

AGENDA
STUDY SESSION MEETING OF THE CITY COUNCIL
VIRTUAL MEETING
CITY OF LAKEWOOD, COLORADO
VIRTUAL MEETING
DECEMBER 1, 2025
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

The City of Lakewood does not discriminate on the basis of race, age, national origin, color, creed, religion, sex, sexual orientation or disability in the provision of services. People needing reasonable accommodation to attend or participate in a City service program can call 303-987-7080 or TDD 303-987-7057. Please give notice as far in advance as possible so we can accommodate your request.

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 – SAFE STREETS FOR ALL (SS4A) PROJECT UPDATE

ITEM 4 – TRAFFIC CALMING DISCUSSION AND PROPOSED POLICY UPDATES

ITEM 5 – NEW SIDEWALK EVALUATION PROCESS AND PRIORITIZATION

ITEM 6 – COMMITTEE REPORTS

ITEM 7 – ADJOURNMENT

[MEET_FOOT]

STAFF MEMO

DATE OF MEETING: DECEMBER 1, 2025 / AGENDA ITEM NO. 3

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **Safe Streets for All (SS4A) Project Update**

SUMMARY STATEMENT: Consor Engineering (consultant) and Public Works staff will provide an update to the City Council on the development of a regional Vision Zero Safety Action Plan for Jefferson County utilizing a federal Safe Streets for All (SS4A) grant.

BACKGROUND INFORMATION: The project is being managed by Jefferson County with primary support from Lakewood. The City Council approved funding a portion of this work in contract \$23-07109. The contract was amended at the council meeting on August 11, 2025.

Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation. The Safe System Approach is a holistic, layered strategy that considers safe road users, safe vehicles, safe speeds, safe roads, and post-crash care in order to make progress towards the goal of Vision Zero. The Jefferson County Vision Zero Safety Action Plan will follow the Safe System Approach and analyze crash data, roadway characteristics, and risk conditions in order to identify projects and policies that will improve transportation safety throughout the County. Completion of the Vision Zero Safety Action Plan will make Lakewood eligible for future federal implementation grants related to safety improvements aimed at reducing traffic crashes and eliminating serious injuries & fatalities.

BUDGETARY IMPACTS: There is no specific budget impact as a result of this discussion.

STAFF RECOMMENDATIONS: The presentation is intended to provide information to the City Council and receive feedback regarding the direction and progress of the Safety Action Plan.

ALTERNATIVES: Alternative directions from City Council can be provided.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council. Development of the Vision Zero Safety Action Plan will be communicated to the public through a project website, pop-up events, and several dedicated public meetings to receive public input.

NEXT STEPS: The project team will continue incorporating Council comments, staff comments, stakeholder insights, and public outreach into their work process. In 2026, the project team will provide a mid-point update to the City Council with crash analysis results and draft recommendations. In Spring 2027, the project team will bring the final Safety Action Plan to Council for adoption of the Lakewood portion.

ATTACHMENTS: 1. Contract Amendment for Safe Streets for All (SS4A)

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

**CITY OF LAKEWOOD
STANDARD CONTRACT COVER SHEET**

Contract # 23-07109

Renewal/Extension # ___ Amendment # X Task/Change Order # ___ Execution Date 8/26/2025

Title or Purpose of Contract First Amendment IGA Funding Agreement-23-2265 Infrastructure Investment and Jobs Act/SS4A

Amount \$ 136,250.00 Event (File) No. _____

Supplier Jefferson County

Address 100 Jefferson County Parkway, Suite 3500, Golden, CO 80419

Authorizing Resolution or Ordinance # _____ Responsible Department PW

Dept. Administrator Stacey Rock Contract Originator Mike Whiteaker

Name of Reviewing Attorney Gus Schenck

Mark the Signatures Needed

- City Attorney
- Branch Manager (For IT, ED, HR, & Fac. Infr. & Maint. only)
- Department Head
- Division Manager
- Outside Party/Parties
- Chief Financial Officer (\$25,000 & over)
- City Clerk
- City Manager (_____ OK to sign)

Signatures Received (initial & date)

GS
GS

MAD
MAD

HB
HB

SR
SR

KH
KATHY HOBBS

Outside Signatures Last No Yes (Requested by _____)

Lawful Presence Documentation – Individual Persons (Not needed for LLC’s, Corporations or Partnerships)

- ID verified by _____ (Employee Name)
- Lawful Presence Affidavit attached (**don’t write personal info on the affidavit**)
- Copy of ID attached

Type of Agreement/Contract

<input type="checkbox"/> BAA	<input checked="" type="checkbox"/> BID	<input type="checkbox"/> COEV	<input type="checkbox"/> CONT	<input type="checkbox"/> COOP	<input type="checkbox"/> EFA	<input type="checkbox"/> ENG
<input type="checkbox"/> GRNT	<input type="checkbox"/> IGA	<input type="checkbox"/> LOAN	<input type="checkbox"/> LSE	<input type="checkbox"/> MNT	<input type="checkbox"/> MOU	<input type="checkbox"/> MSA
<input type="checkbox"/> NDA	<input type="checkbox"/> NONE	<input type="checkbox"/> OTH	<input type="checkbox"/> PAA	<input type="checkbox"/> PART	<input type="checkbox"/> PE	<input type="checkbox"/> PER
<input type="checkbox"/> PIA	<input type="checkbox"/> PIGY	<input type="checkbox"/> PROF	<input type="checkbox"/> QTS	<input type="checkbox"/> R4Q	<input type="checkbox"/> RENT	<input type="checkbox"/> REV
<input type="checkbox"/> RFI	<input type="checkbox"/> RFP	<input type="checkbox"/> RFQ	<input type="checkbox"/> RLA	<input type="checkbox"/> SAAS	<input type="checkbox"/> SNGL	<input type="checkbox"/> SOFT
<input type="checkbox"/> SOLE	<input type="checkbox"/> SPON	<input type="checkbox"/> TCE	<input type="checkbox"/> TEN	<input type="checkbox"/> USE	<input type="checkbox"/> UTIL	<input type="checkbox"/> ZERO

If “Other”, explain: _____

Contract status review by Mike Whiteaker Next review date _____
Contract Reviewer/Administrator

Contract Expiration Date _____, if applicable

All Departments:

____ Yes, record with County Clerk via the COO

____ No, do not record

FIRST AMENDMENT TO INTERGOVERNMENTAL FUNDING AGREEMENT

THIS FIRST AMENDMENT TO INTERGOVERNMENTAL FUNDING AGREEMENT (this “First Amendment”), dated for reference purposes only this 2nd day of July, 2025, is made and entered into by and between the **COUNTY OF JEFFERSON, STATE OF COLORADO**, a body politic and corporate (the “County”), and the **CITY OF LAKEWOOD** (the “City”).

RECITALS

A. The parties entered into an Intergovernmental Funding Agreement dated February 14, 2024 to use the Infrastructure Investment and Jobs Act/Safe Streets for All (“IIJA/SS4A” or “SS4A”) grant to develop a comprehensive Safety Action Plan (“Plan”) including infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets that involve all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro-mobility users, motorists, and commercial vehicle operators (the “Agreement”).

B. The parties desire to amend the Agreement as set forth herein.

C. Capitalized terms not otherwise defined herein shall have the meaning set forth in the Agreement.

AGREEMENT

In consideration of the covenants and conditions set forth herein, and for other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Recital E is hereby deleted in its entirety and replaced with the following:

E. Whereas, the County requires, and the City agrees to pay the County directly for the City’s share of the required cost of its local share of the Plan as more fully set forth herein.

2. Paragraph 3, Payment for the City’s Portion of the Plan is hereby deleted in its entirety and replaced with the following:

3. Payment for the City’s Portion of the Plan. The City and the County agree that the local cost sharing for the work on the Plan is \$136,250 and that the County’s local share match is \$56,250.00 and the City’s local share match is \$80,000.00. As a third-party beneficiary of the Consultant Contract, the City agrees that it shall pay the County in one lumpsum payment, directly upon execution of this amendment, for the City’s local match share.

3. The Agreement as modified herein remains in full force and effect and is ratified by the parties. In the event of any conflict between the Agreement and this Amendment, the terms and conditions of this Amendment shall control.

4. This First Amendment may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. The parties approve the use of electronic signatures for execution of this Amendment. All documents must be properly notarized, if applicable. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, C.R.S. §§24-71.3-101 to -121.

[Signature pages follow.]

The parties hereto have caused this First Amendment to be executed.

COUNTY OF JEFFERSON
STATE OF COLORADO


By: _____
Abel Montoya
Development & Transportation Director

APPROVED AS TO FORM:

Carey T. Markel
Deputy County Attorney

ATTEST:

CITY OF LAKEWOOD


By: 
Jay R. Robb, City Clerk

Date: 09/02/2025

RECOMMENDED FOR APPROVAL:

By: *Maria D'Andrea*
Maria D'Andrea (Aug 28, 2025 08:42:19 MDT)
Maria D'Andrea,
Public Works Director

By: *Holly Björklund*
Holly Bjorklund,
Chief Financial Officer


KATHY HODGSON (Aug 30, 2025 17:26:28 MDT)
Kathleen E. Hodgson, City Manager

APPROVED AS TO FORM:

By: *Gus Schenck*
Gus Schenck,
Senior Assistant City Attorney

INTERGOVERNMENTAL FUNDING AGREEMENT

THIS INTERGOVERNMENTAL FUNDING AGREEMENT (this "Agreement"), dated for reference purposes only this 14th day of February 2024, is made and entered into by and between the COUNTY OF JEFFERSON, STATE OF COLORADO, a body politic and corporate (the "County"), and the CITY OF LAKEWOOD (the "City").

RECITALS

A. Whereas, pursuant to C.R.S. § 29-1-203 and § 29-1-203.5 as amended, the County and the City have the authority to enter into intergovernmental agreements.

B. Whereas, the County and the City jointly applied for an Infrastructure Investment and Jobs Act/Safe Streets for All ("IIJA/SS4A" or "SS4A") grant and the County, as fiscal agent for this grant, has been awarded \$545,000.00 from the United States Department of Transportation. These funds will be used to support the National Roadway Safety Strategy and the Department of Transportation's goal of zero deaths and serious injuries on our nation's roadways.

C. Whereas, the parties will use the SS4A grant funds to develop a comprehensive Safety Action Plan ("Plan") including infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets that involve all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro-mobility users, motorists, and commercial vehicle operators. The Plan will equip the County with specific recommendations on mitigating crash patterns and reducing crash potential, prioritizing underserved and historically underrepresented areas, costs, opportunities, and barriers, resulting in safer mobility within the county.

D. Whereas, the terms of the SS4A grant require a local match in funding.

E. Whereas, the County requires, and the City agrees to pay the consultant directly for the City's share of the required cost of its local share of the Plan as more fully set forth herein.

F. Whereas, the County and the City have agreed to participate in this grant opportunity as set forth below.

G. Whereas, the County anticipates retaining the services of a consultant to prepare the Plan.

H. Whereas, the City and the County desire to enter into this Agreement to memorialize their understanding relating to the funding of the Plan.

AGREEMENT

NOW, THEREFORE, for and in consideration of the covenants and conditions set forth herein, and for other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties agree as follows:

1. The Plan. The City has reviewed and approved the Statement of Work with respect to the Plan and agrees that the County may include the Statement of Work in its bid package for the consultant for the Plan.

2. The Consultant Contract. The County shall comply with applicable federal procurement requirements for the Consultant Contract. The City shall be a third-party beneficiary of the Consultant Contract and agrees that it shall be the Consultant's responsibility to carry out and complete the Project work on the Plan in accordance with the Consultant Contract. The County shall administer and manage the Project work.

3. Payment for the City's Portion of the Plan. The City and the County agree that the local cost sharing for the work on the Plan is \$136,250 and that the County's local share match is \$56,250.00 and the City's local share match is \$80,000.00. As a third-party beneficiary of the Consultant Contract, the City agrees that it shall pay Consultant directly and on a timely basis, as billed by the Consultant for the City's local match share.

4. The City's Contact with the Consultant. The County, as fiscal agent of the grant, in coordination with the City, will supervise, direct, or otherwise control the Consultant. The City may meet with the Consultant and communicate its concerns to the Consultant provided that the County Representative or designee is also present at such meetings. The parties acknowledge, however, that all formal direction, supervision and control of the Consultant remains exclusively with the County.

5. Change Orders. With the exception of the City's local match share, the County shall be responsible for making all Consultant Contract payments to the Consultant and for issuing change orders for the Plan. Regardless of the amount by which a change order increases the amount of the City's Share, a Key Notice of all change orders shall be submitted to the City for review, comment and written approval at least ten (10) days prior to the proposed issuance by the County. The County shall have the final authority to make payments and issue change orders, subject to the City's rights of approval set forth herein.

