

AGENDA
STUDY SESSION MEETING OF THE CITY COUNCIL
VIRTUAL MEETING
CITY OF LAKEWOOD, COLORADO
VIRTUAL MEETING
DECEMBER 2, 2024
7:00 PM

To watch the Council meeting live, please use either one of the following links:
City of Lakewood Website: [Lakewood.org/CouncilVideos](https://lakewood.org/CouncilVideos)
Lakewood Speaks: Lakewoodspeaks.org

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In accordance with City Council Policy 5.1(A), all virtual meeting participants are advised that technological issues, whether caused by the City's equipment or the user's equipment, shall not be grounds for canceling a public meeting.

How to Connect to Provide Public Comment: Online participants may post written comments of any length to LakewoodSpeaks.org, an online forum for public comments.

ITEM 1 – CALL TO ORDER

ITEM 2 – ROLL CALL

ITEM 3 – TRANSPORTATION UPDATES-VISION ZERO / SAFE STREETS FOR ALL

ITEM 4 – EOY REPORT REGARDING WOMEN / MINORITY-OWNED BUSINESSES IN LAKEWOOD

ITEM 5 – MAYOR AND CITY COUNCIL REPORTS

ITEM 6 – ADJOURNMENT

STAFF MEMO

DATE OF MEETING: DECEMBER 2, 2024 / AGENDA ITEM NO. 3

To: Mayor and City Council
From: Max Kirschbaum, Director of Public Works
Subject: **Reducing Fatalities and Serious Bodily Injury Crashes in Lakewood**

SUMMARY STATEMENT: Staff will provide updates on several programs: Safe Streets for All (SS4A) progress, 20 mph signage progress, transportation plan, major street plan update and crash trends in Lakewood.

BACKGROUND INFORMATION: Lakewood received an SS4A grant in 2023. US Department of Transportation (USDOT) asked the City to combine with Jefferson County (Jeffco) during the grant acceptance process. City Council approved the Intergovernmental Agreement (IGA) with Jeffco at the 12-11-2023 meeting. Jeffco has had numerous issues getting the plan to bid, including having to respond to USDOT on the delay. They are set to release the bid the week of Nov 18th, unless another issue arises.

With City Council approval of the 20 mph speed limit on local residential roads, staff has been working to install 33 City entrance signs, 210 neighborhood entry signs, change 23 signs and remove 545 signs. Staff will present an update on the status including the associated public outreach efforts.

With the zoning code update, there is usually a companion transportation plan component that incorporates existing usage, the new zoning, market conditions, existing infrastructure and identifies areas of concern from modeling. Often the budget for the plan will allow some areas to be further investigated for possible solutions. Denver Regional Council of Governments (DRCOG) models the metro area at a high level for the projected population with freeways and highways, but it doesn't cover all arterial and collector streets within Lakewood. The transportation plan should also incorporate the bicycle plan, look at transit, micromobility and connection needs as a complete system of mobility.

The major street plan was last updated in March 2007. With the recent 20 mph speed limit change and other traffic-calming issues over the years, staff is starting the process to update the plan. This could be changing local streets to minor collectors or for major collectors to minor collectors, for example. Solterra is another example of areas where development is different than originally planned so we should probably downgrade the roadway classifications to match the speeds and volumes. The major street plan is covered in Lakewood Municipal Code 12.08.010 and must be certified by the Planning Commission first.

Executive Summary for 2024 Traffic Safety Report

The 2024 Traffic Safety Report provides a detailed analysis of crash trends based on 2023 data from the Lakewood Police Department, Colorado Department of Transportation (CDOT), and Jefferson County Coroner's Office. This report emphasizes the need for tailored, data-informed interventions over generalized, one-size-fits-all safety programs. While popular approaches may offer broad solutions, Lakewood's success in reducing crashes comes from a precise, collaborative approach that specifically addresses the public health and behavioral factors currently within our community.

Lakewood's Traffic Division utilizes a multi-layered strategy structured around three core types of solutions—Isolated, Systemic, and Systematic—to address various levels of risk. Our approach stands out among other transportation agencies for its integration of insights from police investigations and the coroner's office, allowing us to deeply understand crash causes and implement effective solutions. This methodology has

positioned Lakewood as a leader in traffic safety, with our approach now serving as a model for other agencies.

Our ongoing collaboration with the Federal Highway Administration (USDOT/FHWA), National Highway Transportation Safety Administration (NHTSA), and CDOT enables us to share our successful strategies with other communities while staying focused on what works best for Lakewood.

Lakewood is focused on practical, data-driven solutions that address our community's unique safety needs, ensuring any new approaches build on our progress in making roadways safer for all.

BUDGETARY IMPACTS: No direct budget impacts from this meeting.

STAFF RECOMMENDATIONS: The meeting is mostly informational as future meetings will be required for budget or decisions on many of the items covered. However, it is beneficial to provide early feedback from City Council.

ALTERNATIVES: Alternative directions from City Council.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council.

NEXT STEPS: Staff will be back several times in 2025 as the SS4A project is advancing to share progress and for direction on key issues. This will ultimately result in a council decision on the Lakewood portion of the SS4A plan for adoption.

Major street plan ordinance change after the update process with Planning Commission.

ATTACHMENTS:

1. 2024 Safety Report Final
2. 2023 Critical Intersections

REVIEWED BY:

Kathleen E. Hodgson, City Manager
Benjamin B. Goldstein, Deputy City Manager
Alison McKenney Brown, City Attorney

In remembering the lives lost on our roads, we commit to understanding the causes of these tragedies and implementing meaningful safety improvements to prevent future harm.

2024

City of Lakewood: Annual Traffic Safety Report



Behind the Yellow Tape

Detectives, Engineers and the Coroner:
Lakewood's Approach to Roadway Safety: Insights and Investigations

Special thanks go to the Lakewood Police Traffic Team for their investigative expertise, as well as the valuable perspectives provided by the Jefferson County Coroner's Office, Denver County Medical Examiner's Office, and the Office of the Chief Coroner for Ontario, all of which inspired this year's report. The Lakewood Transportation Division extend particular gratitude to Lakewood Police Sgt. Barefoot, Detectives Moffat and Strandberg, Corey Black of the Jefferson County Coroner's Office, and Laureen Wallen of Lakewood Police Records for their countless contributions.

Matt Duncan, P.E. (Civil), PTOE
City of Lakewood, Colorado –
Transportation Division, Public Works
11/18/2024



Lakewood
Colorado

2024 Traffic Safety Report for the City of Lakewood

INTRODUCTION

The 2024 Traffic Safety Report analyzes 2023 Criminal Justice Information System (CJIS) crash data from the Lakewood Police Department, statewide crash data from the Colorado Department of Transportation (Diagnostic Expert Systems, or DiExSys), and autopsy reports from the Jefferson County Coroner's Office to identify crash trends, high-risk locations, behavioral and health factors, and safety improvements. This report informs city leadership about factors influencing crashes in Lakewood, highlighting a data-driven approach that addresses root causes with tailored solutions. Unlike generalized strategies, Lakewood prioritizes public health and behavioral factors impacting local crash rates to ensure safety for all road users.

This report reflects the lives impacted by crashes in Lakewood. Interspersed throughout, it highlights five sample cases from the past year, offering detailed insights into the circumstances of a loss and the investigative findings. The cases reveal the complex and intertwined factors that contribute to fatal crashes. Each loss leaves a lasting impact, creating a ripple of grief for families and friends. Other motorists involved often become secondary victims, burdened by the trauma for a lifetime.

The Traffic Division is dedicated to thoroughly analyzing all available evidence to identify actionable solutions. Only by addressing the root causes of all fatalities—including those involving impairment or individuals experiencing homelessness—can the City ensure that every opportunity to prevent future crashes is pursued. This evidence-driven, human-centered approach reflects an unwavering commitment to honor the lives lost and to implement meaningful strategies to prevent similar tragedies.

The Transportation Division's multi-layered safety strategy is based on three core solution types: Isolated, Systemic, and Systematic. Each approach addresses specific risk levels, focusing on public health and community-specific crash factors.

- **Isolated solutions**, such as curve warning signage at single-vehicle roadway departure sites, address specific hazards at high-crash locations through quick, targeted interventions.
- **Systemic solutions** focus on network-wide improvements, such as optimizing traffic signal timings across corridors. By improving traffic flow on primary routes, these adjustments reduce risky behaviors like red-light running and speeding while discouraging cut-through traffic on adjacent streets. This simultaneously helps reduce crashes in residential areas and minimizes conflicts with pedestrians and bicyclists on nearby streets.
- **Systematic solutions** use detailed crash data to prioritize safety interventions at high-risk intersections and corridors, such as targeting nighttime lighting improvements where overnight pedestrian crashes are common.

This approach ensures interventions are practical and precisely aligned with Lakewood's unique road safety needs. The following report provides an overview of the City's Intersection Safety Investigation Process:

SECTION I: ANALYSIS OF CITYWIDE CRASH TRENDS

This section provides an overview of crash data across Lakewood, establishing a foundation for targeted interventions based on observed trends.

Annual, Injury, and Fatal Crashes (Figures 1-3)

Annual crashes in Lakewood have declined significantly, even as population and traffic volumes have grown. Since 2016, total crashes have dropped by 34%, and injury crashes, which peaked that same year, have fallen to levels last seen nearly two decades ago. In fact, 27% of the injury crashes that occurred in 2016 are no longer happening. Starting in late 2016, the Lakewood Transportation Division prioritized optimizing traffic signal timing and reducing the motorist frustration that leads to poor decisions, focusing on keeping arterial roadways efficient.

