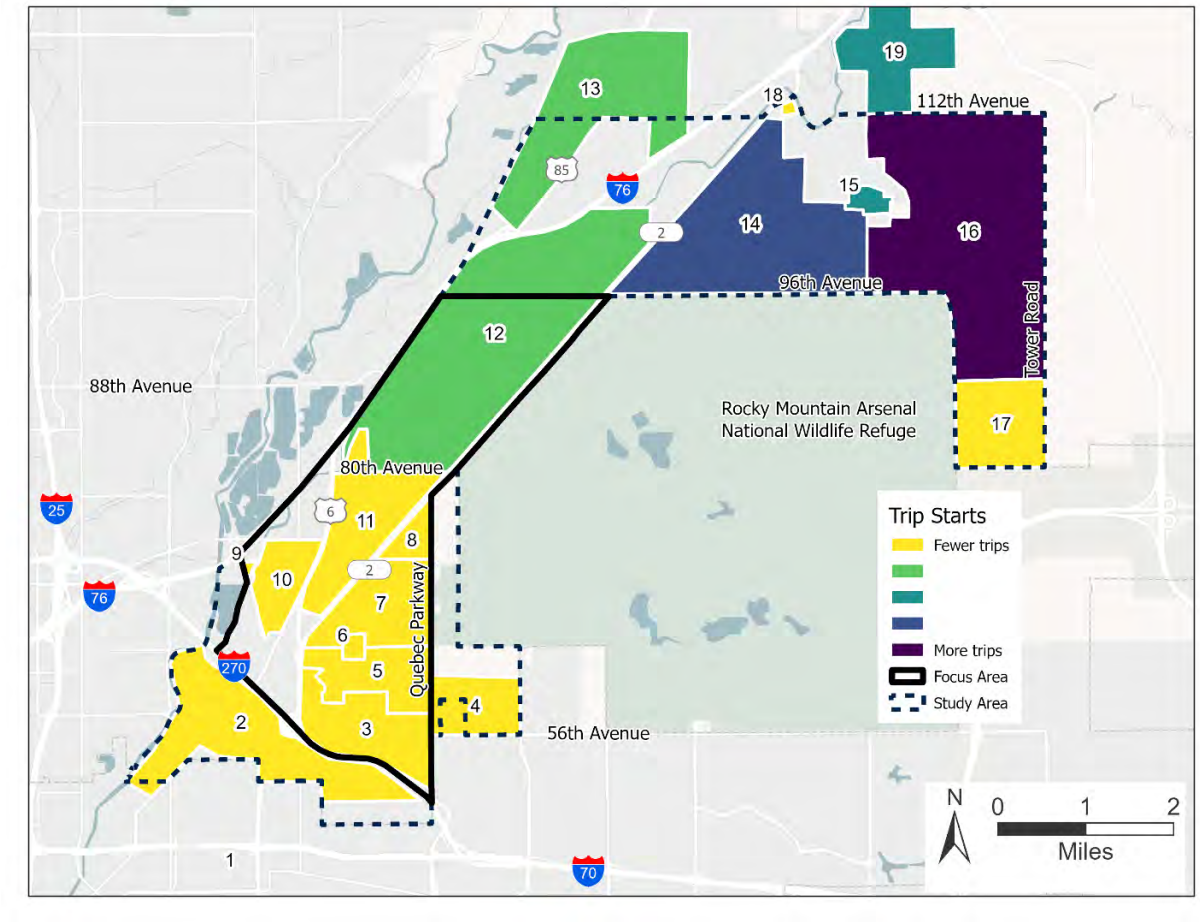


Figure 56: Origin zones of trips to zone 15

Figure 57 shows the common origin zones of vehicle trips to Zone 17, which includes distribution centers for Amazon and other companies. 75% of trips ending in this zone also start here. The adjacent residential area (Zone 16) is the most common staring point of trips originating outside the zone.