6. Completion of the Plan. The County will notify the City once the Consultant has notified the County that the Plan is complete. The City shall review the Plan with the County Representative and an agent of the Consultant at a time agreed to by the County, City and Consultant. The County and the City will meet with the Consultant to identify in writing any deficiencies in the Plan.

7. Term. This Agreement shall remain in effect until completion of the Consultant Contract services.

8. Authorized Representatives. The County designates Abel Montoya as the County Representative under this Agreement. The City designates Mike Whiteaker as the City Representative under this Agreement. Each party shall be notified of any change by the other in its authorized representatives.

9. No Waiver of Immunity. Each party, its officers and its employees are relying on, and do not waive or intend to waive by any provision of this Agreement, the monetary limitations

or any other rights, defenses, immunities, and protections provided by the Colorado Governmental Immunity Act, as amended, or otherwise available to it, its officers and employees. Each party will be responsible for its own negligent or intentional acts or omissions and for those of its employees, officers, agents and volunteers. The parties agree that in the event any claim or suit is brought against either or both parties by any third party as a result of the operation of this Agreement, both parties will cooperate with each other, and with the insuring entities of both parties, in defending such claim or suit.

10. Governing Law and Venue. This Agreement and the rights and duties of the parties hereunder shall be interpreted in accordance with the laws of the State of Colorado. Each party shall have and may, from time to time, exercise any and all remedies available at law or in equity in order to enforce its rights under this Agreement. Venue for any and all legal actions arising hereunder shall lie in the City Court in and for the County of Jefferson, State of Colorado.

11. No Third-Party Beneficiaries. This Agreement will not confer any rights or remedies upon any person other than the parties and their respective successors and permitted assigns.

12. Officials Not to Benefit. No member of the City or County government, commissioners or individual elected officers shall receive any share or part of this Agreement or any benefit that may arise therefrom.

13. Non-Appropriation. The payments of either party's obligations in fiscal years subsequent to the current year are contingent upon funds for this Agreement being appropriated and budgeted. If funds for this Agreement are not appropriated and budgeted in any subsequent year, this Agreement shall terminate. As of the date of execution of this Agreement, it is the intent and expectation of the parties to budget and appropriate the funds required for its full and complete performance.

14. Notices.

(i) "Key Notices" under this Agreement are notices regarding any default, contractual dispute or termination of the Agreement. Key Notices shall be given in writing and shall be deemed received if given by: (A) confirmed electronic transmission (as defined in subsection (ii) below) when transmitted, if transmitted on a business day and during normal business hours of the recipient, and otherwise on the next business day following transmission, (B) certified mail, return receipt requested, postage prepaid, three (3) business days after being deposited in the United States mail, or (C) overnight carrier service or personal delivery, when received. For Key Notices, the parties will follow up any electronic transmission with a hard copy of the communication by the means described in subsection 13(i)(B) or 13(i)(C) above. All other daily communications or notices between the parties that are not Key Notices may be done via electronic transmission. Notice shall be given to the parties at the following addresses:

The City:

City of Lakewood
480 S. Allison Pkwy, Lakewood, CO 80226-3127
Attn: City Transportation Engineer
Tel: 303-987-7981

Email: mikwhi@lakewood.org

with a copy to:

City of Lakewood Attorney Office
480 S. Allison Pkwy, Lakewood, CO 80226-3127
Attn: Gus Schenck
Tel: 303-987-7454
E-mail: GusSch@lakewood.org

The County:

Director of Transportation & Engineering
100 Jefferson County Pkwy., Suite 3500
Golden, CO 80419-3500
Tel: (303) 271-8495
Email: TEDContracts@jeffco.us

with a copy to:

Jefferson County Attorney
100 Jefferson County Parkway, #5500
Golden, Colorado 80419
Tel: (303) 271-8900
E-mail: CAOContracts@jeffco.us

All Key Notices to the County shall include a reference to the Agreement and the date of the Contract.

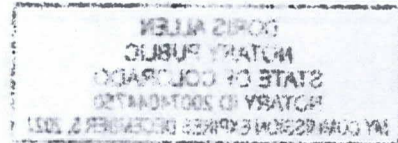
(ii) Electronic Transmissions. The parties agree that: (A) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (B) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (C) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. The parties further agree that they shall not raise the transmission of a notice or communication, except for Key Notices, by electronic transmission as a defense in any proceeding or action in which the validity of such notice or communication is at issue and hereby forever waive such defense. For purposes of this Contract, the term "electronic transmission" means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding facsimile transmissions and texts.

15. Entire Agreement. This Agreement represents the entire agreement between the parties and there are no oral or collateral agreements or understandings. Only an instrument in writing signed by the parties may amend this Agreement.

16. Execution by Counterparts; Electronic Signatures. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. The parties approve the use of electronic signatures

for execution of this Agreement. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, CRS §§ 24 71.3 101 to -121.

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ATTEST:

By: Bernadette J. Robb
Jay R. Robb, City Clerk

Kathleen E. Hodgson
Kathleen E. Hodgson, City Manager

Date: 01/29/2024

RECOMMENDED FOR APPROVAL:

By: Max E. Kirschbaum
Max E. Kirschbaum,
Public Works Director

APPROVED AS TO FORM:

By: Gus Schenck
Gus Schenck,
Senior Assistant City Attorney

By: Holly Bjorklund
Holly Bjorklund,
Chief Financial Officer

STAFF MEMO

DATE OF MEETING: DECEMBER 1, 2025 / AGENDA ITEM NO. 4

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **Proposed Traffic Calming Policy Modifications**

SUMMARY STATEMENT: Public Works staff will discuss recommended modifications to the current traffic-calming policy. Staff will also share some new safety-related technology that will be refined through development of the SS4A Safety Action Plan.

BACKGROUND INFORMATION: The City of Lakewood has been working to make our streets safer and more comfortable for everyone—whether you're walking, biking, driving, or using mobility devices. Here's how we're evolving our approach to managing vehicle speeds in neighborhoods and on minor collector roads. Since 1994, Lakewood has installed speed humps to reduce speeding in residential areas. In 2000, the city updated its policy to prioritize streets where the average speed exceeds the posted speed limit, following national guidance from the Institute of Transportation Engineers (ITE). After the City modified local streets to implement a 20 mile-per-hour (MPH) speed limit, staff has noted some recommended changes to the current Traffic Calming Policy that would better align with the desired outcomes of the Traffic Calming Program, specifically improving neighborhood safety and speed management. As traffic safety research has advanced, so have potential strategies. Based on recent studies and collaboration with other cities, staff are proposing to:

- Install multiple speed humps per block where needed.
- Reduce the spacing between humps to maintain consistent speeds.
- Tailor designs to better fit the needs of each neighborhood.

Introducing Speed Cushions on Collector Roads.

To address speeding on slightly larger roads (referred to as minor collectors), staff have begun constructing speed cushions in lieu of speed humps. Speed cushions are a newer type of traffic-calming tool that are designed to slow most vehicles while allowing emergency vehicles—like fire trucks—to pass with minimal delay. The cushions include wheel slots that align with fire engine tires, reducing wear on emergency vehicles and improving response times. This year, speed cushions were installed on Dartmouth Avenue, Alkire Court, and Gladiola Way as part of a pilot project.

Using Technology to Improve Safety.

Staff are also using advanced safety technology at select intersections to:

- Monitor traffic patterns and near-miss incidents.
- Better understand where and how safety issues occur.
- Make data-driven decisions to improve safety for all road users.

Setting Safe and Consistent Speed Limits.

Lakewood is adopting a decision support system—a tool that helps set speed limits based on local conditions like road design, traffic volumes, and neighborhood context. This system:

- Builds on national best practices.
- Customized for Lakewood's unique needs.
- Will continue to be refined through the Safe Streets and Roads for All (SS4A) Safety Action Plan process.

BUDGETARY IMPACTS: There is no specific budget impact as a result of this discussion.

STAFF RECOMMENDATIONS: Staff recommends implementing the following changes to the City's current Traffic Calming Policy:

- Modify the speed threshold to be "average speed at least 5 mph over posted speed" to help prioritize funding to the streets that need it more. Most local street speed limits are 20 mph.
- Decrease speed hump spacing to allow 400 feet, or slightly less, between humps. The spacing distance is currently set at 700 feet and is limited to only one hump per block.
- Increase the threshold for vehicular volumes on local streets from 3,000 vehicles per day to 3,500 vehicles per day.
- Change to an allocated budget instead of a set number of speed humps (25) to allow for construction cost changes.
- Add speed cushions as an additional "tool" for use on streets designated as Minor Collectors, with West Metro fire approval.

ALTERNATIVES: The following alternatives could be considered by the City Council:

- Remove speed thresholds, thus allowing most local streets to qualify via the petition process.
- Retain the existing speed threshold that requires an average speed above the posted speed.
- Change any of the other proposed policy changes for speed humps.
- Change any of the proposed policy changes for Minor Collectors.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council. Portions of these recommendations were also discussed at a combined Ward 2 & 3 meeting.

NEXT STEPS: The revised Policy will be brought to a future City Council meeting for consideration.

ATTACHMENTS:

1. Resolution 2000-98
2. Resolution 94-158

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

2000-98

A RESOLUTION

ESTABLISHING MODIFIED PROCEDURES AND CRITERIA FOR THE INSTALLATION OF SPEED HUMPS ON LOCAL STREETS IN LAKEWOOD, COLORADO

WHEREAS, the City of Lakewood City Council adopted Resolution 94-158 establishing procedures and criteria for the installation of speed humps on local streets in Lakewood, Colorado with said Resolution based on policy Report 94-29; and

WHEREAS, the Council received information regarding Lakewood's experience with speed humps in the previous five years and rationale concerning speed hump procedures and criteria for the modified use of speed humps at the City Council Study Session on October 16, 2000 and in Policy Report 2000-14; and

WHEREAS, the Council desires to incorporate speed criteria in the criteria for speed humps; and

WHEREAS, for clarity, the Lakewood City Council desires to repeal and reinstate the procedures and criteria in their entirety.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. Resolution 94-158 is repealed and rescinded in its entirety.

SECTION 2. The City Council of the City of Lakewood hereby adopts the following procedures and criteria for the use of speed humps:

1. **Request Procedure.** The request procedure used to consider installation of speed humps in Lakewood, Colorado shall be as follows:
 - a) The installation of a speed hump shall be considered only upon written request of a resident living on the street where a speed hump installation is requested.
 - b) Upon receiving a written request from a citizen living on that street, the City Traffic Engineering staff will investigate the street to ensure that it meets the criteria adopted by the Council.
 - c) If the street is eligible based on said criteria, the City Traffic Engineering staff will send information to the citizen making the request explaining the procedure to be followed. The procedure is as follows:

- 1) A petition supplied by the City with language approved by the City Traffic Engineer will be circulated and shall be signed by a minimum of 95% of the households in the block where the speed hump is requested. At least 80% of those signing shall be in favor of the hump in order for it to be eligible for installation. Each household shall be entitled to express a single opinion regardless of the number of persons residing at that household.
- 2) The area where signatures will be obtained will be within the limits of a "block" which is normally defined as the length of the street between two intersecting streets. Due to unusual road configurations in parts of Lakewood, the City Traffic Engineer will define the limits of a block in such unusual circumstances.
- 3) All households immediately adjacent to the proposed location of a speed hump must sign in favor of the hump for it to be eligible for installation.

2. **Cost Sharing.**

- a) Cost sharing shall be on a 50/50 basis with one-half the cost paid for by the City of Lakewood and one-half the cost paid for by households in the defined block. A fixed cost shall be established yearly by the City that shall include the cost of labor and materials to install the speed hump and related signs and pavement markings.
- b) The citizen requesting the speed hump shall be responsible for collecting the required 50% matching funds and submitting them to the City. The funds contributed by each household, if any, shall be on a voluntary basis and no representation shall be made by the citizen(s) soliciting funds that a contribution is mandatory.
- c) A speed hump will be scheduled for installation only when the required funds are submitted to the City Traffic Engineer. Payment will be returned for any request that does not meet the installation criteria or petition requirements adopted by City Council.

3. **Installation Criteria.** The following criteria for speed humps in Lakewood, Colorado are adopted:

- a) **Street Classification.** Speed humps will only be installed on streets classified as "local" streets as indicated on the City's Major Street Plan.
- b) **Spacing.** A maximum of one speed hump shall be used in a block with humps no closer together than 700 feet.