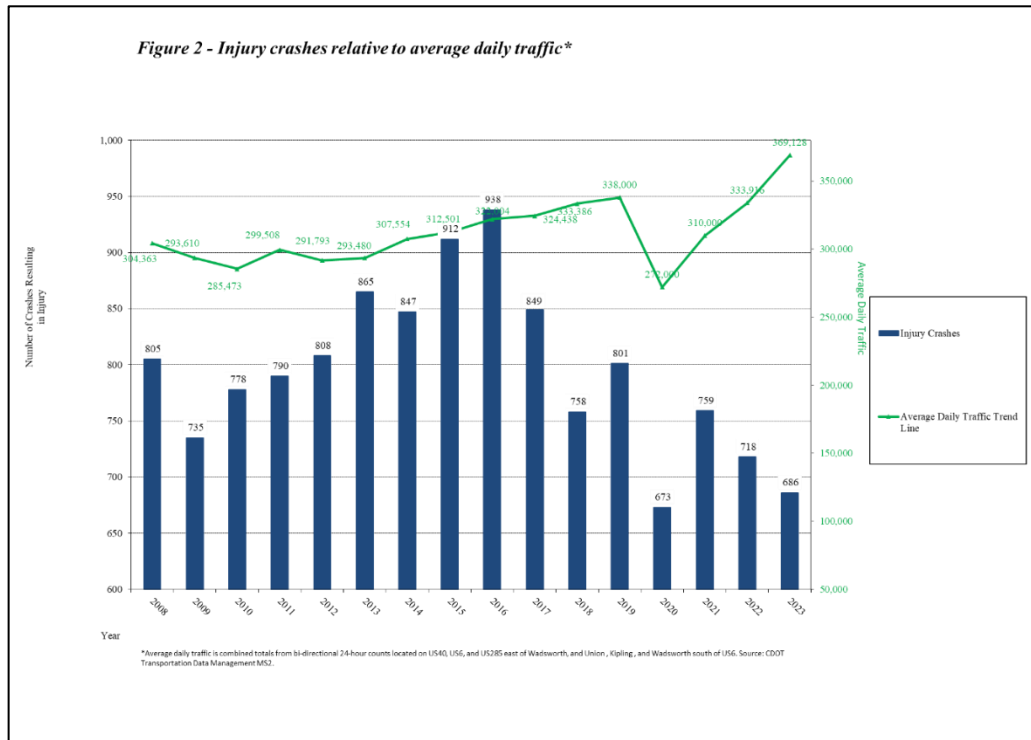
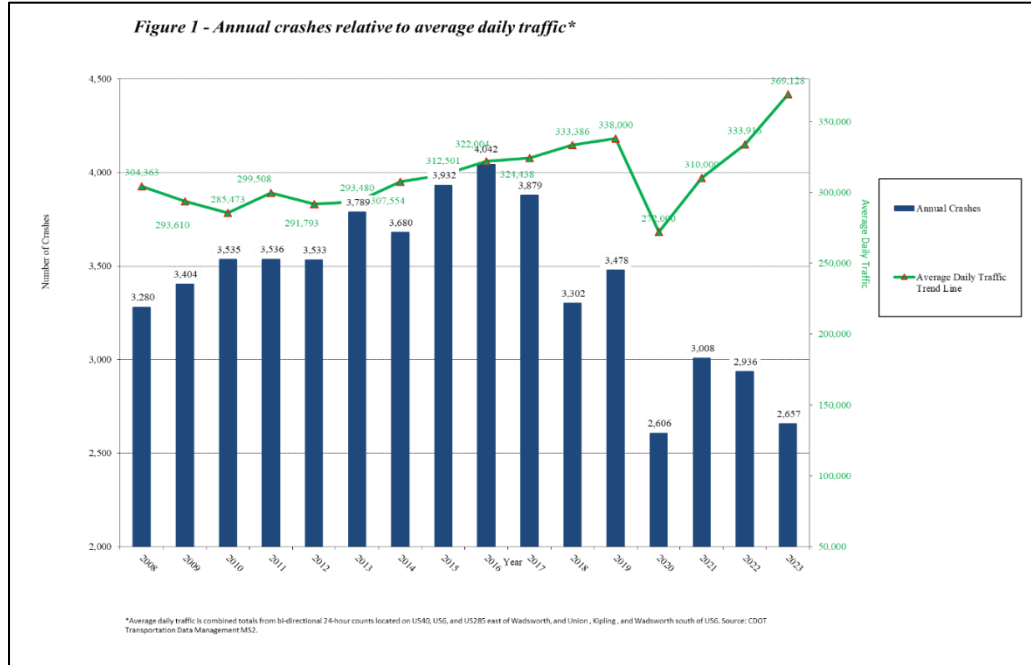
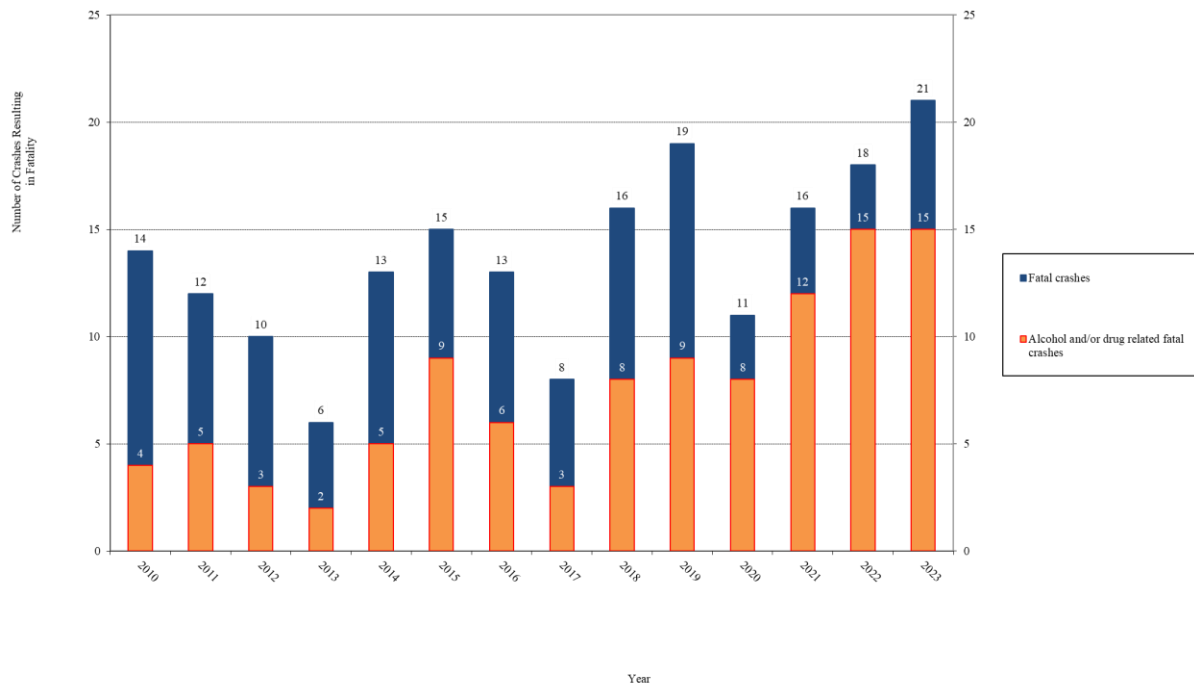


Figure 3 - Fatal Crashes

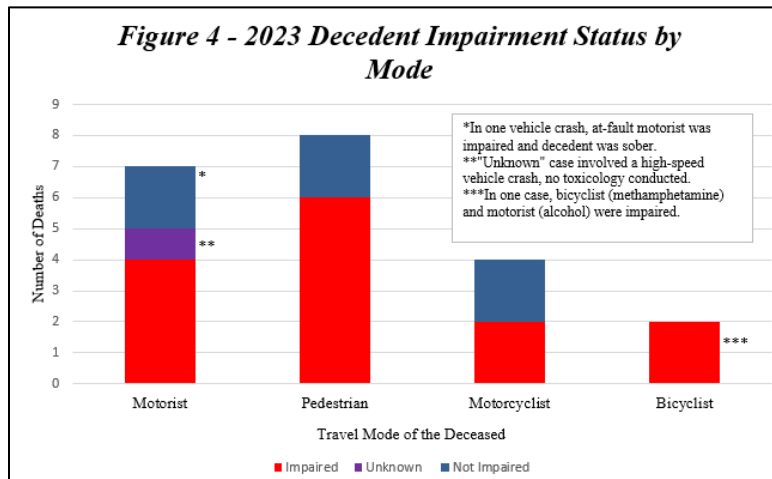


This strategy has prevented frustrated motorists from diverting to neighborhood streets, which are less equipped to handle commuter traffic. By ensuring efficient traffic flow on arterial roads, a substantial reduction in crashes was achieved on local streets with minimal additional interventions, successfully encouraging motorists to stick to main routes for their commutes. Since 2016, injury crashes across all modes of travel—motorists, motorcyclists, bicyclists, and pedestrians—have consistently declined each year, making Lakewood safer for everyone.

Fatal crashes, averaging 17 per year, have increasingly involved motorist or road user impairment. The vast majority of fatal crashes in 2023 occurred on state-maintained highways or private property where the city has limited authority. A decade ago, impairment was a factor in 38% of fatal crashes, but last year, this figure reached 71%.

Case # 1	Motorized Bicyclist Struck by Vehicle on Highway in Dark
Background	50 to 60-year-old male - April 2023 – 2315hrs during darkness - The decedent was riding south in the third lane of 6-lane highway - The decedent was struck by a southbound vehicle - Driver charged with Driving Under the Influence, Felony Leaving the Scene/Accident Involving Death
Cause of Death	Blunt Force Injuries to the Head and Neck
Issues	- It was dark, the bike did not have any lights or reflectors - The decedent was impaired under the influence of methamphetamine - The decedent has a history of illicit drug use - The decedent was not wearing a helmet - The motorist was impaired under the influence of alcohol - The motorist was returning from a work function that involved drinking

This trend poses a particular concern for vulnerable road users. Since 2018, 84% of pedestrian fatalities involved a heavily impaired pedestrian. Pedestrian deaths without impairment, though rare, included low-speed impacts (below 7 mph) or age related factors. Across all modes, sober-related fatalities often involve ageing motorists.



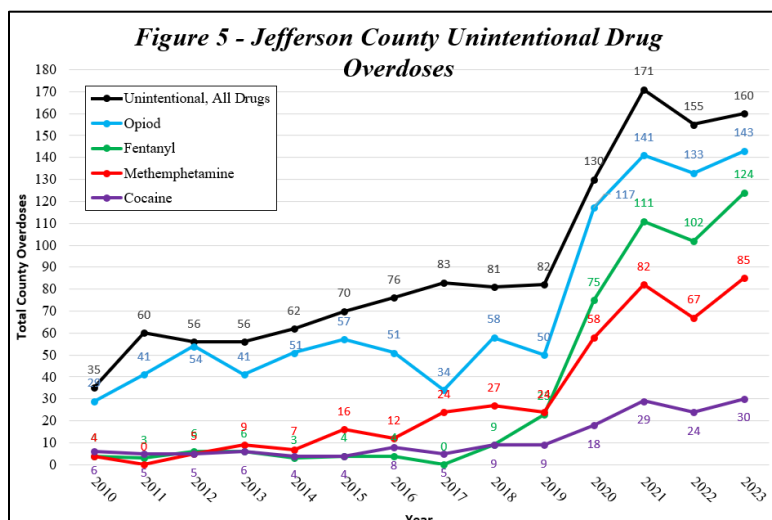
Alcohol and Drug-Related Crashes (Figures 4 and 5)

Impaired roadway users have become a significant factor in the citywide rise in fatal crashes, a trend that began in 2018 and accelerated during the COVID-19 pandemic. This mirrors Jefferson County health data (Colorado Department of Public Health) for overdose trends during this same

time period. It is believed that many individuals struggling with substance abuse or mental health issues lost access to critical support networks, such as counseling and treatment programs, during the pandemic. While much of society has returned to normal, this vulnerable group continues to face significant challenges.