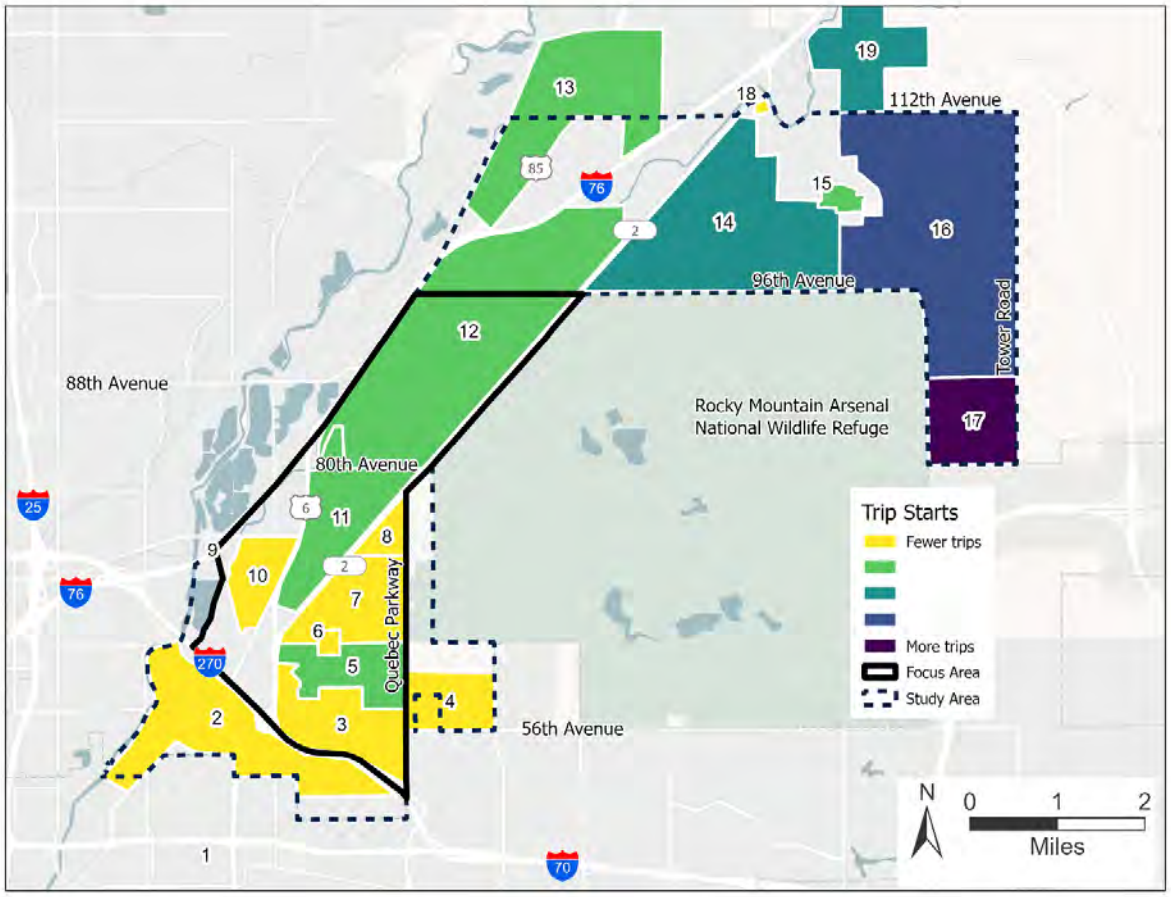


Figure 57: Origin zones of trips to zone 17

Key takeaways

The key takeaways from the background and existing conditions are:

- Commerce City faces unique transportation challenges due to existing land use and infrastructure. Much of the city's land is devoted to industrial uses, creating physical barriers and limiting street connectivity between neighborhoods. Railroads and highways further divide the community, making travel difficult. These conditions create gaps in the multimodal network and limit convenient access to jobs, services, and transit.
- Community input from the Commerce City Comprehensive Plan 2045 planning process indicated that there is a need for improved multimodal connections, especially north-south and to RTD transit stops.
- The DRCOG Index shows census tracts within the Focus Area have some of the highest concentrations of marginalized populations in the region. Most of the focus census tracts are in the top quartile for populations facing mobility barriers and having low economic status.
- Commerce City has a large youth population, especially in the Core City, where over 28% of the population is under age 18.
- Over half of the land is zoned industrial, with the Core City neighborhoods surrounded by industry, while northern Commerce City has mostly residential land uses and vacant land.
- Commercial areas are concentrated along major corridors (Highway 2, 64th Avenue, and 104th Avenue).
- The Core City has a dense but disconnected street network. Highways and arterials act as barriers, making local travel difficult without using major roads.
- The city is served by eight bus routes and the N Line. Most transit service is concentrated in the Core City.
- Transit ridership is highest at the 72nd Avenue Station and the 60th & Dahlia stop.

- Only 11% of residents live and work in Commerce City with most people commuting to jobs in downtown Denver, DEN, and Anschutz Medical Campus.
- Zones 16, 3, and 15 account for roughly 40% of vehicle trip starts and ends within the study area.
- Most vehicle trips within the study area are under 5 miles and many stay within the neighborhood they start in.
- The most common vehicle trip pairs connect northern Commerce City commercial area in Zone 15 to the surrounding residential zones (16, 14, and 19) or the Core City commercial/industrial area in Zone 3 to nearby residential zones (5 and 7).
- Most vehicle trips that begin within the focus area remain in the focus area. The limited number of trips from the Core City to northern Commerce City may be due in part to the limited connectivity between these two areas of Commerce City.
- Vehicle trips to commercial and commercial/industrial areas typically originate in nearby residential areas. Residents in the Core City typically travel to the commercial areas in Zone 3 and 6, while the commercial areas in northern Commerce City (15 and 17) are frequented by northern Commerce City residents.