- c) Location. In order to eliminate situations such as a speed hump near a drainage pan, a final determination on location shall be made by the City Traffic Engineer.
- d) Grade. Speed humps will be installed only on streets with grades of 8% or less.
- e) Horizontal and Vertical Alignment. Speed humps will not be installed on horizontal curves with a centerline radius of less than 200 feet or on vertical curves with less than the minimum stopping sight distance.
- f) Traffic Volumes. Speed humps will be installed only on local streets with traffic volumes between 300 vehicles per day and 3,000 vehicles per day.
- g) Speed Limit and Traffic Speeds. Speed humps will be installed only on local streets where the current posted speed limit is 30 miles per hour or less and the average speed of traffic traveling the roadway is in excess of the posted speed limit as determined by a City traffic engineering investigation.
- h) Special Vehicle Restrictions. Speed hump requests will be referred to RTD on any local street that has an RTD route on it. Any local street that has more than 5% long wheel based vehicles will be reviewed by the City Traffic Engineer to determine if a speed hump shall be allowed on the street. Speed humps will not be installed on any street that is a primary emergency vehicle route. The City will refer all requests to the Fire Department for their review of emergency vehicle routes.
- i) Design. The design of speed humps to be installed within the City of Lakewood is shown in Attachment A.

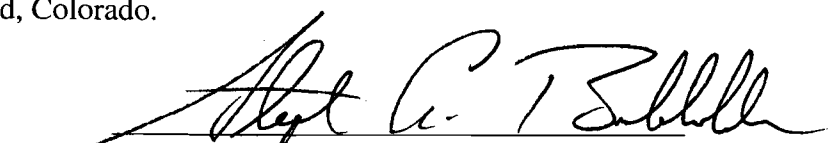
4. **Scheduling.**

- a) In order to establish a list of projects to be completed each summer during construction season, requests will be taken throughout the year and finalized by April 15th of each year. Each year the first twenty-five requests that meet the requirements of this resolution will be constructed during the summer construction season following the April 15th cut-off date. If the number of approved requests exceeds a limit of 25 in one year, the City will use the date the matching funds are received for determining which installations will be installed in the current construction season and which will be carried over to the following year.
- b) Any requests received after April 15th will be considered for installation during the construction season one-year later.

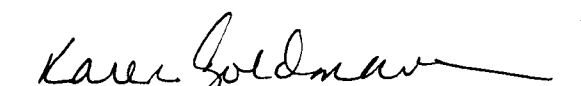
5. **Priority.** All local streets shall be considered equal and no street shall be granted priority scheduling based on volume, accident history, etc.
6. **Resurfacing Streets.** When a speed hump is approved on any street that will be resurfaced within two years, installation of the speed hump will be delayed until resurfacing is completed.
7. **Removal Request.**
 - a) If the citizens on a street desire to have a speed hump removed, petition and approval procedures shall be followed that are identical to installation procedures, with the exception that unanimous approval is not required of the households immediately abutting the hump.
 - b) If removal of the hump is approved by households on the street block that was originally defined for installation, the households must bear the entire cost of removal which shall be 100% of the cost determined for installation for the current year. If the street is scheduled to be resurfaced during the construction season following approval, the speed hump will be removed at City cost.
8. **Unusual Circumstances.** It is anticipated there will be situations that are not addressed by the procedures and criteria in this resolution. In these cases the City Traffic Engineer is delegated the authority to analyze and decide those cases.
9. **Appeal Procedure.** The initial decision on all matters relating to interpretation of this resolution shall be delegated to the City Traffic Engineer. Appeals may be made to the Director of Public Works by the citizen requesting a speed hump.

SECTION 3. This resolution shall be incorporated in Section 7 ("Transportation") of the City Council Policy and Procedure Manual.

INTRODUCED, READ AND ADOPTED by a vote of 8 for and 1 against at a regular meeting of the City Council on November 13, 2000, at 7 o'clock p.m., at Lakewood City Hall, 480 South Allison Parkway, Lakewood, Colorado.


Stephen A. Burkholder, Mayor

ATTEST:


Karen Goldman, City Clerk

A RESOLUTION

ESTABLISHING PROCEDURES AND CRITERIA FOR THE INSTALLATION OF SPEED HUMPS IN LAKEWOOD, COLORADO

WHEREAS, speed humps have been used with success by many other governmental jurisdictions in the metropolitan area and across the country; and

WHEREAS, speed humps are recognized as traffic control devices; and

WHEREAS, the City of Lakewood desires to utilize speed humps to modify vehicular speeds on local streets within Lakewood; and

WHEREAS, the City Council received information and rationale concerning speed hump procedures and criteria in Policy Report 94-29 dated October 12, 1994.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. The City Council of the City of Lakewood hereby adopts the following procedures and criteria for the use of speed humps:

1. **Request Procedure.** The request procedure used to consider installation of speed humps in Lakewood, Colorado shall be as follows:
 - a) The installation of a speed hump shall be considered only upon written request of a resident living on the street where a speed hump installation is requested.
 - 1) Upon receiving a written request from a citizen living on that street, the City Traffic Engineering staff will investigate the street to ensure it meets the criteria adopted by the Council.
 - 2) If the street is eligible based on said criteria, the City Traffic Engineering staff will send information to the citizen marking the request explaining the procedure to be followed. The procedure is as follows:
 - 1) A petition supplied by the City with language approved by the Traffic Engineer shall be circulated and shall be signed by a minimum of 95% of the households in the block where the speed hump is requested. At least 80% of those signing shall be in favor of the hump in order for it to be eligible for installation. Each household shall be entitled to express a single opinion regardless of the number of persons residing at that household.

- 2) The area where signatures will be obtained will be within the limits of a block which is normally defined as the length of the street between two intersection streets. Due to unusual road configurations in parts of Lakewood, the City Traffic Engineer will define the limits of a block in such unusual circumstances.
- 3) All households immediately adjacent to the proposed location of a speed hump shall sign in favor of the hump for it to be eligible for installation.

2. **Cost Sharing.**

- 1) Cost sharing will be on a 50/50 basis with one-half the cost paid for by the City of Lakewood and one-half the cost paid for by households in the defined block. A fixed cost shall be established yearly by the City which shall include the cost of labor and materials to install the hump and related signs and pavement markings.
- 2) The citizen requesting the speed hump shall be responsible for collecting the required 50% matching funds and submitting them to the City. The funds contributed by each household, if any, shall be on a voluntary basis and no representation shall be made by the citizen(s) soliciting funds that a contribution is mandatory.
- 3) A speed hump will be scheduled for installation only when the required funds are submitted to the Traffic Engineer. Payment will be returned for any request that does not meet the installation criteria or petition requirements adopted by Council.

3. **Installation Criteria.** The following criteria for speed humps in Lakewood, Colorado are adopted:

- 1) **Street Classification.** Street humps will only be installed on streets classified as local streets as indicated by the City's major street plan.
- 2) **Spacing.** A maximum of one speed hump shall be used in a block with humps no closer together than 700 feet.
- 3) **Location.** In order to eliminate situations such as a speed hump near a drainage plan, a final determination on location shall be made by the City Traffic Engineer.
- 4) **Grade.** Speed humps will be installed only on streets with grades of

8% or less.

- 5) Horizontal and Vertical Alignment. Speed humps will not be installed on horizontal curves with a centerline radius of less than 200 feet or on vertical curves with less than minimum stopping sight distance.
- 6) Traffic Volumes and Speed Limit. Speed humps will be installed only on local streets with traffic volumes between 300 vehicles per day and 3,000 vehicles per day and where the current posted speed limit is 30 miles per hour or less.
- 7) Special Vehicle Restrictions. Speed humps will not be installed on any local street that has an RTD bus route on it. Any local street that has more than 5% long wheel based vehicles will be reviewed by the City Traffic Engineer to determine if a speed hump shall be allowed on the street. Speed humps will not be installed on any street that is a primary emergency vehicle route. The City will refer all requests to the Fire Department for their review of emergency vehicle routes.
- 8) Design. The design of speed humps to be installed within the City of Lakewood is shown on Attachment A.

4. **Scheduling.**

- 1) In order to establish a list of projects to be completed each summer during construction season, requests will be taken throughout the year and finalized by April 15th of each year. Each year the first twenty-five requests that meet the requirements of this resolution will be constructed during the summer construction season following the April 15th cut-off date. If the number of approved requests exceeds a limit of 25 in one year, the City will use the date the matching funds are received for determining which installations will be installed in the current construction season and which will be carried over to the following year.
- 2) Any requests received after April 15th will be considered for installation during the construction season one year later.

5. **Priority.** All local streets shall be considered equal and no street shall be granted priority scheduling based on volume, accident history, etc.

6. **Resurfacing Streets.** When a speed hump is approved on any street that will be resurfaced within two years, installation of the speed hump will be

delayed until resurfacing is completed.

7. **Removal Request.**

- 1) If the citizens on a street desire to have a hump removed, petition and approval procedures shall be followed that are identical to installation procedures, with the exception that unanimous approval is not required of the four households immediately abutting the hump.
- 2) If the removal of the hump is approved by households on the street block that was originally defined for installation, the households must bear the entire cost of the removal which shall be 100% of the cost determined for installation of for the current year. If the street is scheduled to be resurfaced the speed hump will be removed at City cost.

8. **Unusual Circumstances.** It is anticipated there will be situations which are not addressed by the procedures and criteria in this resolution. In these cases the Traffic Engineer is delegated the authority to analyze and decide those cases.

9. **Appeal Procedure.** The initial decision on all matters relating to interpretation of this resolution shall be delegated to the City Traffic Engineer. Appeals may be made to the Director of Public Works by the citizen requesting a speed hump.

SECTION 2. The procedures and criteria in this resolution shall be reviewed by Council one year after installation of an initial speed hump and modifications, if any, shall be considered at that time.

SECTION 3. This resolution shall be incorporated in section 7 (ATransportation@) of the City Council Policy and Procedure Manual.

INTRODUCED, READ AND ADOPTED by a vote of 7 for and 3 against at a regular meeting of the City Council on November 14, 1994, at 7 o'clock p.m. at Lakewood City Hall, 445 South Allison Parkway, Lakewood, Colorado.

STAFF MEMO

DATE OF MEETING: DECEMBER 1, 2025 / AGENDA ITEM NO. 5

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **New Sidewalk Evaluation Process and Prioritization**

SUMMARY STATEMENT: Sidewalks are important for equity, access, mobility, protecting the environment, and promoting health. Safe and accessible sidewalks promote equity because they enable individuals with disabilities, seniors, and those without access to vehicles to get where they need to go. Well-maintained sidewalks also encourage walking and thus less reliance on vehicles for transportation.

Due to the age of the city and the way that most development occurred, there are many locations where a sidewalk is either non-existent, has “gaps” in continuity, or does not meet the established federal guidelines for accessibility. Staff have built on the work completed by the Lakewood Advisory Commission in 2020 & 2021 to develop a prioritized list of sidewalk segments for consideration and further refinement.

While it is important to work to construct missing sidewalk segments, continued maintenance of the existing sidewalk network is also critical to ensure a safe network for all users. Staff is proposing to implement a proactive inspection rating of the existing sidewalk & shared use path network in addition to the work already being undertaken to maintain the system on an annual basis.

The goal of these efforts is to provide a safe pedestrian network that prioritizes the most critical segments for installation of new or maintenance of existing walks, while utilizing available funding judiciously.

BACKGROUND INFORMATION: Lakewood’s Comprehensive Plan, *Envision Lakewood 2040*, strongly supports sidewalk construction and maintenance as part of creating safe, connected, and equitable neighborhoods. Three key goals drive this direction:

- *Goal 17* advances “complete neighborhoods” where residents can meet daily needs nearby.
- *Goal 21* emphasizes a multi-modal system that serves all users.
- *Goal 22* promotes walking, biking, and rolling as safe, convenient modes for local trips.

Supporting strategies from the Plan include: closing sidewalk and trail gaps, prioritizing maintenance and snow removal, securing funding, and continuing Lakewood’s *Complete Streets* approach. Together, these initiatives reinforce the City’s commitment to safety, accessibility, and long-term infrastructure resilience.

A comprehensive inventory of the existing sidewalk network has not been completed. The following totals are approximate:

	Approximate Length (miles)
Existing sidewalks and shared-use paths	840
Sidewalk gaps (based on public requests)	70
Sidewalk gaps (not yet requested)	140
Total	1,050

Of the 840 miles of existing sidewalk, it is estimated that approximately 30% or 250 miles are non-compliant with current Americans with Disabilities Act (ADA) guidelines. IN most cases, this is because the sidewalks are less than the required four (4) feet in width. Typically, these are sidewalks that are attached to the back of, or integral with, the curb & gutter. Pedestrian ramps are also a key element to ensuring ADA compliance. The City is currently completing an inventory of ramps throughout the city, including an assessment of whether each ramp meets current ADA guidelines.