Since the pandemic, fatalities involving impaired pedestrians have risen sharply, prompting a shift in perspective. Of the 38 pedestrian autopsies reviewed over the past five years, only five cases involved pedestrians who were not under the influence of drugs or alcohol at their time of death. This included five cases where the motorist was also impaired, and seven hit-and-run incidents where motorist impairment was unknown.

While crashes were once largely attributed to motorist fault, a deeper focus on pedestrian safety now challenges that assumption, emphasizing the significant role of impairment and other contributing factors. This evolving perspective underscores Lakewood's commitment to not only



traditional safety measures but also public health initiatives that address the needs of its most vulnerable populations.

In response, Lakewood's strategy integrates public health efforts with targeted safety measures, recognizing the need to tackle impairment and substance abuse directly to meaningfully reduce pedestrian fatalities in the city.

Fatal crashes not involving impairment peaked in 2019 at 53%. Since then, fatalities involving sober road users have decreased by 40%, with impairment not being a factor in only six of last year's 21 deaths. This shift indicates that while some types of fatal crashes have declined, they have been replaced by

an increase in fatalities linked to impairment, highlighting the intersection of public health issues with roadway safety, particularly around substance abuse, addiction, and mental health.

Positive Findings:		
Analyte	Result	Units
Amphetamine	210	ng/mL
Methamphetamine	1000	ng/mL
11-Hydroxy Delta-9 THC	6.5	ng/mL
Delta-9 Carboxy THC	82	ng/mL
Delta-9 THC	39	ng/mL

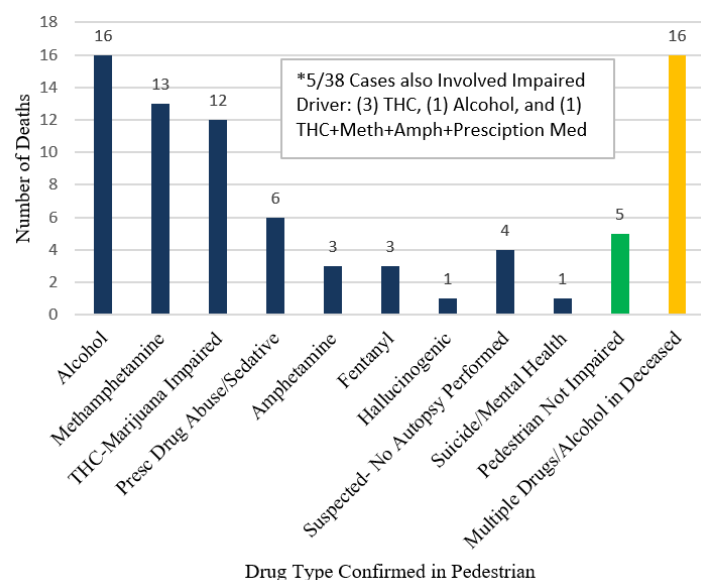
A peak blood concentration of methamphetamine of 20 ng/mL was reported at 2.5 hr after an oral dosage of 12.5 mg. Blood levels of 200-600 ng/mL have been reported in methamphetamine abusers who exhibited violent and irrational behavior. High doses of methamphetamine can also elicit restlessness, confusion, hallucinations, circulatory collapse and convulsions.

Exhibit 1- Left: Toxicology results from a 2023 motorcyclist fatality, currently listed as “unknown” for impairment in state data. This highlights a common discrepancy, as state records often rely on suspected impairment at the crash scene and are not updated with confirmed toxicology results from the coroner. Of four motorcyclist deaths in Lakewood last year, two involved impairments, one a medical condition, and one not impaired.

This trend is particularly concerning for vulnerable road users, such as pedestrians and bicyclists, many of whom are unhoused and have underlying health conditions that increase their risk of severe injury or death. For example, an impaired person who sustains a head injury may face complications with blood clotting due to alcohol or drug use, potentially resulting in fatal brain swelling from an otherwise survivable concussion.

Additionally, substances like alcohol, opioids, and fentanyl significantly impair reaction times and distort perceptions of time and distance, leading to poor decision-making around traffic. Stimulants such as methamphetamine, on the other hand, cause irrational and confrontational behavior, poor impulse control, euphoria and increased risk taking decisions, including dangerous interactions with vehicles in active traffic.

Figure 5a - 38 Pedestrian Deaths (2018-2023) Pedestrian Toxicology

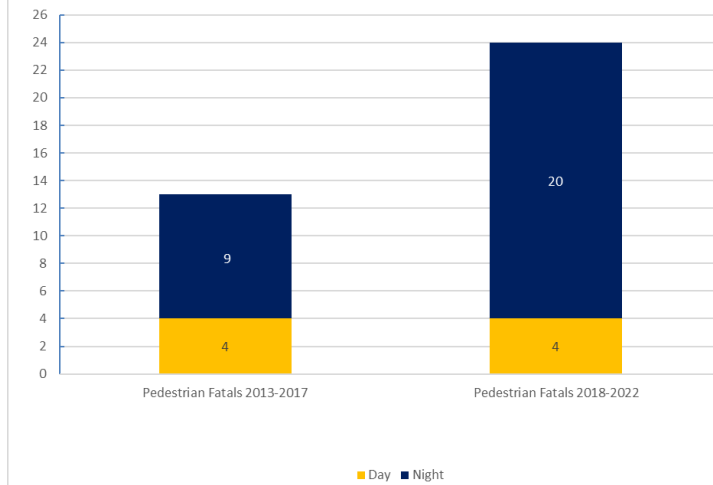


Time of Day Crash Patterns (Figure 6)

General crash occurrences align with typical traffic patterns, peaking during morning and evening commutes. However, the highest rate of pedestrian crashes occurs between 8 p.m. and 9 p.m., followed closely by 9 p.m. to 10 p.m., when visibility is reduced. There is

Case # 2	Pedestrian Crossing Midblock on Highway in Dark
Background	30 to 40-year-old male - May 2023 - 2034hrs during darkness - The decedent was walking east across 6 lanes of traffic - The decedent was struck by multiple northbound vehicles in first lane - The driver was not at-fault, and no charges were filed
Cause of Death	Blunt Force Injuries of the Head, Neck, Chest and Abdomen
Issues	- Crossing the road in an unexpected location in the dark - The decedent was impaired under the influence of alcohol - The decedent has a history of alcohol and polysubstance abuse

Figure 6 - Pedestrian Deaths by Time of Day

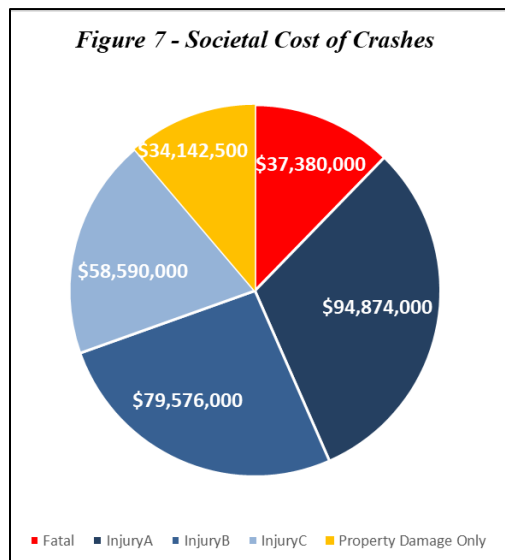


also an isolated surge in pedestrian collisions from 1 a.m. to 2 a.m., a timeframe notably associated with pedestrian fatalities involving impairment, despite low vehicle volumes. Many of these non-fatal incidents appear linked to public health factors. Unlike fatal crashes, toxicology tests are generally not performed on living pedestrians involved in collisions. However, non-fatal incidents frequently occur in areas where impairment-related pedestrian fatalities are common, often involving

unhoused individuals or those with substance abuse issues. Fatal crashes, in contrast, show a significant increase late at night. All nighttime pedestrian and bicyclist fatalities involved impairment, with substances like methamphetamine and alcohol being most common. Motorcyclists and motorists in fatal crashes were primarily impaired by cocaine, methamphetamine, and/or alcohol, while marijuana was detected in approximately 25% of toxicology reports. Most of these crashes also occurred at night.

There are no consistent patterns for fatal crashes regarding the day of the week or time of year, suggesting that social factors play a greater role in crashes.

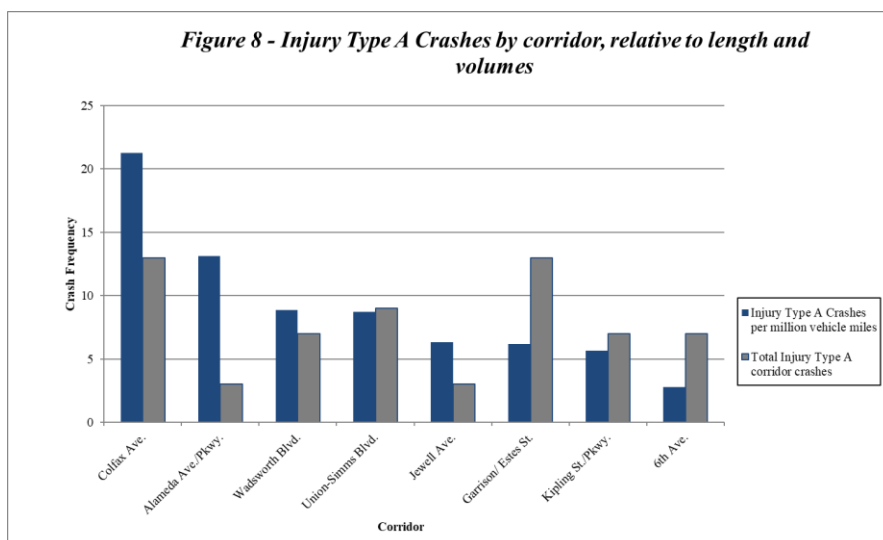
Figure 7 - Societal Cost of Crashes



Societal Costs of Crashes (Figure 7)

In 2023, the societal cost of crashes in Lakewood, a value determined by the Department of Revenue, reached nearly \$305 million, stressing the significant impacts that extend beyond immediate safety concerns. Despite reductions in injury crashes, they continue to represent the highest annual cost among crash types in the city. Traffic crash injury types A, B, and C are categorized based on severity:

- Type A (Severe Injury, \$1.06 million per crash, 89 crashes): Injuries that prevent the person from walking, driving, or continuing normal activities after the crash without assistance (e.g., broken bones, severe cuts, unconsciousness).
- Type B (Moderate Injury, \$232K per crash, 343 crashes): Visible injuries that are not incapacitating, such as minor cuts, bruises, or swelling, but do not significantly restrict movement or daily activities.