The information in this report will be used to inform the development of potential microtransit zones in Commerce City. These zones will be shaped by the DRCOG Index, transit propensity factors, and travel patterns outlined in this analysis. Community input and identified key destinations will also guide the design to ensure that the microtransit zones meet resident needs and improve multimodal connections.

Appendix B: Survey questions

Survey 1

Commerce City Microtransit

Commerce City is currently formulating a service plan to define where microtransit should be operated to serve community needs and improve mobility for its residents. Your feedback is important, and we appreciate you taking the time to complete the survey. Thank you!

What is Microtransit?

- On-demand public transit that responds to trip requests in real-time (like Uber or Lyft).
- Typically operates in a smaller geographic area compared to regional fixed-route transit.
- Smaller vehicles operating within a service area, typically fulfilling trips in 30 minutes or less.
- Pick-up and drop-off within very short walking distances (1 block or less).
- Trips requested via smartphone app or called-in.

Survey Questions

1. What is your relation to Commerce City?
    - I live in Commerce City
    - I work in Commerce City
    - I live and work in Commerce City
    - I frequently visit Commerce City
    - Other (please describe)
2. If you live in Commerce City, what Ward do you live in? [asked if answered a. to the previous question, “I live in Commerce City”]
    - Ward 1, north of 96th Avenue
    - Ward 1 south of 96th Avenue
    - Ward 2
    - Ward 3
    - Ward 4
    - I’m not sure which Ward I am live in
3. How might you or your family use an on-demand microtransit service in and around Commerce City? (Select all that apply)
    - To get to/from grocery stores and shopping centers
    - To get to/from work in Commerce City
    - To get to/from public services (community centers, libraries, parks, schools, government services)
    - To get to/from senior centers and senior services
    - To get to/from medical services and appointments
    - To get to/from childcare and afterschool activities
    - To get to/from a bus or rail station to travel to destinations outside of Commerce City
    - Other (please describe)

4. Which transportation services do you typically use? (Select all that apply)
    - ☐ Route 48
    - ☐ Route 49
    - ☐ Route 88
    - ☐ Route 88L
    - ☐ Route 104L
    - ☐ Route 145X
    - ☐ Route 120L
    - ☐ Route RX
    - ☐ N Line Rail
    - ☐ A Line Rail
    - ☐ Access-a-Ride
    - ☐ Local Taxi, Uber, or Lyft
    - ☐ I do use any transportation services
    - ☐ Other (please describe)
5. If you were to use the microtransit service, where would you like it to go within or near Commerce City? Please list the locations here.
6. When do you most need to travel? (Choose up to 3
    - ☐ Weekday mornings (7 a.m.-12 p.m.)
    - ☐ Weekday afternoons (12 p.m.-5 p.m.)
    - ☐ Weekday evenings (5 p.m.-8 p.m.)
    - ☐ Weekend mornings (7 a.m.-12 p.m.)
    - ☐ Weekend afternoons (12 p.m.-5 p.m.)
    - ☐ Weekend evenings (5 p.m.-8 p.m.)

7. When considering whether you would ride an on-demand microtransit service, which characteristics are most important to you? (Choose up to 3)
   - ☐ Space to travel with groups of four or more.
   - ☐ Ability to schedule trips in advance.
   - ☐ Ability to make a trip request at the moment that I need it.
   - ☐ Consistent, professional drivers.
   - ☐ Weekday service during the day (7 a.m. to 8 p.m.)
   - ☐ Weekend service
   - ☐ Early and/or late service (before 7 a.m. and/or after 8 p.m.).
   - ☐ Space for wheelchair users and other mobility aids.
   - ☐ Other (please describe)
8. How often would you use an on-demand microtransit service?
   - ☐ Every day
   - ☐ A few times a week
   - ☐ A few times a month
   - ☐ A few times a year
   - ☐ Never
9. Do you have regular and consistent access to a car for most of your transportation needs, either as a driver or a passenger?
   - ☐ Yes
   - ☐ No
10. Do you have a personal mobility challenge that impacts your ability to get around?
   - ☐ Yes
   - ☐ No
11. Does someone in your household have a need for better mobility options? (such as a child, spouse, older adult, relative, etc.)
   - ☐ Yes
   - ☐ No

12. What is your age? [optional]

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

13. What is your annual household income? [optional]

- ☐ Under $15,000
- ☐ Between $15,000 and $29,999
- ☐ Between $30,000 and $49,999
- ☐ Between $50,000 and $74,999
- ☐ Between $75,000 and $99,999
- ☐ Between $100,000 and $150,000
- ☐ Over $150,000

14. Please provide any additional ideas you may have for a potential on-demand microtransit service in Commerce City or any other comments you may have:

Survey 2

Introduction

Project Overview

Commerce City is currently studying where microtransit may operate to best serve community needs and improve mobility for its residents. In the future, the City will pursue funding for this service. Your feedback is important to our decision-making process, and we appreciate you taking the time to complete the survey.