Typically, the Public Works Department replaces damaged ramps in conjunction with the annual pavement management program. Concrete work, including replacing pedestrian ramps and damaged sidewalk segments, or repairing damaged curb & gutter, is completed one year before undertaking pavement maintenance of the adjacent asphalt street. A summary of the amount of concrete repair work completed over the past 5 years is shown in the table below:

Year	Combined Sidewalks (miles)	Detached Sidewalks (miles)	Ped Ramps (Each)	Grinding Locations
2021	1.69	0.69	40	1,061
2022	1.47	0.43	29	1,040
2023	2.17	0.55	54	1,153
2024	2.62	0.83	36	1,336
2025	1.83	1.15	56	1,844
Total	9.78	3.65	215	7,034

In some cases, grinding of raised portions of the sidewalk can occur, which negates the need to remove and replace the entire concrete sidewalk panel. This is a cost-effective technique that also minimizes disruption to the adjacent property. The number of locations corrected, by year, is shown in the table above.

In 2020 and 2021, the Lakewood Advisory Commission (LAC) collaborated with Public Works & Community Resources staff to assess missing or inadequate pedestrian, bicycle, and trail connections, considering a series of criteria. The assessment was based on a list of requested segments generated by the public, i.e. not a comprehensive inventory of all missing sidewalk segments in the city. This resulted in a variety of tools (spreadsheets, maps, etc.) that the City could use to prioritize projects for implementation. Recommending specific project priorities was outside the purview of the LAC. Since that time, Public Works staff have continued to document requests for new sidewalks from the public.

Over the past several years, the following sidewalk or shared-use path projects have been completed or are nearing completion:

Year	Total Length (Miles)
2020	0.47
2021	1.07
2022	0.70
2023	0
2024	0.52
2025*	1.84
Total	4.60

*-some segments in this total are currently under construction

Several new sidewalk projects are currently in design and will be constructed over the next two years, either as stand-alone projects or as part of other projects, such as the Colfax Safety Project, Phase 2:

Year	Total Length (Miles)
2026-2027	2.76

In summary, while some progress is being made to add new sidewalks, historically, only about 1 (one) mile of new sidewalk or shared-use path has been constructed each year, for the past several years.

Staff has re-evaluated the assigned weights of the various criteria used by the LAC to create a modified prioritized list of sidewalk gaps for potential construction, (see attached). Specifically, increased weight was given to:

- Segments within a quarter mile of an elementary, middle or high school. This was accomplished by increasing the points previously assigned to these categories in order to prioritize safe walking paths for school children.
- Points for regional arterial roadways (such as Wadsworth Boulevard, Kipling Street, and Colfax Avenue), Arterial streets (such as Alameda Parkway), and Major Collectors (such as 14th Avenue & 20th Avenue) were increased to account for the higher speed limits and higher traffic volumes on these streets that could result in less safe conditions for pedestrians.
- An additional criterion, based on the Denver Regional Council of Governments (DRCOG) *Equity Index Score*, was added. While LAC had considered DRCOG’s *Vulnerability Index* score as a criterion, the conclusion was that it did not have a significant impact on the ultimate ranking of the segments. In 2023, DRCOG created the *Equity Index* to better understand the geography of marginalized communities in the Denver region. The *Index* includes 10 demographic indicators, which are collected into three domain scores and averaged to reach an overall score of 0-50 for each census tract. The *Equity Index* score is reflected in the attached maps through the background colors in each tract. For this prioritization effort, more points were assigned to areas with a higher score.

Staff feels that this effort has resulted in a list of prioritized segments that better meet the needs and expectations of the community. A list of the highest scoring segments is attached.

The United States Access Board’s proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) identify four (4) feet as the minimum continuous clear width of pedestrian access routes, including sidewalks; however, these guidelines note that passing spaces shall be provided every 200

feet when sidewalks are less than five (5) feet wide. New sidewalks in Lakewood will almost always be built 5 feet wide or wider, however using 4 feet as the benchmark helps the city understand which sidewalks need major reconstruction to be accessible versus those that can become accessible with only minor modifications.

It is estimated that at least 30% of the existing sidewalks in the City are less than the required 4 feet in width. Due to the significant needs throughout the city where no sidewalk exists, these too-narrow segments are not being addressed for prioritization at this time.

Sidewalk Maintenance Program

Broken or damaged sidewalks can impede public access and cause injuries. While a completely hazard-free sidewalk system cannot practically exist, the city can take steps to promote the safety of pedestrians.

As noted previously, the City has consistently provided for sidewalk maintenance on an annual basis – primarily in areas adjacent to planned pavement maintenance. Lists are also compiled throughout the year of damaged segments or trip hazards reported by the public or staff. This list is addressed as funding allows. Given the critical nature of sidewalks to the transportation network, it is beneficial to the city to establish a program that provides a more proactive approach that allows for:

- Systematic inspection,
- Repair of identified hazards, based on a set of priorities, and
- Prompt responses to reports of hazards within the system.

Evaluation criteria have been developed to assist in assigning a rating between 1 (Good) and 4 (Unsatisfactory) to each inspected concrete segment. Beginning in 2026, City staff will conduct a comprehensive inspection of a portion of the city network and rate the needed repairs against the evaluation criteria in order to establish a proposed repair list. Issues reported by the public will continue to be evaluated and added to this list. Sections with a rating of 4 will be addressed in the following calendar year.

BUDGETARY IMPACTS: From 2020 through 2024, the city has invested about \$4,200,000 in sidewalk projects, \$2,000,000 from the Capital Improvement Fund (CIF) and \$2,200,000 from TABOR proceeds. Current projects, as specified in the 2026 budget, with current funding sources, are shown in the table below:

Project	2025 Revised	2026 Budget	Funding Sources
Wadsworth Boulevard Sidewalk (Yale Ave to Eastman PL and Mansfield Ave to Jefferson Ave)	\$2,573,853	\$0	Federal grant/TABOR
Sheridan Boulevard Sidewalks (Jewell Ave to Florida Ave)	\$2,412,308	\$0	Federal grant/TABOR
Sidewalk (Urban Street to Stober Elementary School)	\$200,000	\$991,813	Safe Routes to School grant/TABOR
Colfax Pedestrian Safety & Infrastructure Improvements	\$6,502,663	\$8,284,872	Federal grant/CIF/TABOR
Bikepaths & Sidewalks	\$5,652,290	\$1,050,000	CIF/TABOR
TOTAL	\$17,341,114	\$10,326,685	

The estimated cost to construct new sidewalk is between \$300 and \$600 per lineal foot or approximately \$1.6 million - \$3.2 million per mile. This cost is based on actual prices for various recent sidewalk projects. This estimate does not include costs to acquire land from private property owners, if needed. The costs are significant because the projects often require drainage modifications, curb & gutter installation, and utility relocations to “fit” them into the existing rights-of-way.

Thus, the total cost of completing Lakewood’s sidewalk network of missing segments (210 miles) is between \$330 million and \$670 million. This cost does not include costs to widen the existing walks that are too narrow to meet the current ADA guidelines.

Completing the sidewalk network will take many years and will likely require alternate funding sources. Completing the sidewalk network will need to occur through both private and public investment by leveraging opportunities with proposed development and redevelopment, capital projects, and local, regional, or state partnerships & grants.

The following table shows the costs invested in sidewalk maintenance (including pedestrian ramps) over the past several years:

Year	Combined Sidewalks	Detached Sidewalks	Ped Ramps	Grinding Locations
2021	\$167,847	\$186,357	\$74,939	\$34,569
2022	\$325,970	\$136,043	\$50,417	\$63,042
2023	\$471,680	\$229,182	\$255,072	\$98,300
2024	\$285,853	\$365,811	\$172,254	\$99,913
2025	\$387,778	\$529,615	\$291,804	\$123,655
Total	\$1,639,128	\$1,447,008	\$844,486	\$419,479

While adequate funds are currently available to maintain the network, with rising costs and an aging infrastructure, it will be necessary to fund sidewalk maintenance and pedestrian ramp upgrades at a greater level in the near future.

STAFF RECOMMENDATIONS: Staff recommends the following actions:

- Creating a comprehensive inventory of missing and substandard sidewalks on all arterial and collector streets. Then, using that more complete inventory to update the prioritized list using the modified criteria outlined in this memo, as well as the *Equity Index Score* criterion.
- Implementing a sidewalk inspection program to proactively address broken or damaged segments on an annual basis beyond those already being completed through the pavement management program.
- Updating the design standards for new sidewalks and shared use paths to inform & guide the development of private property.
- Modifying the exaction requirements to ensure the construction of new sidewalks with new development or redevelopment of private property.
- Continuing to seek grant funds from various sources to aid in the design & construction of new infrastructure.

Staff requests Council input on the following items:

- Are the proposed modified weighting of the criteria acceptable, or should further refinement be

considered?

- Are there any other factors or criteria that should be included when determining priority segments?
- Is there a desire to consider reallocating funds from other transportation projects towards new sidewalk construction?
- Is there a desire to evaluate alternate funding sources, such as a dedicated sidewalk fee, to provide additional funding for new sidewalks?

ALTERNATIVES: Other transportation projects, currently funded through CIF or TABOR, could be reallocated towards sidewalks.

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

NEXT STEPS: Staff will provide a presentation at the Study Session to facilitate discussion.

ATTACHMENTS:

1. Connect Lakewood 2025_Prioritized Sidewalks
2. DRCOG_EquityIndexMap
3. Sidewalk List
4. Prioritization Criteria

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

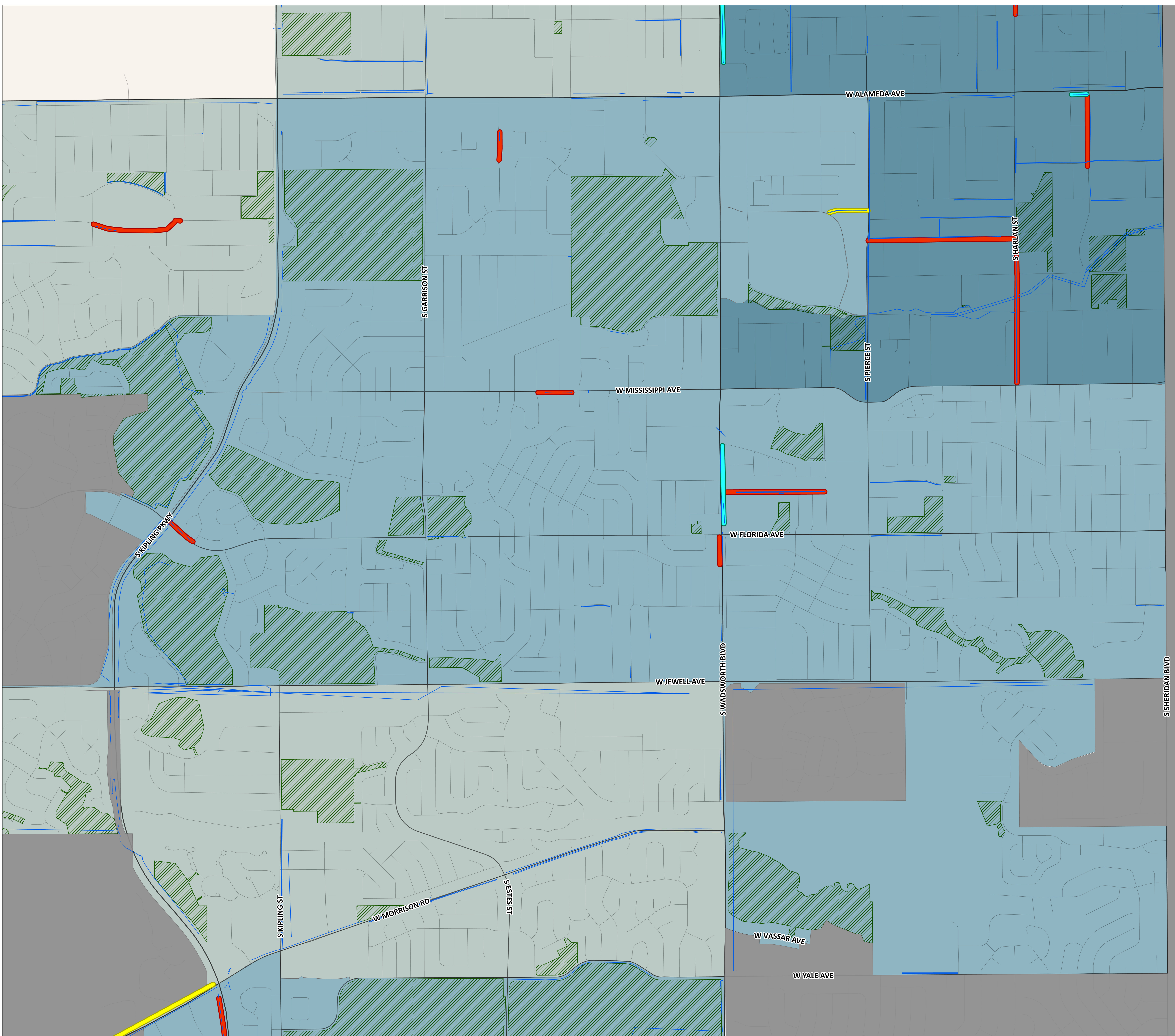
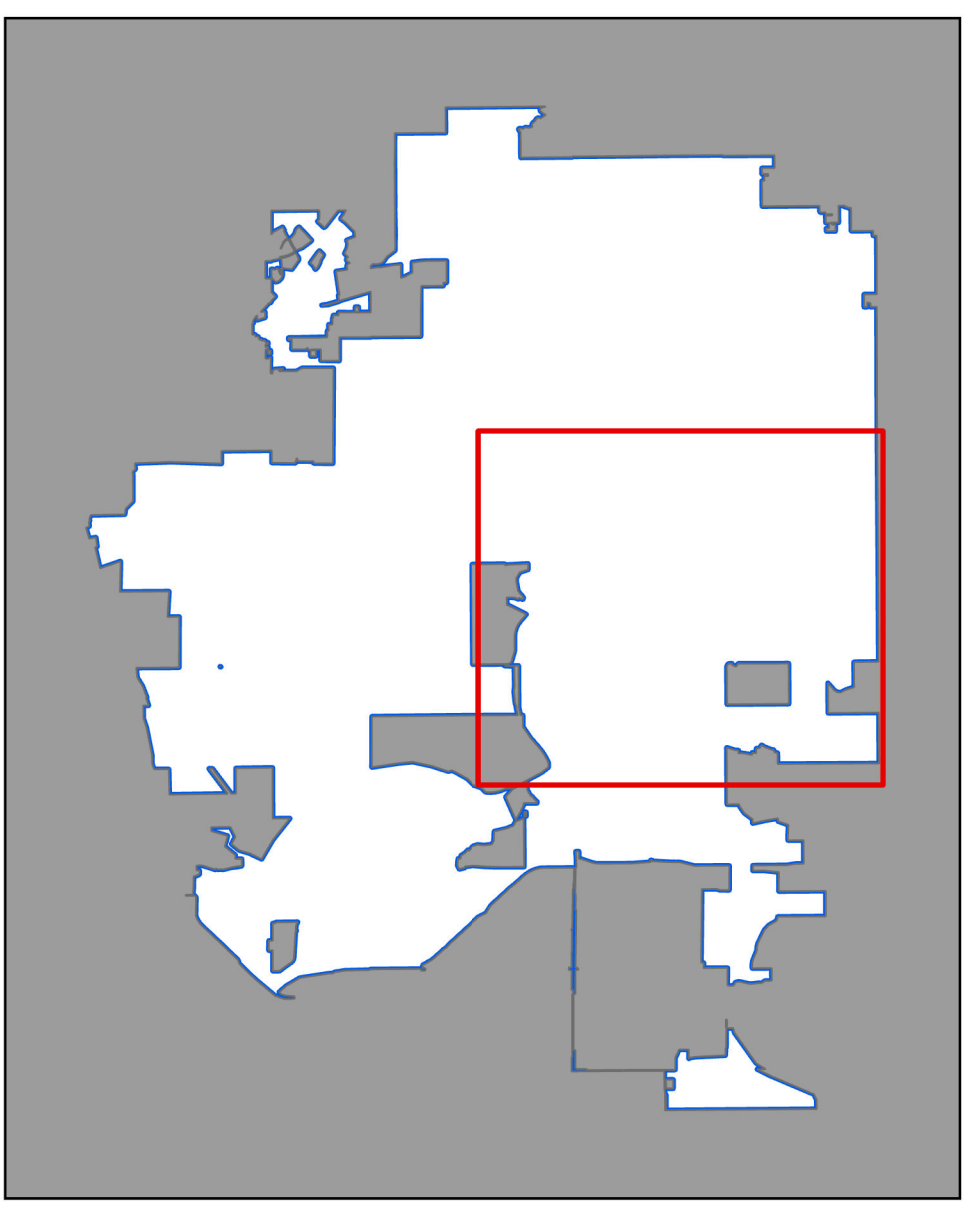
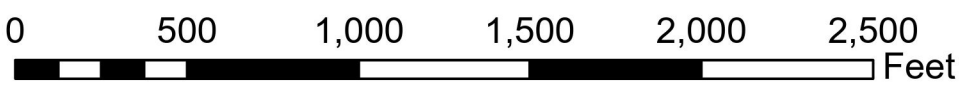
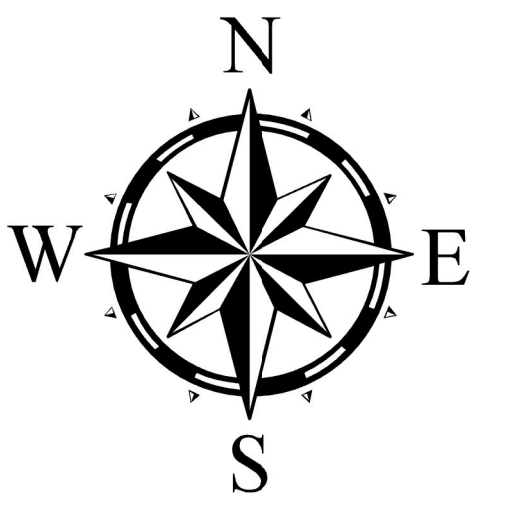
Connect Lakewood All Sidewalk Projects Nov 2025: East

- Sidewalk Projects**
- Constructed
 - Design/Construction
 - Not Constructed
 - Park
 - Reported Missing Sidewalk Connection
- Equity Index**
- 0
 - >0 - 10
 - >10 - 20
 - >20 - 30
 - >30 - 40

DrCOG equity index scored is based on 10 demographic indicators:

- Percent of people with low income
- Percent of housing cost-burdened households
- Percent of single-parent households
- Percent of people with a disability
- Percent of households without a vehicle
- Percent of adults 60 or older
- Percent of children and youth younger than 18
- Percent of people with limited English proficiency
- Percent people of color
- Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.



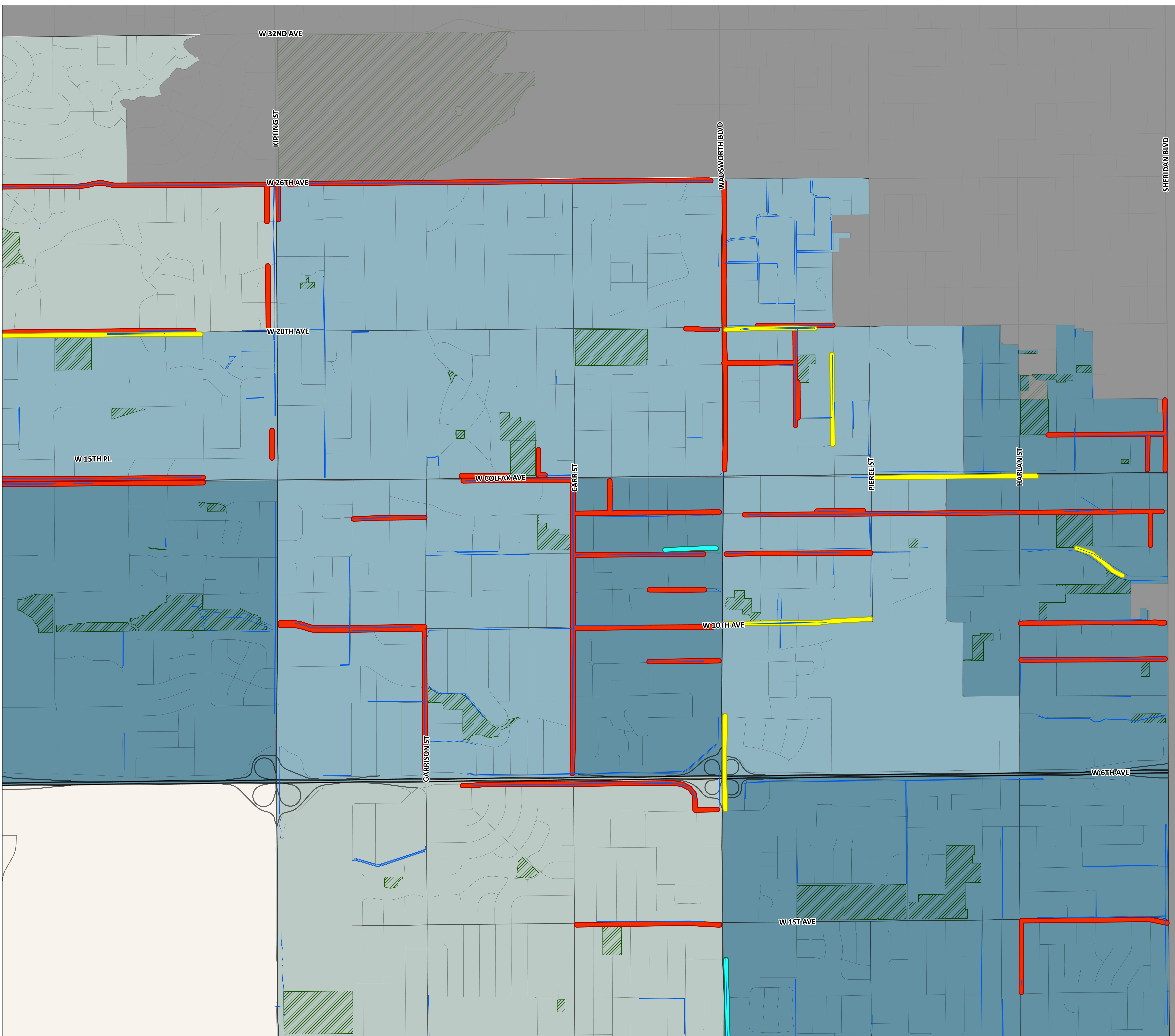
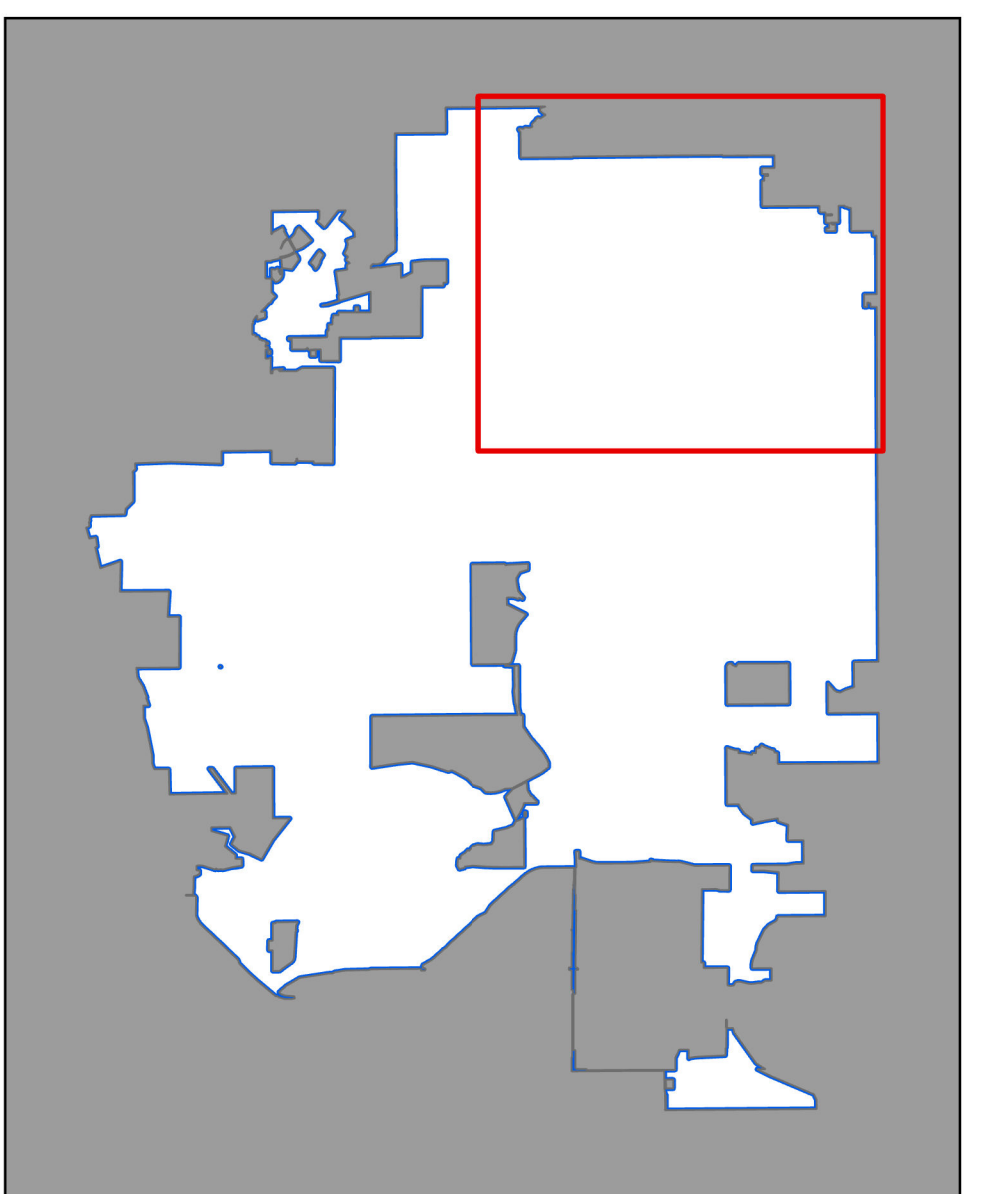
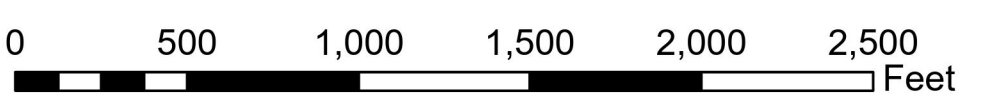
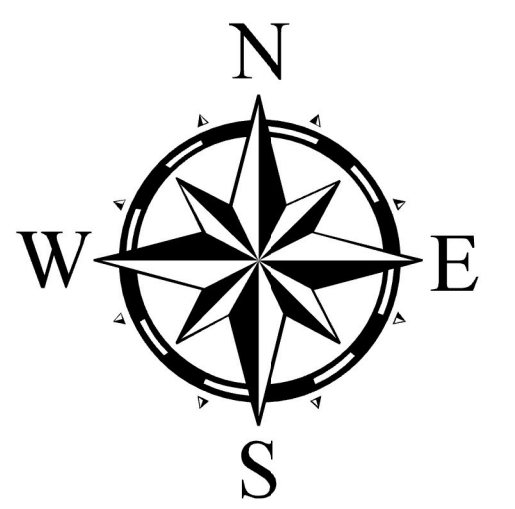
Connect Lakewood All Sidewalk Projects Nov 2025: Northeast