- Type C (Minor Injury, \$126K per crash, 465 crashes): Possible injuries that are less evident or do not require immediate medical attention, such as complaints of pain or discomfort without visible signs of harm.

Severe injuries (Injury Type A) often mirror fatal crashes in terms of behavioral circumstances and have followed similar

trends observed in fatal crashes and Jefferson County Health data since COVID-19. Unlike fatal crashes, however, toxicology data is rarely available for injury crashes. Autopsies, which provide the most reliable toxicology results, are exclusive to fatal crashes, and felony blood draws for impaired motorists are not routinely conducted for non-fatal incidents. As a result, impairment is often marked as "unknown" in injury crash data, suggesting it is likely underreported. Additionally, until recently, DiExSys data did not differentiate between injury severity levels, limiting the ability to identify specific trends in injury type over the past 10 years. While overall injuries have significantly decreased, further analysis is needed to fully understand patterns across injury types.

...he related to responding Officers that he was running from spirits that were following him. [redacted] also stated he had ingested an unknown drug on the previous day. [redacted] had a cross necklace wrapped around his face at this time of contact. [redacted] eyes were dilated and lips were extremely chapped. EMS [redacted] transported [redacted] to [redacted] for altered mentation.

Exhibit 2 - The excerpt above is from a police investigation into an automobile-pedestrian collision. Many similar crashes are recorded in DiExSys (CDOT, DRCOG data) as "no impairment suspected" or "unknown" due to the admitting hospital withholding toxicology reports. This highlights the challenge of assessing impairment without access to detailed police investigation data.

While property-damage-only (PDO) crashes are often seen as less critical, two key considerations call attention to their importance in assessing roadway safety. First, many residents rely on their vehicles for supplemental income, and repairs from even minor collisions, such as a damaged bumper or headlight, can impose a substantial financial burden. For residents who cannot afford repairs, driving a damaged vehicle increases the likelihood of future crashes, as the vehicle may lack critical safety features or proper visibility.

Case # 3	Pedestrian Crossing Interstate in Dark
Background	• 30 to 40-year-old male • June 2023 - 0154hrs during darkness • Decedent crashed vehicle, exited vehicle, ran across median barrier and entered eastbound travel lanes, where struck by another vehicle • The driver was not at-fault, and no charges were filed
Cause of Death	• Multiple Blunt Force Injuries
Issues	• Crossing the road in an unexpected location in the dark • Decedent was under the influence of fentanyl and methamphetamine • Recent hospital admission for fentanyl and cocaine intoxication

Second, Property Damage Only (PDO) crashes often involve two vehicles. While these collisions may not result in injuries, they highlight

potentially hazardous driving conditions. A motorist’s inability to react in time to avoid another vehicle raises serious concerns about their capacity to avoid a pedestrian or bicyclist in similar circumstances. Overlooking PDO crash trends or adopting trendy safety interventions without fully understanding the underlying causes of crashes risks ignoring critical warning signs and increasing dangers for vulnerable road users, such as pedestrians and bicyclists.

Moreover, care must be taken to avoid introducing roadside objects that could distract motorists or increase the likelihood of sudden or dart-out pedestrian or bicyclist crossings. Ensuring clear sightlines between motorists and other road users is fundamental to safety. PDO crashes, therefore, provide essential insights into the overall condition of Lakewood’s roadway network and the risks it poses to all users—and should not be dismissed.

SECTION II: OVERVIEW OF SOLUTION STRATEGIES

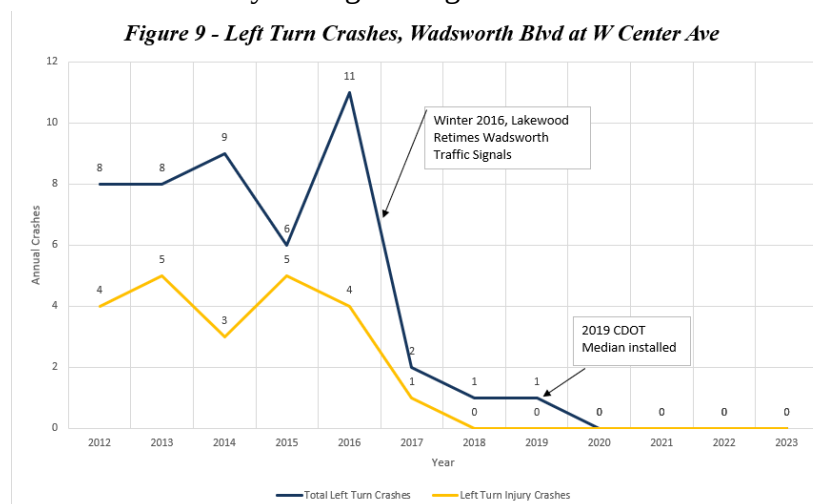
Lakewood’s approach to safety is distinguished by the application of Isolated, Systemic, and Systematic Solutions, each tailored to address specific community needs while adapting to new safety challenges. The proactive adjustments made at high-risk locations have demonstrated measurable success, such as recent interventions at key intersections resulting in reduced crash rates. Lakewood’s Systemic Solutions increasingly consider public health factors, incorporating mental health and substance abuse awareness to mitigate the root causes of crash risks. Below are several successful examples of each approach.

1. Isolated Solutions for High-Crash Locations

Isolated solutions target specific, high-crash sites, using quick-response interventions tailored to resolve unique issues at individual locations.

Examples of Isolated Solutions

Signal Timing Adjustments: One of the best Lakewood examples of how traffic signal timings can influence safety at neighboring intersections is the case of Wadsworth Boulevard at W



Center Avenue, an unsignalized intersection. Before 2016, southbound left-turn crashes occurred nearly every month at Wadsworth Boulevard and W Center Avenue. Many motorists were using W Center Avenue to avoid the traffic signals at Wadsworth Boulevard at Alameda Avenue to the north, and W Virginia Ave to the south. This decision was made from frustration, largely due to

insufficient green arrow time for southbound left turns at the signalized intersections, which often forced motorists to wait through two or three left turn signal cycles.

While CDOT had plans to install a left-turn median to address the issue, the project was not scheduled for completion until 2019. Observations at the site revealed that the crashes stemmed from motorists bypassing the signalized intersections. In response, the Transportation Division adjusted the traffic signals in the area, nearly doubling the green arrow time for southbound left turns at Alameda Avenue. The impact was immediate: the number of vehicles turning at W Center Avenue significantly decreased as motorists reverted to using the safer, signalized intersection at Alameda Avenue for left turns.

This simple timing adjustment led to a dramatic reduction in crashes. W Center Avenue, which had seen 11 left-turn crashes in one year, experienced only two crashes in the year following the changes. Although CDOT later installed the planned median, the root cause of the crashes had already been addressed through signal timing modifications, proving that understanding and tackling behavioral patterns can have an immediate and lasting effect on intersection safety.

Modifying signal timings throughout the city has been one of the most effective isolated solutions for reducing crashes, whether at a specific intersection or at neighboring intersections influenced by a nearby signal. In 2023, dozens of adjustments were made to traffic signals across Lakewood to address specific crash patterns at isolated locations. Examples include increasing

green time for heavy traffic movements, restricting left turns to occur only on a green arrow (eliminating permitted turns during traffic gaps), and in some cases, removing underutilized traffic signals that posed safety risks.



Exhibit 3: Example of visibility enhancements: The US6 westbound exit to SH121-Wadsworth Boulevard southbound was the site of three fatal nighttime motorcycle crashes, approximately one per year, where riders failed to navigate the curve and continued straight. In 2018, Lakewood proposed modified signage to CDOT, which was installed on the exit ramp. In the 5 years since, no further fatalities have occurred at this location.

- **Visibility Enhancements:** Implementing parking restrictions and removing trees or shrubs at intersections improves motorist visibility, reducing crash risks. Pavement markings and signage can also enhance the visibility of crosswalks or roadway curves, as illustrated in adjacent Exhibit 3. Simple solutions like these can have a significant impact on preventing future crashes. However, it often takes several years of analyzing crash patterns to fully understand the effectiveness of such changes. These solutions demonstrate

Lakewood’s commitment to addressing urgent safety needs at high-crash sites with focused, data-informed interventions.

2. Systemic Solutions for Broad Risk Reduction

Systemic solutions focus on implementing proactive, network-wide improvements to reduce crash risks across multiple locations.

Examples of Systemic Solutions

Pedestrian Safety Enhancements: In 2023, several pedestrian safety enhancements were implemented to improve crossing conditions in high-activity areas (20 crossings per hour), particularly near schools and busy trail crossings. Key measures included installing pedestrian refuge islands to shorten crossing distances.