What is Microtransit?

Microtransit is an on-demand public transportation shuttle service that responds to trip requests in real time, like ride-hailing services Uber and Lyft. It typically operates with smaller vehicles that circulate within a defined service zone. Wait times for the service are expected to be 30 minutes or less. Pick-ups/drop-offs are close to riders' destinations—often within a block or less.

Survey Questions

What best describes your relationship with Commerce City? *(select one)*

- □ I live in Commerce City
- □ I work in Commerce City
- □ I live and work in Commerce City
- □ I frequently visit Commerce City
- □ Other (please describe)

Where do you live relative to 96th Ave? *(If answered A or C above)*

- □ North
- □ South

A microtransit service typically runs for 12 hours a day. Please select the timeframe that is most important to have microtransit service. *(select one)*

- □ 6:00 a.m. – 6:00 p.m.
- □ 7:00 a.m. – 7:00 p.m.
- □ 8:00 a.m. – 8:00 p.m.
- □ 6:00 a.m. – 11:00 a.m., 1:00 p.m. – 8:00 p.m.
- □ Other (please describe)

A microtransit service typically operates 5 days a week. Please select the days that are most important to have microtransit service. *(select 5)*

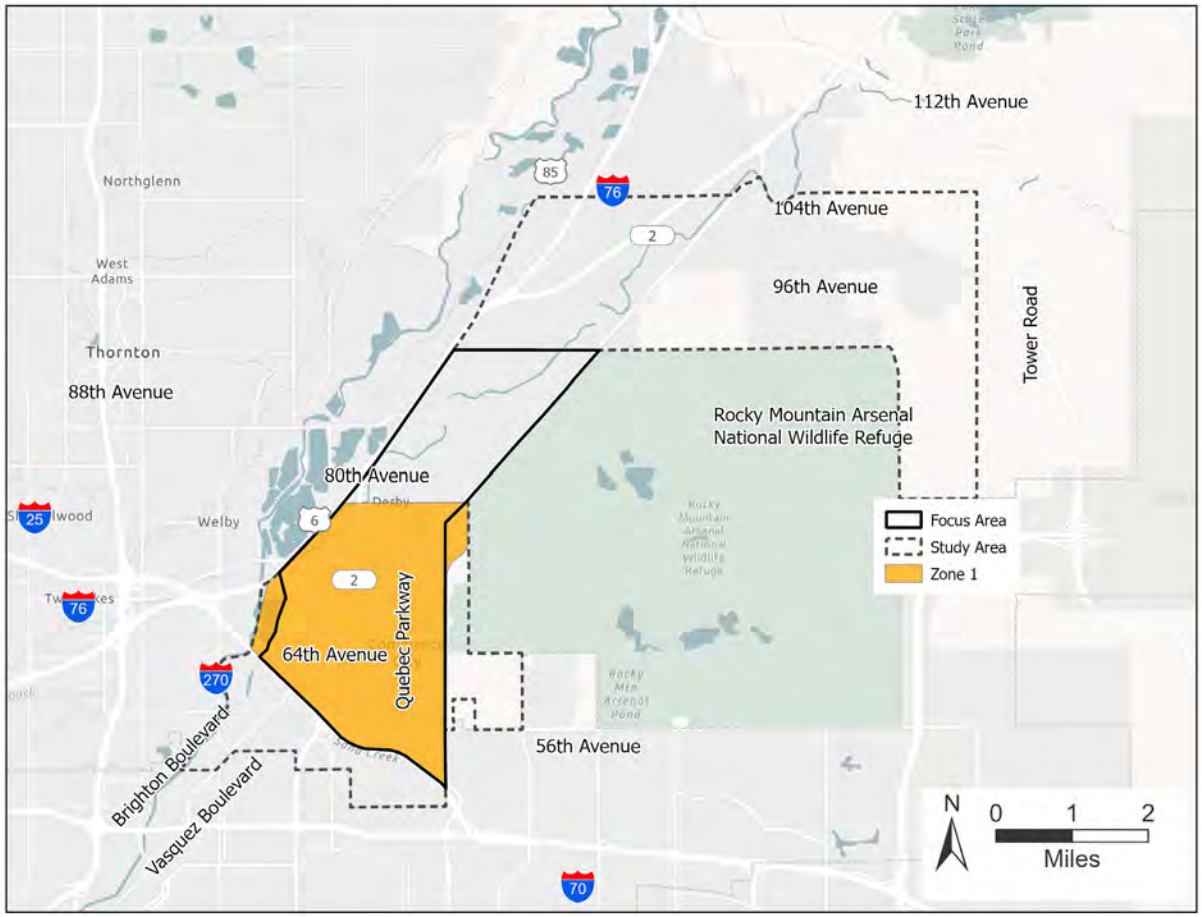
- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday

Microtransit Zone Review

Four potential microtransit zones were developed using community input and technical analysis. Please take a moment to review each of the potential microtransit zones before providing input. The zones presented here were developed with technical analysis and community input. As you review, remember that the final plan may include parts of more than one zone. Each zone assumes the same service hours and times.

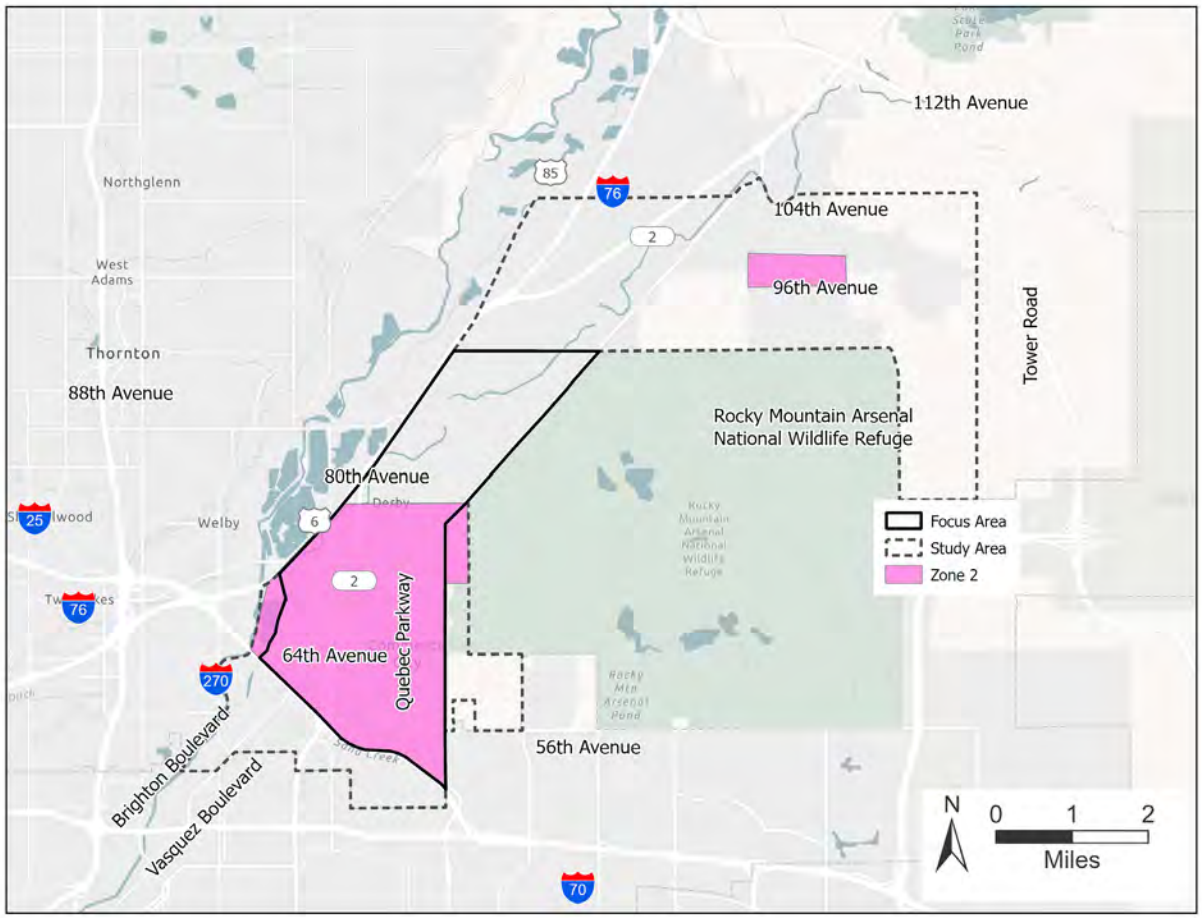
Zone 1

The borders of Zone 1 are 80th Ave to the north, I-270 to the south, Quebec Pkwy to the east, and I-76 to the west.