- Sidewalk Projects**
- Constructed
 - Design/Construction
 - Not Constructed
 - Park
 - Reported Missing Sidewalk Connection
- Equity Index**
- 0
 - >0 - 10
 - >10 - 20
 - >20 - 30
 - >30 - 40

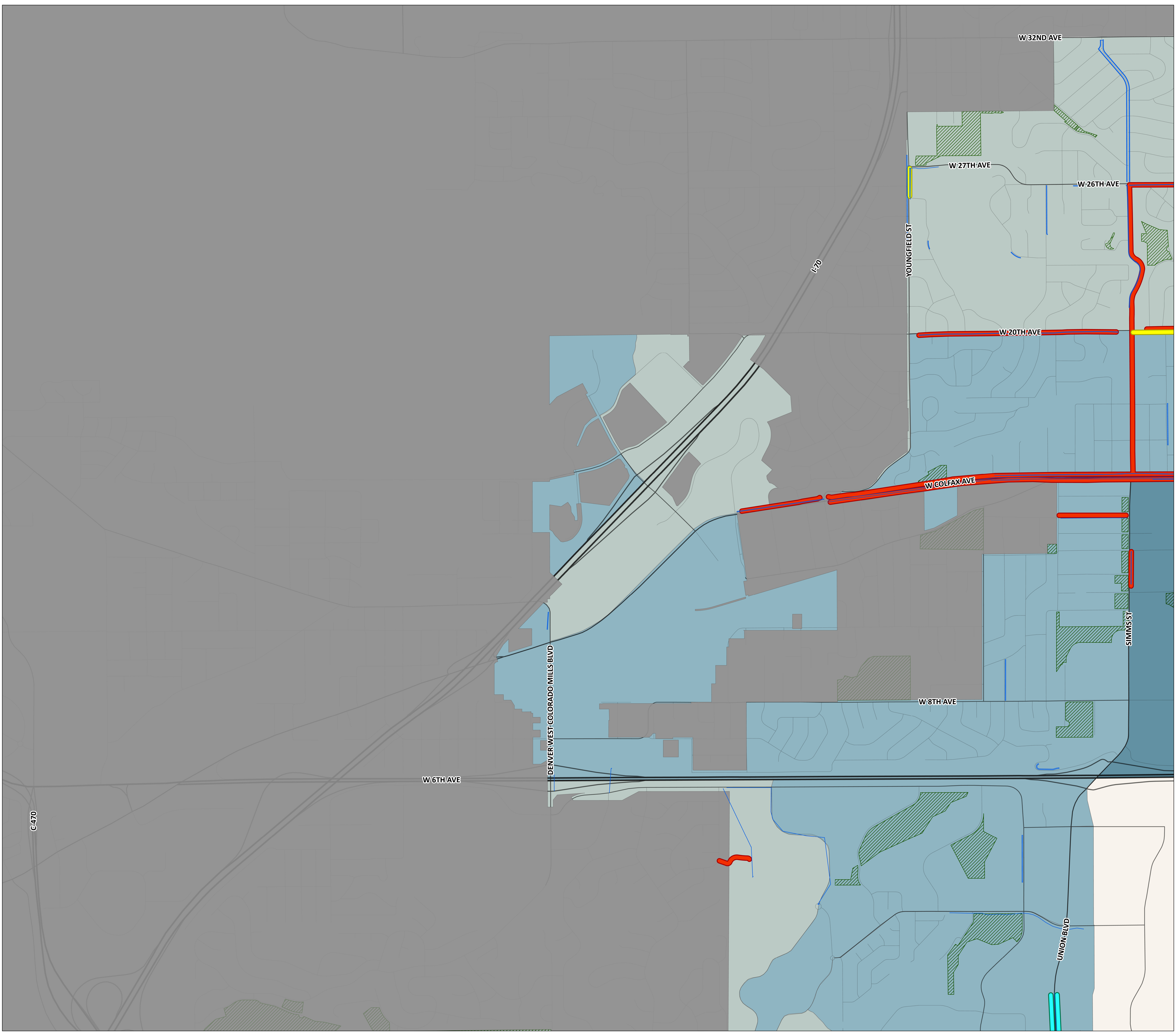
DrCOG equity index scored is based on 10 demographic indicators:

- Percent of people with low income
- Percent of housing cost-burdened households
- Percent of single-parent households
- Percent of people with a disability
- Percent of households without a vehicle
- Percent of adults 60 or older
- Percent of children and youth younger than 18
- Percent of people with limited English proficiency
- Percent people of color
- Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.



Connect Lakewood All Sidewalk Projects Nov 2025: Northwest

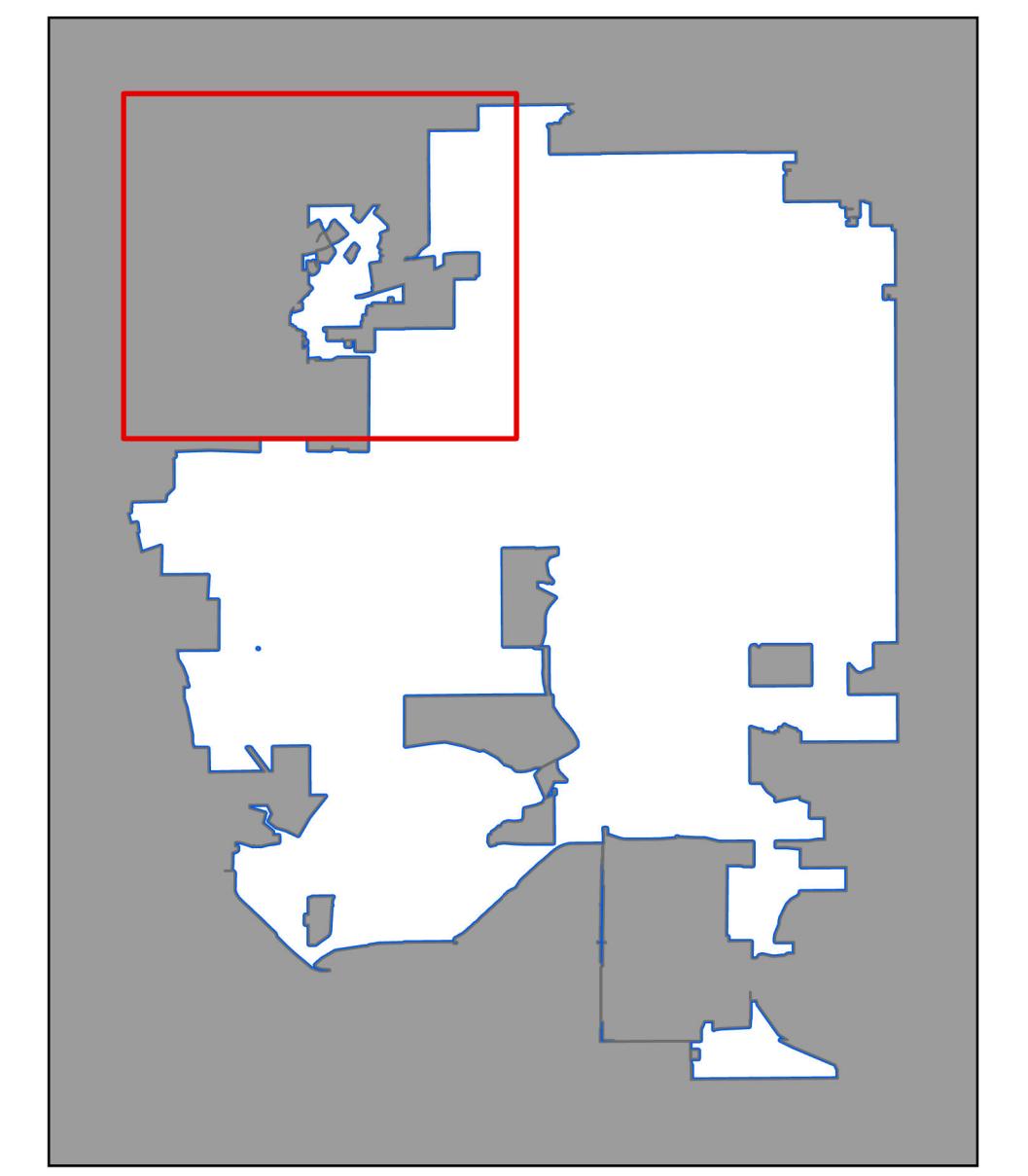
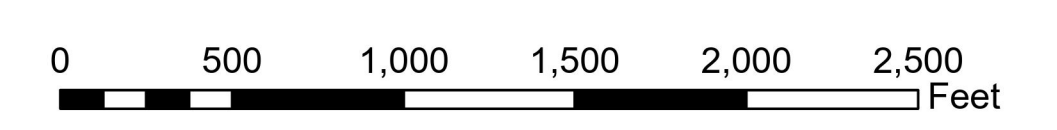
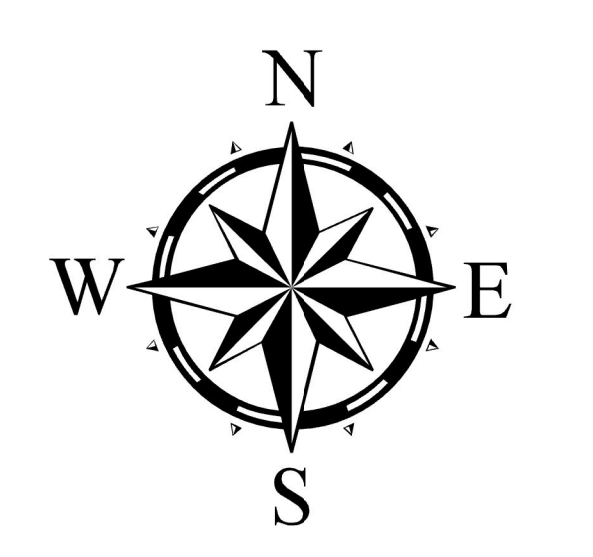


- Sidewalk Projects**
- Constructed
 - Design/Construction
 - Not Constructed
 - Park
 - Reported Missing Sidewalk Connection
- Equity Index**
- 0
 - >0 - 10
 - >10 - 20
 - >20 - 30
 - >30 - 40