An insufficient gap is defined as a pedestrian delayed longer than 60 seconds to cross, a common issue on wide roadways with high vehicle activity. Refuge islands address this by reducing the

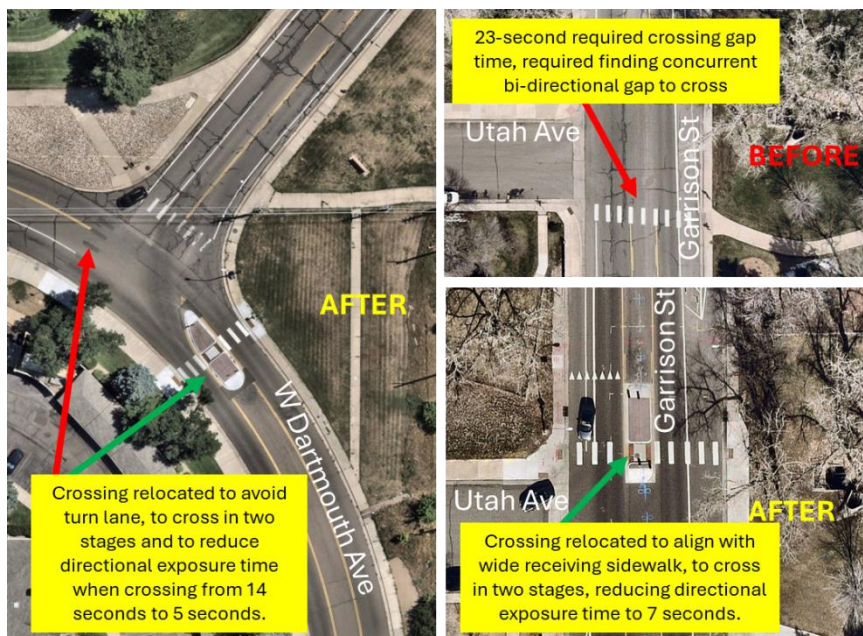


Exhibit 4 – Pedestrian crossing enhancements such as these were targeted in our systemic approach to safety, focusing on school zones and trail crossings that have high pedestrian activity (10 students or 20 adults per hour) during heavy traffic times where sufficient crossing gaps did not exist.

time needed to cross active lanes by splitting the crossing into two stages, increasing available crossing opportunities. This is especially beneficial for young children in school zones, who may struggle to find adequate, bi-directional gaps in traffic when crossing wide roads. The design often narrows the travel lanes, which encourages slower speeds. Pedestrians standing on the island are also more visible to motorists, prompting more vehicles to yield to complete their crossing.

Additional enhancements included high-visibility pavement markings, improved signage, and pedestrian ordinance signs reminding pedestrians that, by law, they must allow motorists sufficient time to react and slow down or stop before stepping off the curb and entering the roadway. These measures address a growing concern about pedestrians misunderstanding the crossing law—often stepping off curbs without considering vehicle speed, proximity, or road conditions. This issue was underscored by

a recent crash involving an adolescent who activated a flashing crossing warning beacon but failed to confirm the road was clear before stepping directly in front of an oncoming car.



Exhibit 5- Ordinance signs are being added at crosswalks in response to incidents where pedestrians stepped directly into the path of oncoming vehicles. These signs remind pedestrians that, by law, they must yield to vehicles near the crossing before stepping off the curb, even at marked crosswalks. Once a pedestrian has lawfully entered the roadway, motorists are then required to slow down or stop to allow them to complete their crossing, in accordance with the shared-duty law.

While devices like rapid flash beacons alert motorists to crossing pedestrians, they do not resolve the root issue of prolonged crossing times. Careful consideration was also given to avoid overuse of pedestrian signage and markings, as they can create a false sense of security or misunderstandings about pedestrian shared duty right-of-way laws. Multiple city locations with insufficient crossing gaps were studied and treated with these enhancements, balancing safety improvements with clear communication of pedestrian and motorist responsibilities. This systemic approach addresses crash risk factors across similar locations, contributing to overall safety.

3. Systematic Methodology for Safety Analysis and Intervention

The City employs a systematic, data-driven methodology to prioritize safety interventions, focusing resources on critical intersections and corridors.

Systematic Approach:

- **Critical Intersection Analysis & Intersection Ranking:** Annual crash data collection and ranking of intersections based on crash rates and traffic volumes prioritizes high-crash, critical intersections and roadway segments for detailed interventions. Please see the following appendix for the ranked listing of intersections. This method is how specific intersections and neighboring intersections are first called out and flagged for subsequent, more in-depth reviews of crashes. It is this analysis that lead to the West Colfax Safety project, as numerous low-volume intersections were identified as to having very high crash rates related to broadside and approach-turn crashes, and crashes involving pedestrians. This analysis led to the development of median treatments,

pedestrian channelization devices, and new midblock crossings designed to consolidate pedestrians at safe crossing points. These measures enhance motorist visibility of pedestrians and increase the availability of safe crossing locations while significantly reducing the likelihood of pedestrians entering the roadway from unexpected locations.

- **Pattern Identification Using DiExSys, CJIS Data, and Jefferson County Coroner’s Office Autopsies:** Crash analysis involves examining patterns by type, time, and location. DiExSys data is instrumental in identifying high-crash and high-injury locations, while CJIS data provides deeper insight into the circumstances of each crash, including evidence from the scene and witness statements. Recorded video footage is used if available. Coroner’s data further enriches this understanding by revealing critical details about impairment, health conditions, or other factors contributing to fatalities.

This integrated approach emphasizes why simply designating an area as part of a high-injury network is insufficient for addressing the root causes of crashes. For instance, while Wadsworth Boulevard and Colfax Avenue experience significant vehicle and pedestrian collisions, behavioral factors play a larger role in crashes on the northern or eastern segments of these corridors. Solutions effective for the southern or western segments may have little to no impact on improving safety in other areas, highlighting the need for tailored interventions based on localized behaviors and conditions.

Examples of Systematic Solutions

- **Nighttime Visibility Improvements:** To improve safety for motorists and pedestrians, enhanced lighting has been prioritized in areas with high nighttime crash rates. Following multiple pedestrian and bicyclist fatalities where behavioral factors contributed to the incidents, a thorough analysis of street lighting was conducted to identify inconsistently lit areas requiring upgrades.

As a result, Lakewood applied for grant funding through CDOT’s Highway Safety Improvement Program (HSIP) to address these deficiencies. The city



Exhibit 6 – Inadequate streetlight spacing, obstructed line of sight from curbside trees, and shadows cast by trees can significantly hinder motorists’ ability to see pedestrians entering the roadway, day and night.

was awarded more than \$330,000 to upgrade street lighting in several identified areas.

Additionally, Lakewood received encouragement to reapply for funding to improve lighting on

Case # 5	Vehicle Loss of Control, Icy Conditions, Roadside Tree Impact
Background	• 40 to 50-year-old female • February – 0131hrs during darkness • Decedent lost control of vehicle due to ice patch on road while overtaking another vehicle at a high rate of speed • Vehicle struck tree, structural collapse of vehicle around decedent, extensive vehicle cabin intrusion by tree • The decedent died at the scene from extensive blunt force trauma, including multiple, severe fractures and organ lacerations (heart, lung, liver, spleen), resulting from the vehicle’s sudden deceleration, tree intrusion, and structural collapse of vehicle around decedent.
Cause of Death object (tree)	• Multiple Blunt Force Injuries due to motor vehicle collision with stationary
Issues	• Loss of vehicle control; no roadside clear zone for error correction • Stationary object/ tree located immediately behind roadway edge • Unsafe speed for conditions

other roadway segments that were not included in the 2023/2024 award cycle.

- **Maintaining Clear Zone Standards:** In areas with frequent dart-out pedestrian fatalities, the placement of trees immediately behind the curb poses significant safety risks. Roadside trees create shadowing and contrast issues, both during the day and at night. Inconsistent lighting can make it particularly challenging for aging motorists with diminished eyesight to detect pedestrians and bicyclists curbside or within a crossing area. Additionally, by narrowing a motorist's cone of vision, these trees reduce the ability to detect pedestrians until they are very close or already entering the roadway, leaving motorists with little to no time to perceive and react to avoid a crash.

Roadside trees pose significant risks in vehicle collisions, particularly during inclement weather, where loss of control can lead to severe injuries or fatalities if vehicles strike trees. To mitigate these hazards, trees should not be planted within the **clear zone**, as defined by the *AASHTO Roadside Design Guide*. The allowable tree setback distance and planting locations should be determined based on the prevailing speed and roadside slope.



Exhibit 7 - Trees with a diameter as small as 4 inches can be fatal in a vehicle collision. Maintaining a clear zone behind the curb is essential to provide room for correction if a motorist loses control, helping to prevent such incidents from resulting in loss of life.

Rather than being positioned immediately behind the curb, trees should be located behind the sidewalk and away from the travel lane, especially in areas where the 85th percentile speed exceeds 34 mph. This placement is crucial for maintaining visibility, which enhances pedestrian safety. Roadside clear zones further improve safety by providing motorists with a buffer zone to recover from errors, such as overcorrection or loss of control, reducing the severity of crashes and minimizing the risk of deadly fixed-object collisions.

- **Signal Timing Programs on West Colfax Avenue:** Overnight, traffic signals on West Colfax Avenue are programmed for traditional fixed-time operation (without requiring side street demand to trigger a signal change) to manage platoons of vehicles overnight. This type of signal control, which requires equidistant street spacing, promotes safe speeds and well-defined headway between groups of vehicles. Fixed time signal control can be particularly helpful in areas with frequent nighttime pedestrian activity and unexpected midblock crossings, where maintaining safe speeds is critical.

This approach decreases both vehicle emissions and motorist frustration, as maintaining the target speed ensures a smooth journey through the eight traffic signals without stops. Speeding vehicles, however, are stopped by red signals, as they reach the next intersection too quickly. The program also automatically activates pedestrian signals,

enhancing safety for pedestrians in the area who might otherwise neglect to use crosswalk buttons to hold the signal red while crossing. By creating consistent gaps between vehicle platoons, the system enables impaired pedestrians, who may have difficulty judging time and distance, to more easily identify safe crossing opportunities at unsignalized intersections.



Exhibit 8 - Overnight signal timing on Colfax Avenue encourages motorists to maintain at or below the speed limit. When they do so, they will be able to travel the length of the corridor without stopping.

Since the program's implementation two years ago, no pedestrian fatalities have occurred during the overnight hours when it is active. This demonstrates the effectiveness of the system in improving both pedestrian and motorist safety. This approach is being considered in other areas of the city with similar challenges.

- **Public Health Outreach Services:** Not all solutions to reducing traffic fatalities are rooted in engineering. A recent partnership between the Transportation Division and the Jefferson County Coroner's Office showcases the importance of addressing public health challenges. Autopsy findings and investigator reports reveal that many pedestrians and bicyclists involved in fatal crashes had a history of substance abuse and underlying health conditions that increased their vulnerability.