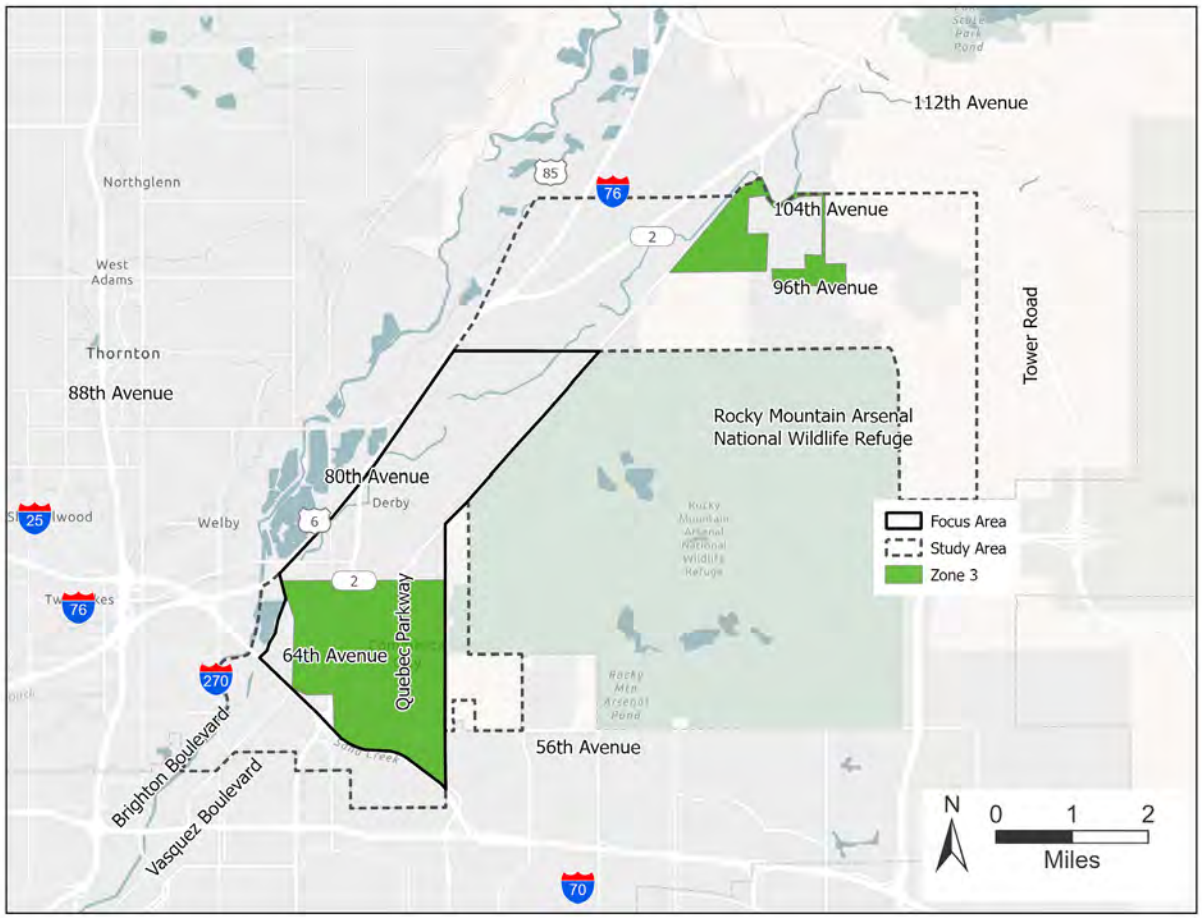
Zone 2

The borders of Zone 2 are 80th Ave to the north, I 270 to the south, Quebec Pkwy to the east, and I 76 to the west. Zone 2 also has a satellite zone in the north to serve the Reunion Marketplace.