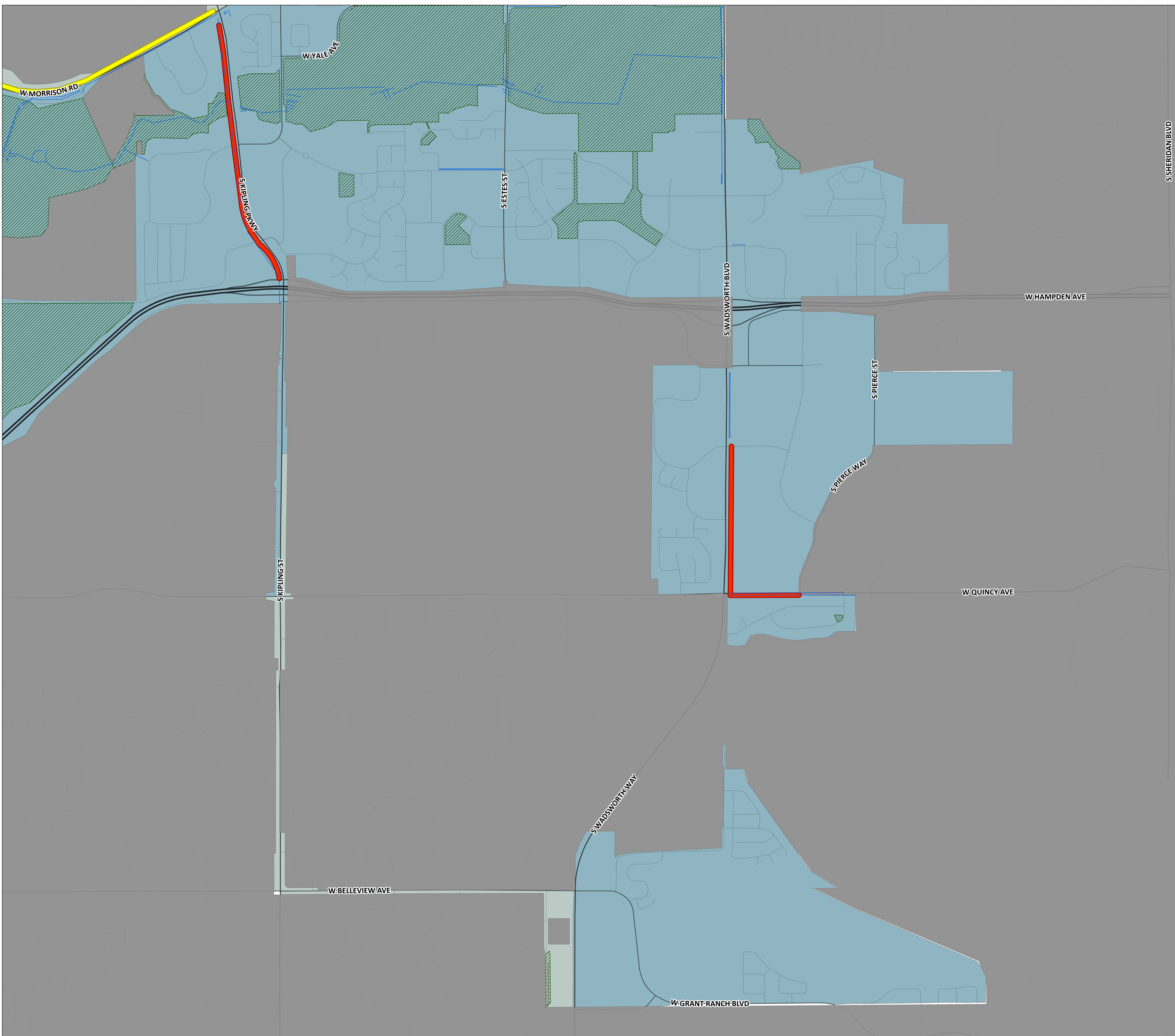
DrCOG equity index scored is based on 10 demographic indicators:

- Percent of people with low income
- Percent of housing cost-burdened households
- Percent of single-parent households
- Percent of people with a disability
- Percent of households without a vehicle
- Percent of adults 60 or older
- Percent of children and youth younger than 18
- Percent of people with limited English proficiency
- Percent people of color
- Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.



Connect Lakewood All Sidewalk Projects Nov 2025: Southeast

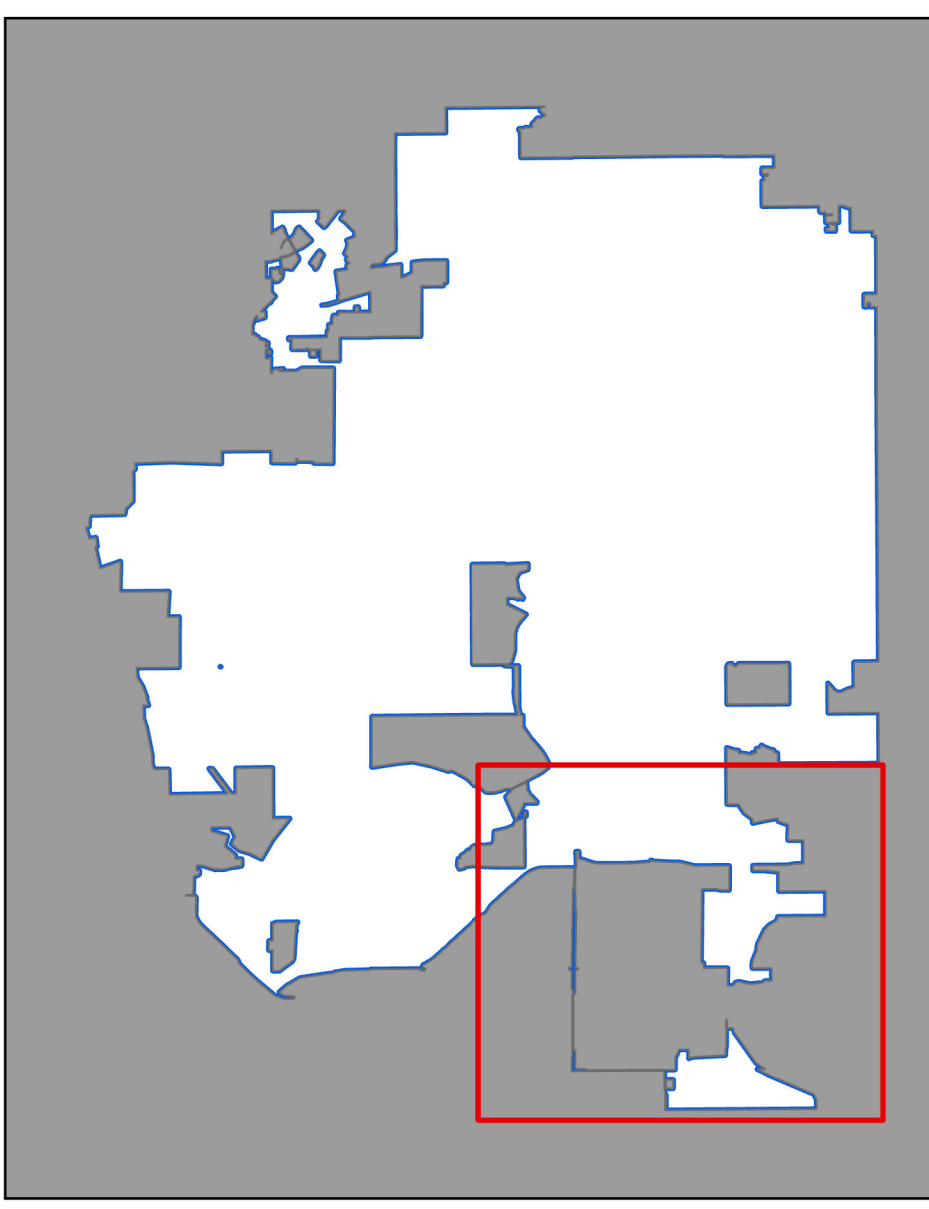
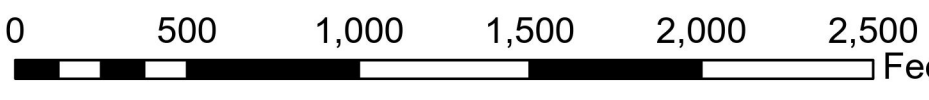
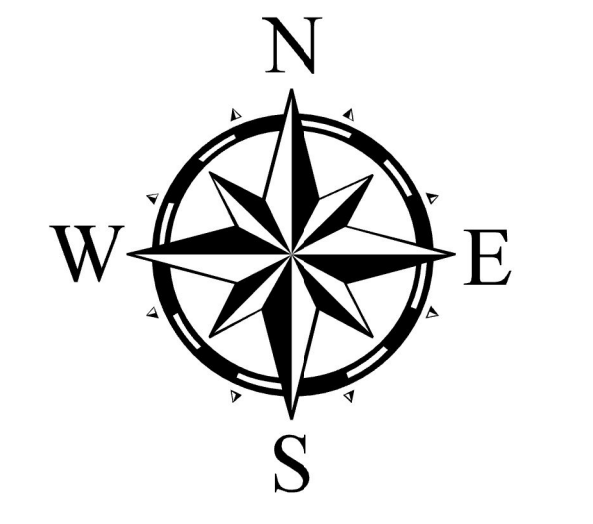


- Sidewalk Projects**
- Constructed
 - Design/Construction
 - Not Constructed
 - Park
 - Reported Missing Sidewalk Connection
- Equity Index**
- 0
 - >0 - 10
 - >10 - 20
 - >20 - 30
 - >30 - 40

DrCOG equity index scored is based on 10 demographic indicators:

- Percent of people with low income
- Percent of housing cost-burdened households
- Percent of single-parent households
- Percent of people with a disability
- Percent of households without a vehicle
- Percent of adults 60 or older
- Percent of children and youth younger than 18
- Percent of people with limited English proficiency
- Percent people of color
- Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.

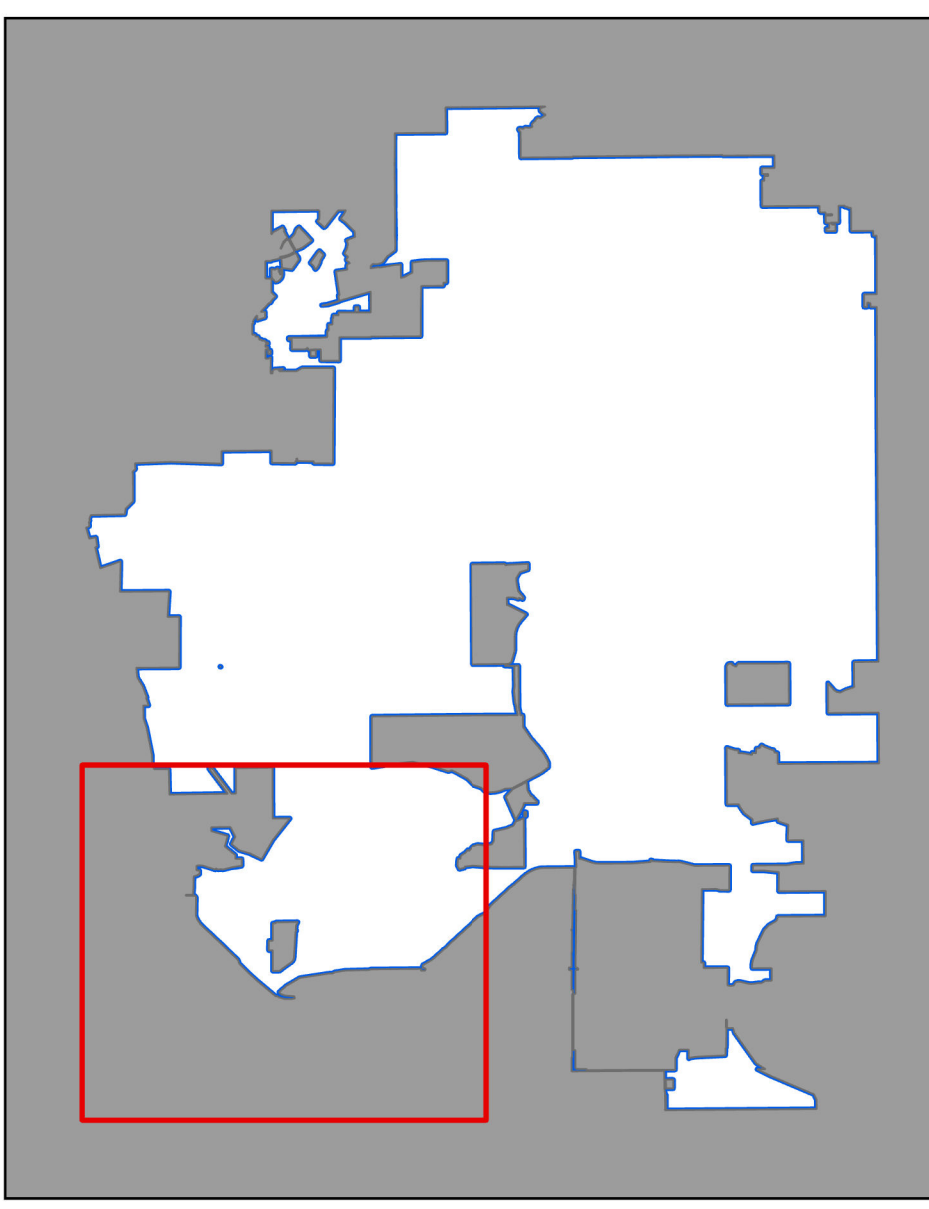
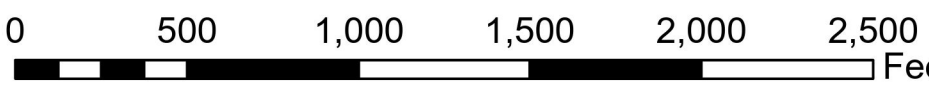
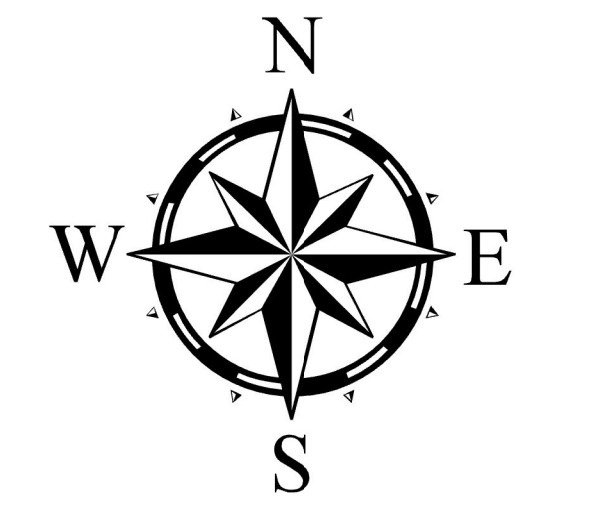