Many victims, particularly those who are unhoused, face heightened risks crossing major roadways at night. Often living near high-traffic areas to access services or shelters, they must navigate inconsistently lit roads without designated crossings. Substance use, mental health challenges, and the vulnerabilities of street life further increase the likelihood of fatal encounters with vehicles. Expanding mental health and outreach services, such as those



Exhibit 9- Lakewood's Community Action Team, or CAT, is an example of how Lakewood has a proactive approach in addressing the root causes of why people are unhoused. Programs like these are most likely to have an impact on the factors that contribute to overnight impairment deaths.

provided by the Community Action Team (CAT), is essential. CAT's focus on vulnerable populations—connecting individuals experiencing homelessness or mental health crises with resources like housing, treatment, and support—directly contributes to reducing impairment-related crashes. In Lakewood, collaboration with CAT allows the

Transportation Division to better identify where these outreach services exist, and prioritize lighting and pedestrian infrastructure improvements in those areas. However, the key to reducing fatalities lies in ensuring that CAT and similar programs are adequately resourced to provide essential services that address the root causes of vulnerability. By tackling the underlying circumstances contributing to overnight pedestrian and bicyclist injuries and fatalities, these programs play a critical role. In this context, public health outreach is just as essential as engineering solutions in achieving Lakewood's traffic safety goals.

- **Business License Revocation:**

Equally important to Lakewood's safety strategy is addressing the role of businesses contributing to unsafe conditions. The city has the authority to revoke lodging and liquor licenses for establishments that foster environments linked to criminal activity or public safety concerns. This legal process involves initiating proceedings through municipal court, gathering evidence such as police reports and witness statements, and ensuring due process for the business owner to present their case during a hearing.

Local ordinances provide the framework for this process, which targets businesses with repeated violations, disturbances, or criminal activity on their premises. Revoking

licenses not only addresses public safety concerns but also directly reduces risks for vulnerable road users. For example, establishments that overserve alcohol or fail to address drug-related issues contribute to impaired pedestrian and bicyclist crashes. By enforcing these measures, the city ensures accountability for businesses and creates safer environments for all. This policy is a critical non-engineering tool that complements public health outreach efforts, forming a holistic approach to preventing pedestrian and bicyclist fatalities.

- **Automated Enforcement (future):** The Lakewood Police and Lakewood Transportation Division regularly review video footage of serious injury and fatal crashes, providing crucial insights into the "minutes and miles" leading up to these crashes. A recurring observation is that, often just minutes or even seconds before a crash, a Lakewood Police patrol vehicle passes the scene. While it is clear that law enforcement is frequently present near intersections with high crash rates, they simply cannot be everywhere at once, all the time.



Exhibit 11 - Not all solutions to traffic fatalities involve engineering countermeasures. By collaborating with the Lakewood Police Department and external partners like the Jefferson County Coroner's Office and the Colorado Department of Health, the City can better understand the root causes of these incidents. This insight allows for a greater focus on practical countermeasures, including city processes that hold property owners and businesses accountable through licensing regulations.

To address this need for consistent coverage, automated speed and red-light enforcement should be strongly considered as a safety countermeasure in areas with persistent serious injury or fatal crashes caused by excessive speeds or red-light running. Notably, these types of crashes often result in the death of individuals who are not in the speeding vehicle or at fault. Automated enforcement systems operate impartially, focusing solely on identifying high-risk behaviors likely to cause severe injury or death to innocent road users.

Automated enforcement efficiently uses limited staff resources to address increasing dangerous driving behaviors, and provides a valuable tool to mitigate these crashes. The Transportation Division strongly supports this countermeasure to enhance safety for all road users. High-visibility signage warning of automated enforcement encourages safer driving, and helps motorists avoid behaviors that lead to citations.

CONCLUSION

The City of Lakewood is regionally known for its comprehensive, integrated approach to traffic safety, utilizing isolated, systemic, and systematic solutions to effectively reduce crashes and enhance safety for all road users. This structured methodology ensures resources are allocated to high-priority locations, enabling data-informed initiatives that address Lakewood's specific roadway challenges.

Looking ahead, the Lakewood Transportation Division is committed to refining these strategies based on evolving crash data trends while strengthening key partnerships. Collaborations with the Jefferson County Coroner's Office, Lakewood's CAT Program, Lakewood Police detectives and investigators, and the Colorado Department of Public Health are essential to deepening our understanding of the intersection between public health and traffic safety. The partnership with Lakewood Police is particularly vital, as their detailed investigative work provides critical insights into crash circumstances, helping to identify patterns and inform targeted interventions. By further integrating these insights into traffic safety strategies, the City of Lakewood can better address the root causes of traffic fatalities, particularly those involving vulnerable populations.

Additionally, expanding partnerships across Jefferson County—such as the regional Safe Streets For All (SS4A) grant—will foster a unified, consistent approach to addressing severe injury and fatal crashes. Aligning regional efforts ensures that safety initiatives are not only effective but also relevant to the specific ways crashes occur and how they can realistically be prevented. Together, these efforts position Lakewood as a regional leader in traffic safety, demonstrating that through collaboration, data-driven strategies, and a commitment to public health, meaningful progress can be made in preventing crashes and saving lives.

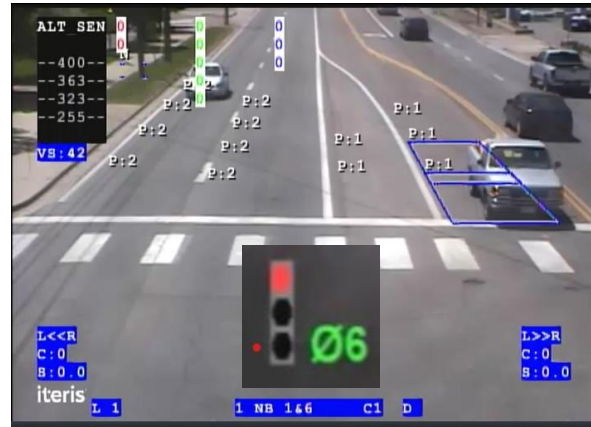


Exhibit 10 - Many crashes, like the one about to occur here (involving the approaching sedan), are caused by blatant red-light running long after the signal has turned red. These crashes pose a significant risk to occupants of other vehicles or, as in this case, to a pedestrian. Automated enforcement can be programmed to detect and cite the most severe red-light violations.

APPENDIX: HIGH-CRASH LOCATIONS AND METHODOLOGY

Lakewood prioritizes intersections with three or more crashes annually as part of its proactive approach to traffic safety. This focus on early identification and intervention reflects the city's commitment to managing traffic risks effectively and consistently. Over half of all crashes in Lakewood occur at or near intersections and highway interchanges, making these locations a critical focus area for safety improvements.

A “critical” intersection is defined as one where the frequency of crashes, relative to exposure (e.g., traffic volume), exceeds the average for similar locations. This report highlights intersections with the highest crash rates, enabling the Traffic Engineering Staff to conduct detailed analyses and recommend corrective measures to address specific safety issues. The city prepares this report annually to track trends and implement timely interventions.

It is important to note that the intersections identified in this report should not be viewed as the “most dangerous” or “least safe” in Lakewood. Crash totals at any location are influenced by numerous factors, such as weather conditions, construction activity, traffic volumes, and roadway design—many of which are beyond the control of traffic engineers. Variability is expected, with some years experiencing higher or lower crash totals than others.

Traffic volumes play a significant role in crash likelihood; intersections with higher vehicle usage naturally experience more collisions. By analyzing high-crash locations, Lakewood aims to better understand contributing factors and implement data-driven solutions to enhance safety across the city.

Study Methodology

A list of all intersections in the City, having three or more crashes in any one of the past three years was compiled. Total entering volumes for each intersection were obtained using the most current count data. Where count data was not available, volumes were estimated by comparing the intersection to similar locations where counts were available. Intersections were sorted into similar groups based on roadway classifications.

Crash rates were calculated using the following formula:

$$I = A * 1,000,000 / V * 365$$

Where:

I = Intersection Rate

V = Twenty-four hour total entering volume

A = One year crash total

An intersection crash rate is the number of crashes occurring at an intersection expressed in relation to millions of entering vehicles. The average intersection crash rate was calculated for each of the roadway classifications. To compile the list of “critical” intersections, intersection

rates were compared to the average intersection rates for the corresponding roadway classifications. Intersections with crash rates higher than the average intersection rate were included on the list of critical intersections.

Definitions

Critical Intersection: The intersection rate is higher than the average intersection rate for the corresponding roadway classification.

Intersections Analyzed: An intersection with three or more reported crashes during any one of the most recent three years.

Intersection Rate: The number of crashes occurring at an intersection expressed in relation to millions of entering vehicles (MEV).

****NOTE:** Only the total number of crashes for the most recent year, or the year being analyzed, is used to calculate the intersection rate.

Content:

Roadway Classification:

1. Arterial-Arterial Intersection
2. Arterial-Collector Signalized Intersection
3. Arterial-Local Signalized Intersection
4. Collector-Collector Signalized Intersection
5. Collector-Local Signalized Intersection
6. Arterial-Collector Unsignalized Intersection
7. Arterial-Local Unsignalized Intersection
8. Collector-Collector Unsignalized Intersection
9. Collector-Local Unsignalized Intersection
10. Local-Local Intersection

By analyzing these intersections, the Transportation Division can apply targeted interventions that address specific risks.