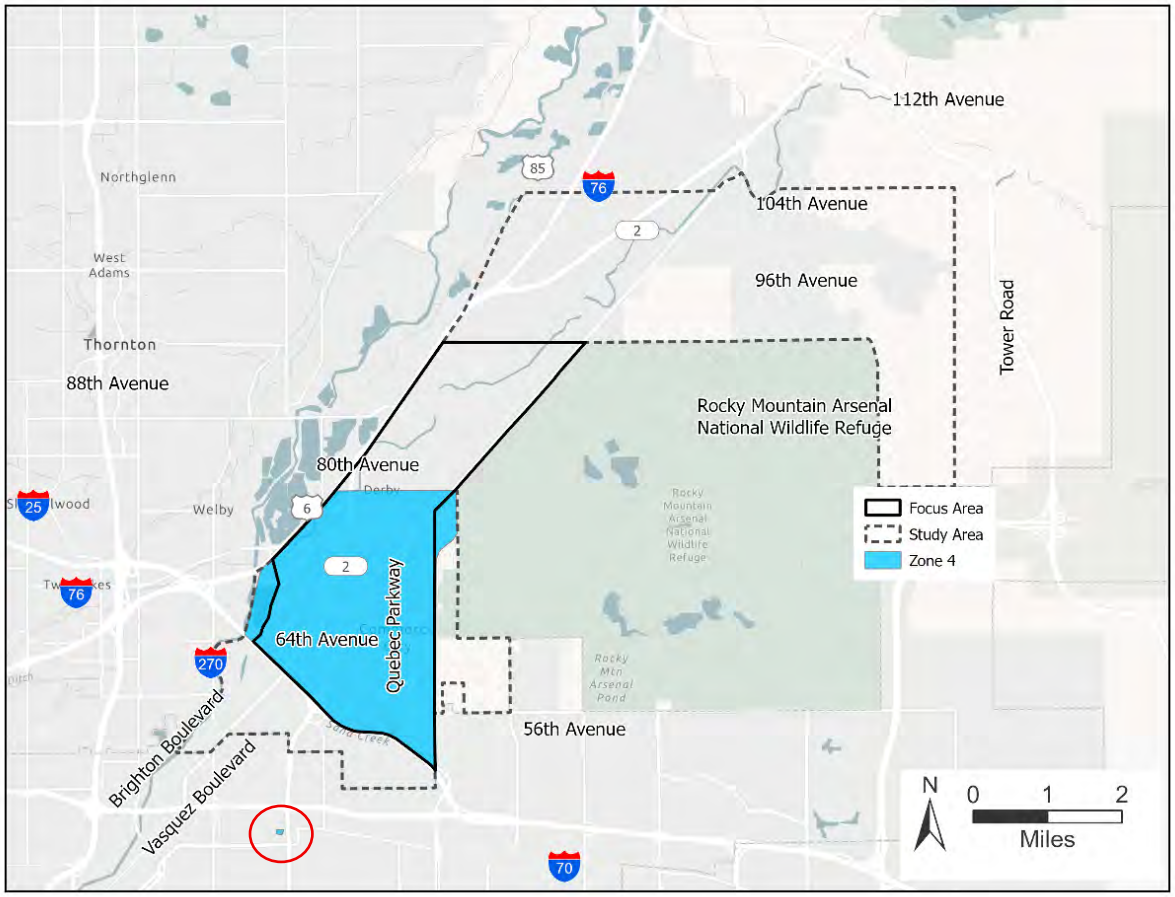
Zone 3

The borders of Zone 3 are 72nd Ave to the north, I-270 to the south, Quebec Pkwy to the east, and Colorado Blvd to the west. Zone 3 also has a satellite zone in the north to serve the Reunion Marketplace and Bison Ridge Rec Center.



Zone 4

The borders of Zone 4 are 80th Ave to the north, I-270 to the south, Quebec Pkwy to the east, and I-76 to the west. Zone 2 also has a satellite zone to the south to serve the 40th & Colorado Station which provides access to the A Line.



Bison Ridge Recreation Center			✓	
Eagle Pointe Recreation Center	✓	✓	✓	✓
72nd Street Station (N Line)	✓	✓	✓	✓
40th/Colorado Station (A Line)				✓
Walmart Supercenter at 60th Ave & Dahlia St	✓	✓	✓	✓
Adams High School		✓		
Anythink Library	✓	✓	✓	✓
Community resources (community centers, religious centers, etc.)	✓	✓	✓	✓

Please rank each zone based on how it would serve your transportation needs (1 being the highest and 4 being the lowest).

- Zone 1
- Zone 2
- Zone 3
- Zone 4

Why did you select your preferred zone? Select all that apply.

- It includes places that I cannot reach via transit
- It includes places that I cannot safely reach by walking/rolling
- It serves both northern and southern portions of the city
- It includes most or all the places that I want to go
- Other (please specify):

Are there any missing important destinations in any of the microtransit zones? *(Optional)*

Please provide any comments or ideas you have for microtransit service in Commerce City: *(Optional)*

Appendix C: Alternatives analysis

This section summarizes the methodology for calculating the evaluations metrics in the microtransit service areas alternatives analysis.

Ridership

Daily ridership capacity calculation: daily service time in minutes divided by trip time (including deadhead/recover/wait time) multiplied by the number of vehicles multiplied by the average occupancy.

Estimated daily ridership is calculated by dividing the daily ridership capacity by two.

Ridership capacity is calculated by dividing the daily ridership by the daily service time in hours, then dividing that by the number of vehicles.

Estimated ridership per vehicle hour is calculated by dividing the ridership capacity per vehicle hour by two.

Assumptions based on comparable microtransit systems:

- Estimated ridership is equal to half of the ridership capacity
- 1.5 passengers per trip.
- Alternatives 1 and 4 require 50% of trip time to make the vehicle available again. Alternatives 2 and 3 require 100% of trip time to make the vehicle available again due to their dispersed area.
- 12 hours (720 minutes) of daily service time for each alternative.
- Estimated ridership is equal to calculated value plus or minus 20%.