Arterial-Arterial Signalized Intersections

Intersection	Number of Crashes	Total	Crash
	2023	Volume	Rate
JEWELL AVE & WADSWORTH BLVD	25	59,482	1.1515
COLFAX AVE & WADSWORTH BLVD	31	76,000	1.1175
ALAMEDA AVE & WADSWORTH BLVD	35	91,550	1.0474
JEWELL AVE & BEAR CREEK BLVD	8	23,144	0.9470
ALAMEDA AVE & KIPLING ST	25	75,700	0.9048
COLFAX AVE & COLORADO MILLS PKWY	14	43,300	0.8858
COLFAX AVE & DENVER WEST COLORADO MILLS BLVD	15	50,078	0.8206
COLFAX AVE & KIPLING ST	19	65,990	0.7888
COLFAX AVE & SHERIDAN BLVD	18	67,570	0.7298
JEWELL AVE & KIPLING PKWY	16	60,500	0.7246
ALAMEDA AVE & UNION BLVD	17	68,369	0.6812
BELLEVIEW AVE & WADSWORTH BLVD	16	68,914	0.6361
QUINCY AVE & WADSWORTH BLVD	12	54,550	0.6027
COLFAX AVE & SIMMS ST	10	46,186	0.5932
MORRISON RD & KIPLING PKWY	11	54,660	0.5514
ALAMEDA AVE & SHERIDAN BLVD	14	80,900	0.4741
JEWELL AVE & SHERIDAN BLVD	8	52,650	0.4163
MORRISON RD & BEAR CREEK BLVD	3	20,629	0.3984
BELLEVIEW AVE & KIPLING ST	6	51,914	0.3166
QUINCY AVE & KIPLING ST	6	57,550	0.2856

Average Rate = 0.7037

Critical Intersection =

Arterial-Collector Signalized Intersections

Intersection	Number of Crashes	Total	Crash
	2023	Volume	Rate
COLFAX AVE & PIERCE ST	14	34500	1.1118
MORRISON RD & KIPLING ST	4	10343	1.0595
1ST AVE & WADSWORTH BLVD	29	82583	0.9621
VIRGINIA AVE & WADSWORTH BLVD	19	54200	0.9604
OHIO AVE & WADSWORTH BLVD	18	51400	0.9594
14TH AVE & WADSWORTH BLVD	17	48992	0.9507
20TH AVE & WADSWORTH BLVD	18	52040	0.9476
5TH AVE & WADSWORTH BLVD	22	66400	0.9077
MISSISSIPPI AVE & KIPLING PKWY	15	50500	0.8138
ALAMEDA AVE & VANCE ST	12	40500	0.8118
COLFAX AVE & HARLAN ST	9	30500	0.8084
GIRTON AVE & WADSWORTH BLVD	15	51200	0.8027
2ND PL & UNION BLVD	13	45270	0.7868
FLORIDA AVE & WADSWORTH BLVD	15	52489	0.7829
20TH AVE & KIPLING ST	13	45550	0.7819
MISSISSIPPI AVE & WADSWORTH BLVD	14	52740	0.7273
MORRISON RD / MISSISSIPPI AVE & SHERIDAN BLVD	13	49050	0.7261
ALAMEDA AVE & HARLAN ST	9	34650	0.7116
COLFAX AVE & GARRISON ST	9	36000	0.6849
26TH AVE & KIPLING ST	11	45070	0.6687
DARTMOUTH AVE & KIPLING PKWY	10	43400	0.6313
ALAMEDA AVE & PIERCE ST	8	35200	0.6227
COLFAX AVE & CARR ST	7	32000	0.5993
ALAMEDA AVE & ALLISON PKWY	8	37000	0.5924
10TH AVE & WADSWORTH BLVD	11	51140	0.5893
COLFAX AVE & LAMAR ST	6	29400	0.5591
JEWELL AVE & WRIGHT ST	3	15139	0.5429
ALAMEDA PKWY & MISSISSIPPI AVE / OHIO AVE	5	25800	0.5310
FLORIDA AVE & KIPLING PKWY	8	43200	0.5074
GIRTON DR & KIPLING PKWY	9	49000	0.5032
7TH AVE & DENVER WEST COLORADO MILLS BLVD	7	38575	0.4972
4TH AVE & UNION BLVD	10	56890	0.4816
JEWELL AVE & UNION BLVD	4	22800	0.4807
FLORIDA AVE & SHERIDAN BLVD	8	46200	0.4744
ALAMEDA AVE & GARRISON ST	8	48000	0.4566
ALAMEDA PKWY & BEECH DR	4	24000	0.4566
5TH AVE & SHERIDAN BLVD	9	54400	0.4533
8TH AVE & SIMMS ST	6	37490	0.4385
EASTMAN PL & WADSWORTH BLVD	8	50600	0.4332

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total</i>	<i>Crash</i>
	<i>2023</i>	<i>Volume</i>	<i>Rate</i>
CEDAR DR & UNION BLVD	7	44800	0.4281
EXPOSITION AVE & KIPLING ST	6	43903	0.3744
JEWELL AVE & GARRISON ST	4	31600	0.3468
26TH AVE & WADSWORTH BLVD	6	50570	0.3251
YALE AVE & SHERIDAN BLVD	5	44208	0.3099
1ST AVE & SHERIDAN BLVD	7	62000	0.3093
ALAMEDA AVE & ROUTT ST	4	35800	0.3061
8TH PL & KIPLING ST	5	45262	0.3027
YALE AVE & WADSWORTH BLVD	6	57208	0.2873
COLFAX AVE & QUAIL ST	3	29200	0.2815
ALAMEDA AVE & TELLER ST	4	40000	0.2740
KENTUCKY DR & KIPLING PKWY	4	44700	0.2452
10TH AVE & SHERIDAN BLVD	4	45878	0.2389
COLFAX AVE & DENVER WEST RETAIL	4	50500	0.2170
JEFFERSON AVE & WADSWORTH BLVD	4	51400	0.2132
ALAMEDA PKWY & URBAN ST	3	39780	0.2066
14TH AVE & SHERIDAN BLVD	3	44870	0.1832
MANSFIELD PKWY & WADSWORTH BLVD	3	53300	0.1542
MORRISON RD & WADSWORTH BLVD	3	55439	0.1483

Average Rate = 0.5512
Critical Intersection = 0.5512

Arterial-Collector Unsignalized Intersections

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total</i>	<i>Crash</i>
	<i>2023</i>	<i>Volume</i>	<i>Rate</i>
ALAMEDA PKWY & CENTER AVE	3	31775	0.2587
10TH AVE & KIPLING ST	4	42900	0.2555

Average Rate = 0.2571
Critical Intersection =

Arterial-Local Signalized Intersections

Intersection	Number of Crashes	Total	Crash
	2023	Volume	Rate
COLFAX AVE & TELLER ST	15	29500	1.3931
COLORADO MILLS PKWY & DEN WEST COL MILLS BLVD	9	31048	0.7942
CEDAR AVE & SHERIDAN BLVD	10	54400	0.5036
COLFAX AVE & NEWLAND ST	5	28000	0.4892
2ND AVE & WADSWORTH BLVD	8	48600	0.4510
ALAMEDA AVE & DEPEW ST	4	30500	0.3593
1875 SOUTH SIGNAL & WADSWORTH BLVD	6	46400	0.3543
COLFAX AVE & OAK ST	3	27400	0.3000
COLFAX AVE & MILLER ST	3	29500	0.2786
13TH AVE & KIPLING ST	3	37800	0.2174
ASBURY AVE & KIPLING PKWY	3	38000	0.2163
LAKEHURST WY / STANFORD AVE & KIPLING PKWY	3	46000	0.1787

Average Rate = 0.4613

Critical Intersection =

Arterial-Local Unsignalized Intersections

Intersection	Number of Crashes	Total	Crash
	2023	Volume	Rate
COLFAX AVE & AMES ST	12	29400	1.1183
ALAMEDA PKWY & VIRGINIA AVE	7	20000	0.9589
COLFAX AVE & KENDALL ST	7	30400	0.6309
COLFAX AVE & SAULSBURY ST	6	28500	0.5768
BELLEVIEW AVE & JELLISON WAY	4	21800	0.5027
LOUISIANA AVE & SHERIDAN BLVD	7	43400	0.4419
12TH AVE & WADSWORTH BLVD	7	46300	0.4142
19TH AVE & WADSWORTH BLVD	6	42300	0.3886
COLFAX AVE & DOVER ST	4	29400	0.3728
COLFAX AVE & INDEPENDENCE ST	4	32400	0.3382
9TH AVE & KIPLING ST	5	41300	0.3317
COLFAX AVE & CHASE ST	4	33400	0.3281
COLFAX AVE & BRENTWOOD ST	3	25500	0.3223
9TH AVE & WADSWORTH BLVD	6	54300	0.3027
COLFAX AVE & GLEN MOOR DR	3	27400	0.3000
EVANS AVE & WADSWORTH BLVD	5	46800	0.2927
COLFAX AVE & OTIS ST	3	28400	0.2894
BAYAUD AVE & WADSWORTH BLVD	6	57500	0.2859
ELLSWORTH AVE & WADSWORTH BLVD	6	58100	0.2829
COLFAX AVE & DEPEW ST	3	29400	0.2796
COLFAX AVE & FENTON ST	3	29400	0.2796
COLFAX AVE & BENTON ST	3	29400	0.2796
COLFAX AVE & ALLISON ST	3	33300	0.2468
SERE LN & UNION BLVD	4	45500	0.2409
COLFAX AVE & YARROW ST	3	34400	0.2389
CEDAR AVE & KIPLING ST	4	49200	0.2227
21ST AVE & KIPLING ST	3	38200	0.2152
BAYAUD AVE & SHERIDAN BLVD	4	53800	0.2037
ARIZONA AVE & WADSWORTH BLVD	3	47200	0.1741
13TH AVE & WADSWORTH BLVD	3	52500	0.1566
BROADVIEW DR & WADSWORTH BLVD	3	54050	0.1521

Average Rate = 0.3603

Critical Intersection = 0.3603

Collector-Collector Signalized Intersections

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total</i>	<i>Crash</i>
	<i>2023</i>	<i>Volume</i>	<i>Rate</i>
26TH AVE & SIMMS ST	5	9800	1.3978
10TH AVE & CARR ST	3	6000	1.3699
2ND PL & VAN GORDON ST	6	15300	1.0744
MISSISSIPPI AVE & HARLAN ST	5	14300	0.9579
MISSISSIPPI AVE & PIERCE ST	5	18200	0.7527
1ST AVE & PIERCE ST	4	14700	0.7455
20TH AVE & SIMMS ST	5	20375	0.6723
CEDAR DR & VAN GORDON ST	4	18500	0.5924
MISSISSIPPI AVE & GARRISON ST	4	20350	0.5385
YALE AVE & ESTES ST	3	15500	0.5303

Average Rate = 0.8632
Critical Intersection =

Collector-Collector Unsignalized Intersections

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total</i>	<i>Crash</i>
	<i>2023</i>	<i>Volume</i>	<i>Rate</i>
ALAMEDA DR & XENON CT	3	5000	1.6438
10TH AVE & HARLAN ST	3	5700	1.4420
14TH AVE & LAMAR ST	3	7100	1.1576

Average Rate = 1.4145
Critical Intersection =

Collector-Local Signalized Intersections

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total</i>	<i>Crash</i>
	<i>2023</i>	<i>Volume</i>	<i>Rate</i>
ALASKA DR & VANCE ST	3	10000	0.8219

Average Rate = 0.8219
Critical Intersection = [REDACTED]

Collector-Local Unsignalized Intersections

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total</i>	<i>Crash</i>
	<i>2023</i>	<i>Volume</i>	<i>Rate</i>
15TH PL & QUAIL ST	4	1800	6.0883
VIRGINIA AVE & YARROW ST	5	6286	2.1792
10TH AVE & INDEPENDENCE ST	3	4400	1.8680
13TH AVE & PIERCE ST	3	4600	1.7868
CENTER AVE & VANCE ST	4	8300	1.3203
KENTUCKY AVE & HARLAN ST	3	6260	1.3130
2ND PL & HEALING WAY	3	9095	0.9037
8TH AVE & GARRISON ST	3	14704	0.5590

Average Rate = 2.0023
Critical Intersection =

Local-Local Unsignalized Intersections

<i>Intersection</i>	<i>Number of Crashes</i>	<i>Total Volume</i>	<i>Crash Rate</i>
	<i>2023</i>		
16TH AVE & EATON ST	1	800	3.4247
4TH AVE & HARLAN ST	1	2627	1.0429
CUSTER AVE & SAULSBURY DR	1	3300	0.8302
2ND PL & ARBUTUS DR	2	9951	0.5506

NO QUALIFYING
CRITICAL
INTERSECTIONS FOR
2023

Average Rate = #N/A
Critical Intersection = [REDACTED] **#VALUE!**

STAFF MEMO

DATE OF MEETING: DECEMBER 2, 2024 / AGENDA ITEM NO. 4

To: Mayor and City Council

From: Holly Bjorklund, Chief of the Finance Branch
Robert Smith, Economic Development Director
Katie Faltys, Economic Development Specialist
Mary O'Halloran, Purchasing Supervisor

Subject: **End of Year Report Regarding Women /Minority-owned Businesses in Lakewood**

SUMMARY STATEMENT: On January 8, 2024, the Lakewood Advisory Committee (LAC) presented a report focused on policies and procedures around awarding City vendor contracts, particularly examining the inclusion of Women and Minority-Owned Business Enterprises (WMBEs). Lakewood City Staff's response identified three key areas: data collection, outreach and training, and comparing Lakewood's approach to other communities in awarding contracts to WMBEs.

During Lakewood's City Council retreat on March 1-2, 2024, the City Council identified Goal 6.4 There is support for women-owned, minority owned and small businesses. This presentation will give an update on the actions taken to achieve this goal.

Lakewood's Purchasing Program emphasizes fairness, transparency, and inclusiveness, with all contracts adhering to federal non-discrimination laws. The program uses the Rocky Mountain E-Purchasing System (BidNet) to ensure open access for all vendors and follows rigorous purchasing procedures to maintain high integrity.

Since the mid-1980s, the Lakewood Economic Development Office has supported WMBEs, a commitment reinforced starting within the 2019 Economic Development Strategic Plan, and continuing in subsequent years, which specifically includes support tactics for WMBEs.

BACKGROUND INFORMATION: On 1/8/2024, the Lakewood Advisory Committee (LAC) presented their research report on Women and Minority Owned Business Enterprises (WMBE or W/MBE) which, in response to Council Member inquiry, focused largely on policies and procedures in the awarding of City vendor contracts and their distribution among all businesses and specifically those which identified as WMBE.

As part of the 1/8/2024 Presentation, Lakewood City Staff included a response to the LAC's Research Report identifying areas to focus on:

1. Statistics & Data Gathering
2. Evaluating Data
3. Training, Workshops & Outreach
4. More Partnerships
5. Reporting back in one year

At the City Council's 2024 Planning Retreat on 3/1–3/2/2024, City Council identified goal 6.4: There is support for women-owned, minority-owned and small businesses. Staff would like to highlight the past and current actions below that related to goal 6.4 of the Council.

- Four outreach efforts / events from Economic Development and Finance for women and minority-owned businesses.
- An integral tenant of Lakewood’s Purchasing Program is ensuring that all processes for awarding vendor contracts are fair, transparent, and open to all vendors, regardless of race, color, national origin, age, sex, or disability.
 1. Statement in Lakewood Municipal Code (LMC): “Federal law prohibits discrimination on the basis of race, color, national origin, age, sex, or disability in any City of Lakewood program or activity. This prohibition applies to all branches of the City of Lakewood, its contractors, consultants, and anyone else who acts on behalf of the City of Lakewood.”
 2. Using BidNet helps ensure all of Lakewood’s solicitations for vendor contracts are fair, transparent, and open to all vendors.
 3. Following well-established best practice purchasing procedures with the highest integrity, consistency and transparency has led Lakewood to laudable results in the distribution of vendor contract awards.
 4. The Purchasing Division offers support to all businesses in participation with BidNet but does not offer “support” or advantage to any individual business.
- Support for all businesses, including those owned by women and minorities has been a part of the Lakewood Economic Development Office’s Mission since the mid-1980s.
- In 2019, Lakewood’s Annual Economic Development Strategic Plan cited support for all businesses, but also specifically called out support for women and minority-owned businesses within the tactics to be implemented. This specific call-out has been included in each annually updated Economic Development Strategic Plan.

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: Other than receiving the presentation, Staff has no other recommendations at this time.

ALTERNATIVES: No alternatives are being proposed at this time.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council.

NEXT STEPS: None

ATTACHMENTS: 1. EOY Presentation - Women and Minority-owned Businesses

REVIEWED BY: Kathleen E. Hodgson, City Manager
 Benjamin B. Goldstein, Deputy City Manager
 Alison McKenney Brown, City Attorney



End of Year Report:

Women & Minority Owned Businesses (WMBEs)

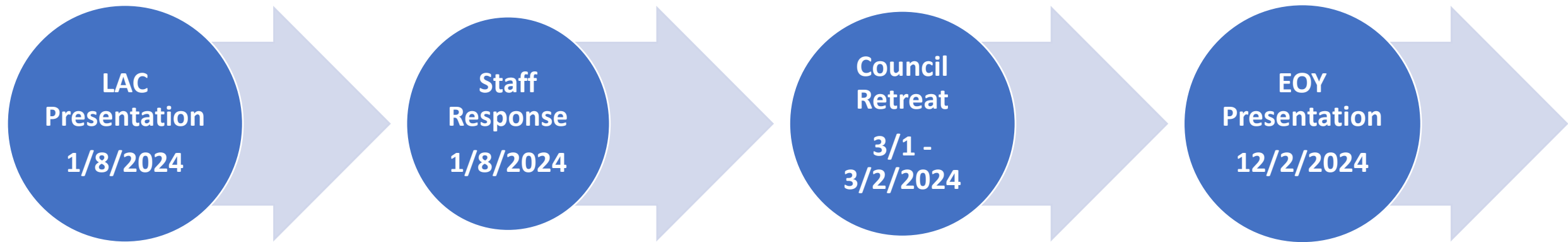
December 2, 2024



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Goals, Strategies & Tactics RE: WMBEs



City Council goal 6.4:

There is support for women-owned, minority-owned (MWBEs) and small businesses.

Four outreach actions identified from Economic Development and Finance for MWBEs.



- 1. Continue Statistics and Data Gathering**
- 2. Evaluate and Make Adjustments to Workshops and Outreach Based on Data**
- 3. Conduct Training, Workshops and Outreach**
- 4. Develop Partnerships With Other Local Governments**



Statistics and Data Gathering

END OF Q3 2024 DATA

PURCHASING CONTRACTS

TOTAL	MWBE	AVERAGE %
357	53	14.9%

DOLLARS

TOTAL	MWBE	AVERAGE %
\$33.7M	\$3.5M	10.4%

**2023 Q2-Q4
MWBE
Contracts
19.4%**



What is already being done? Workshops and Outreach Evaluation

Economic Development:

- building relationships with 7500 businesses.**

Purchasing:

- providing training, accessibility and fair, impartial streamlined bidding processes**



Women & Minority-Owned Business Support

Ivan Hernandez and the Banner Signs and Decals Team

Minority-Owned Business



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Banner Signs and Decals – 9550 W 15th Place

Women & Minority-Owned Business Support

Sylvester & Theodora Osei-Fordwuo, Owners of African Grill and Bar

Minority-Owned Business



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African Grill & Bar – 955 S Kipling Pkwy

Women & Minority-Owned Business Support



Mayor Strom and Eyob Solomon, Franchisee at the opening of his small business.

“Big Corporate” businesses are often owned by local small businesspeople.



Women & Minority-Owned Business Support



Rockley's Events Center
Woman-Owned Business



Mountain Cleaners
Minority-Owned Business



Kickin' Chicken
Minority Woman-Owned Business

**Strategic Partners like
Terumo BCT &
FirstBank.**



Jenny Nikaido
Government Affairs Liaison
Terumo BCT



Antoinette Gawin,
CEO
Terumo BCT

Tri-County Workforce Development Board

TCWDB helps the JeffCO Business & Workforce Center implement the Workforce Innovation and Opportunity Act (WIOA).



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Robert Smith joined the TCWDB Board in 2024

Purchasing

- **BidNet (electronic bid system)**
- **Smaller dollar contracts via Department staff**
- **Conducted targeted training, outreach and workshops in 2024**



Training, Workshops and Outreach

- **Rocky Mountain Governmental Purchasing Association (RMGPA) event**
- **Alameda Corridor Business Improvement District (BID)**
- **APEX Accelerator in conjunction with City & County of Denver and CDOT**
- **West Colfax Community Association (WCCA)**
- **Union Corridor Professionals (UCP)**



Training, Workshops and Outreach

Bianca Rhoades and Kaitlyn Sullivan at RMGPA Vendor Event



TRAINING, WORKSHOPS AND OUTREACH



Mary O'Halloran at Alameda Connects

Mary O'Halloran and Katie Faltys



Purchasing Outreach

**The Lakewood
Purchasing Division
presented doing
business with
Lakewood –
Vendor Contracts at
several Business
Association
Meetings.**



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UCP Meeting

1. Local Agencies Contacted

- City and County of Denver
- Jefferson County
- APEX

2. Results

- Presented “Doing Business with the City of Lakewood” at APEX (City and County of Denver and CDOT)
- Attended City and County of Denver meeting on Doing Business with City and County of Denver

3. Purchasing will continue to pursue partnerships with other local agencies.



1. Statistics and Data Gathering

- Informative benchmarking
- Q2-Q4 2023 19.4% and Q1-Q3 2024 14.9% contracts awarded to MWBEs

2. Evaluate and Make Adjustments to Workshops and Outreach Based on Data

- Statistics will assist in evaluation for 2025 outreach

3. Conduct Training, Workshops and Outreach

- Five events completed in 2024

4. Develop Partnerships With Other Local Governments

- Partnerships with Denver and CDOT





Questions?



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