Results:

Alternative 1:

- 2.5 vehicles
- 9-minute trip time (including deadhead/recovery/wait time)
- Daily ridership capacity: 300
- Ridership capacity per vehicle hour: 10
- Estimated daily ridership: 150
- Estimate ridership per vehicle hour: 5

Alternative 2:

- 5 vehicles
- 18-minute trip time (including deadhead/recovery/wait time)
- Daily ridership capacity: 270
- Ridership capacity per vehicle hour: 5
- Estimated daily ridership: 135
- Estimate ridership per vehicle hour: 2.3

Alternative 3:

- 7 vehicles
- 25-minute trip time (including deadhead/recovery/wait time)
- Daily ridership capacity: 291
- Ridership capacity per vehicle hour: 3.5
- Estimated daily ridership: 145
- Estimate ridership per vehicle hour: 1.7

Alternative 4:

- 3 vehicles
- 25-minute trip time (including deadhead/recovery/wait time)
- Daily ridership capacity: 291
- Ridership capacity per vehicle hour: 3.5
- Estimated daily ridership: 145
- Estimate ridership per vehicle hour: 1.7

Cost

The cost is calculated by multiplying the total yearly hours by the cost per vehicle and then adding the marketing cost and full-time employee cost. The marketing cost and full-time employee cost is assumed to be $150,000 per year for all services.

Zone 1

The core of Commerce City only: East 80th Avenue to I-270 north/south and Quebec Parkway to I-76 east/west.

- Marketing cost + full-time employee cost: $150,000
- Number of vehicles: 2.5
- Number of weekly hours of service: 60
- Number of weekly vehicle hours (assumes 6 days): 150
- Total yearly hours (assumes 52 weeks of 6 day operations): 7,800
- Cost per vehicle hour low range: $85
- Cost per vehicle hour high range: $95
- Total operational yearly cost low range: $813,000
- Total operational yearly cost high range: $891,000
- Final range: $800,000-$900,000

Zone 2

The core of Commerce City and Reunion Marketplace: East 80th Avenue to I-270 north/south and Quebec Parkway to I-76 east/west, in addition to a satellite zone at Reunion Marketplace.

- Marketing cost + full-time employee cost: $150,000
- Number of vehicles: 5
- Number of weekly hours of service: 60
- Number of weekly vehicle hours (assumes 6 days): 300
- Total yearly hours (assumes 52 weeks of 6 day operations): 15,600
- Cost per vehicle hour low range: $85
- Cost per vehicle hour high range: $95
- Total operational yearly cost low range: $1,476,000
- Total operational yearly cost high range: $1,632,000
- Final range: $1,400,000-$1,600,000

Zone 3

The core of Commerce City and key northern destinations like the Bison Ridge Recreation Center: East 72nd Avenue to I-270 north/south and Quebec Parkway to Colorado Boulevard east/west

- Marketing cost + full-time employee cost: $150,000
- Number of vehicles: 7
- Number of weekly hours of service: 60
- Number of weekly vehicle hours (assumes 6 days): 420
- Total yearly hours (assumes 52 weeks of 6 day operations): 21,840
- Cost per vehicle hour low range: $85
- Cost per vehicle hour high range: $95
- Total operational yearly cost low range: $2,006,400
- Total operational yearly cost high range: $2,224,800
- Final range: $2,000,000-$2,200,000

Zone 4

The core of Commerce City and key northern destinations like the Bison Ridge Recreation Center: East 72nd Avenue to I-270 north/south and Quebec Parkway to Colorado Boulevard east/west

- Marketing cost + full-time employee cost: $150,000
- Number of vehicles: 3
- Number of weekly hours of service: 60
- Number of weekly vehicle hours (assumes 6 days): 180
- Total yearly hours (assumes 52 weeks of 6 day operations): 9,360
- Cost per vehicle hour low range: $85
- Cost per vehicle hour high range: $95
- Total operational yearly cost low range: $945,600
- Total operational yearly cost high range: $1,039,200
- Final range: $950,000-$1,000,000

Key Destinations

Transit stations, grocery stores, recreation centers, and community centers were given a higher weight as key destinations

Number of key destinations served	50	55	48	52

Demographics

Average DRCOG Index score	29.9	28	27.7	30
Average percent of households without a vehicle	4.1	3.8	4.2	4.1
Average percent of older adults	10	9.3	9.6	10
Average percent of youth population	20.2	18.8	21.2	20.3
Average percent low Income	27.5	25.4	26.4	27.6
Percent of service area >1 mile from existing transit	24.1	24	14.2	24.2
Total	**High**	**Medium**	**Low**	**High**

Transit connections

Number of connected routes	10	11	10	14