Connect Lakewood All Sidewalk Projects Nov 2025: Southwest

- Sidewalk Projects**
- Constructed
 - Design/Construction
 - Not Constructed
 - Park
 - Reported Missing Sidewalk Connection
- Equity Index**
- 0
 - >0 - 10
 - >10 - 20
 - >20 - 30
 - >30 - 40

DrCOG equity index scored is based on 10 demographic indicators:
 Percent of people with low income
 Percent of housing cost-burdened households
 Percent of single-parent households
 Percent of people with a disability
 Percent of households without a vehicle
 Percent of adults 60 or older
 Percent of children and youth younger than 18
 Percent of people with limited English proficiency
 Percent people of color
 Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.



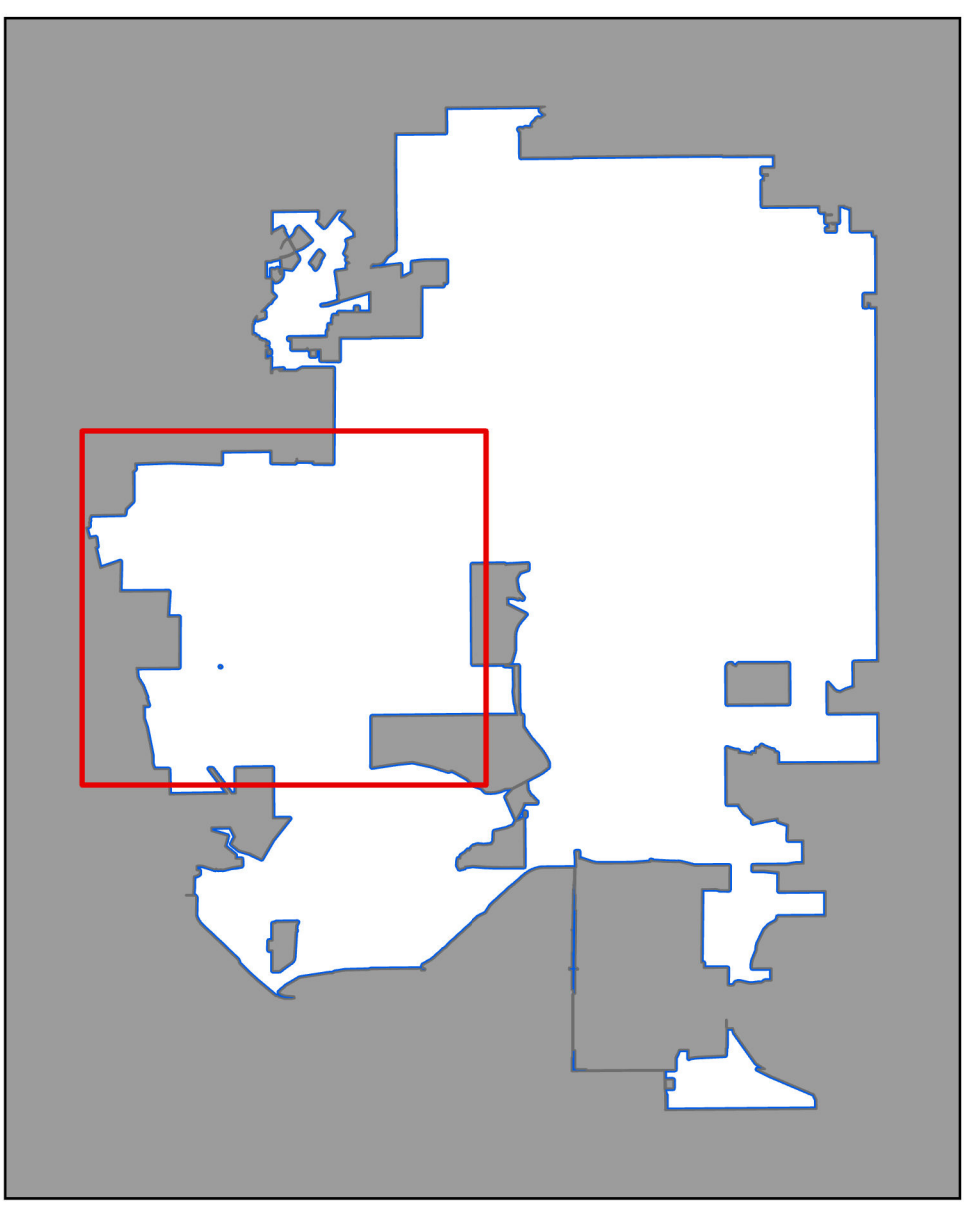
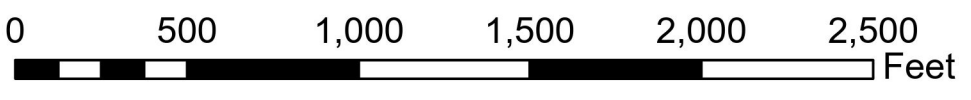
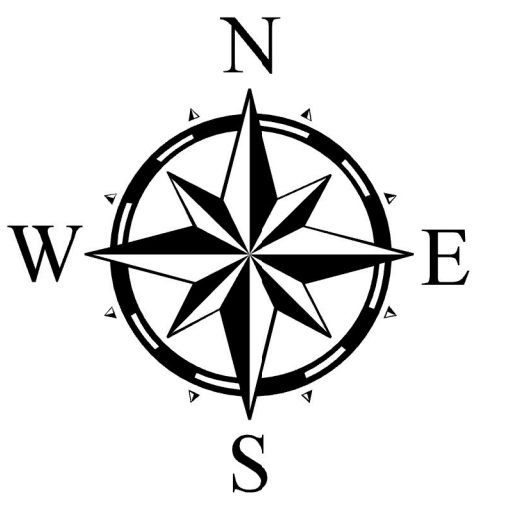
Connect Lakewood All Sidewalk Projects Nov 2025: West

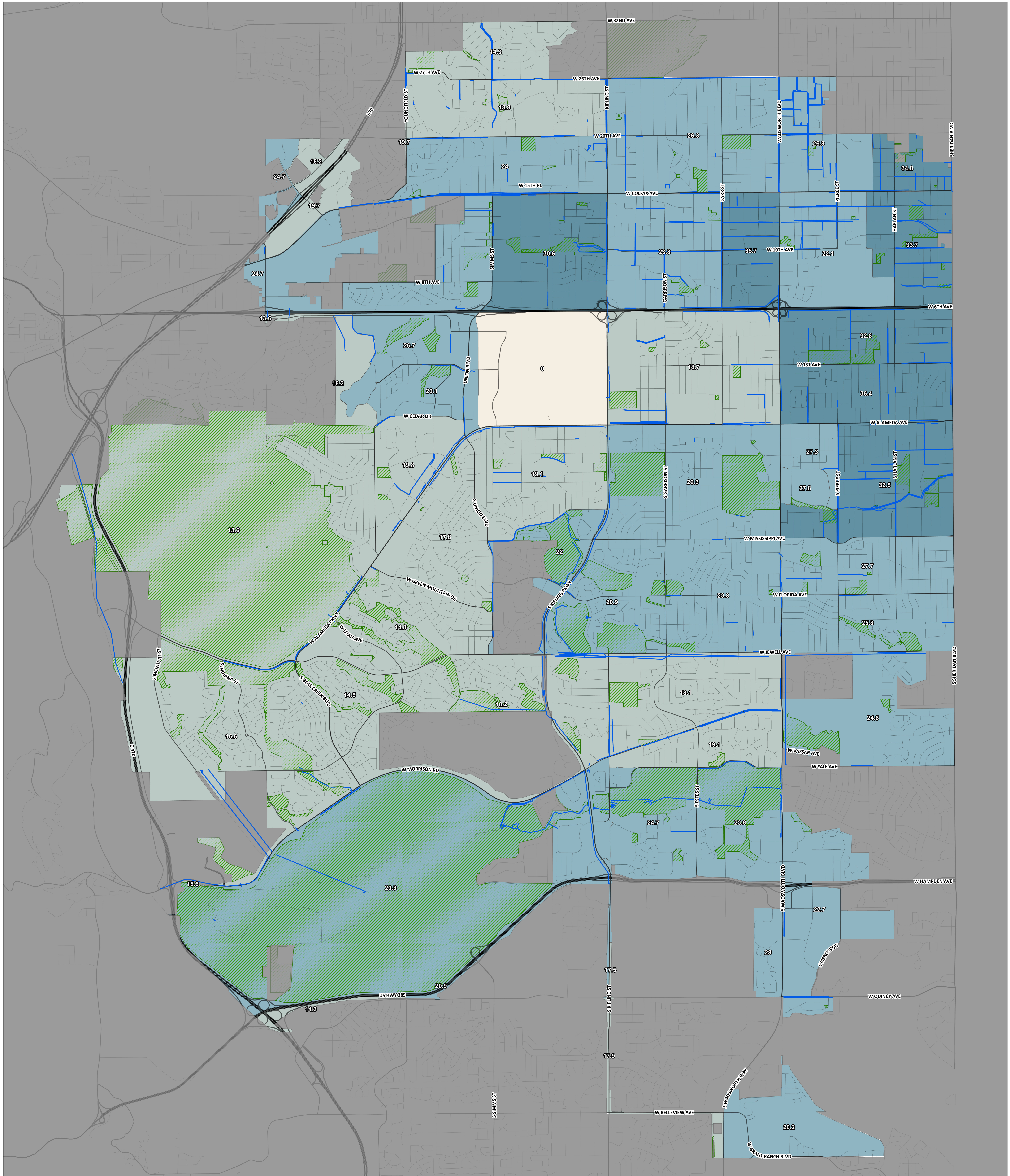


- Sidewalk Projects**
- █ Constructed
 - █ Design/Construction
 - █ Not Constructed
 - ▨ Park
 - Reported Missing Sidewalk Connection
- Equity Index**
- 0
 - >0 - 10
 - >10 - 20
 - >20 - 30
 - >30 - 40

DrCOG equity index scored is based on 10 demographic indicators:
 Percent of people with low income
 Percent of housing cost-burdened households
 Percent of single-parent households
 Percent of people with a disability
 Percent of households without a vehicle
 Percent of adults 60 or older
 Percent of children and youth younger than 18
 Percent of people with limited English proficiency
 Percent people of color
 Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.

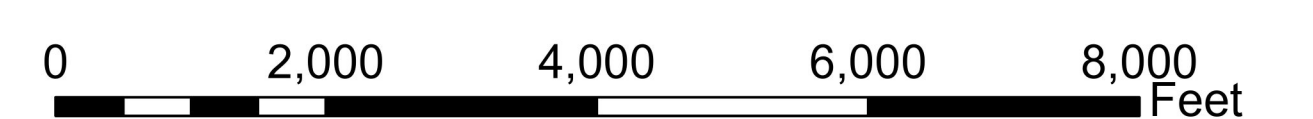
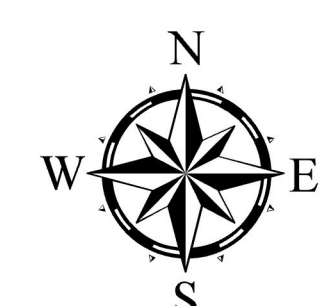
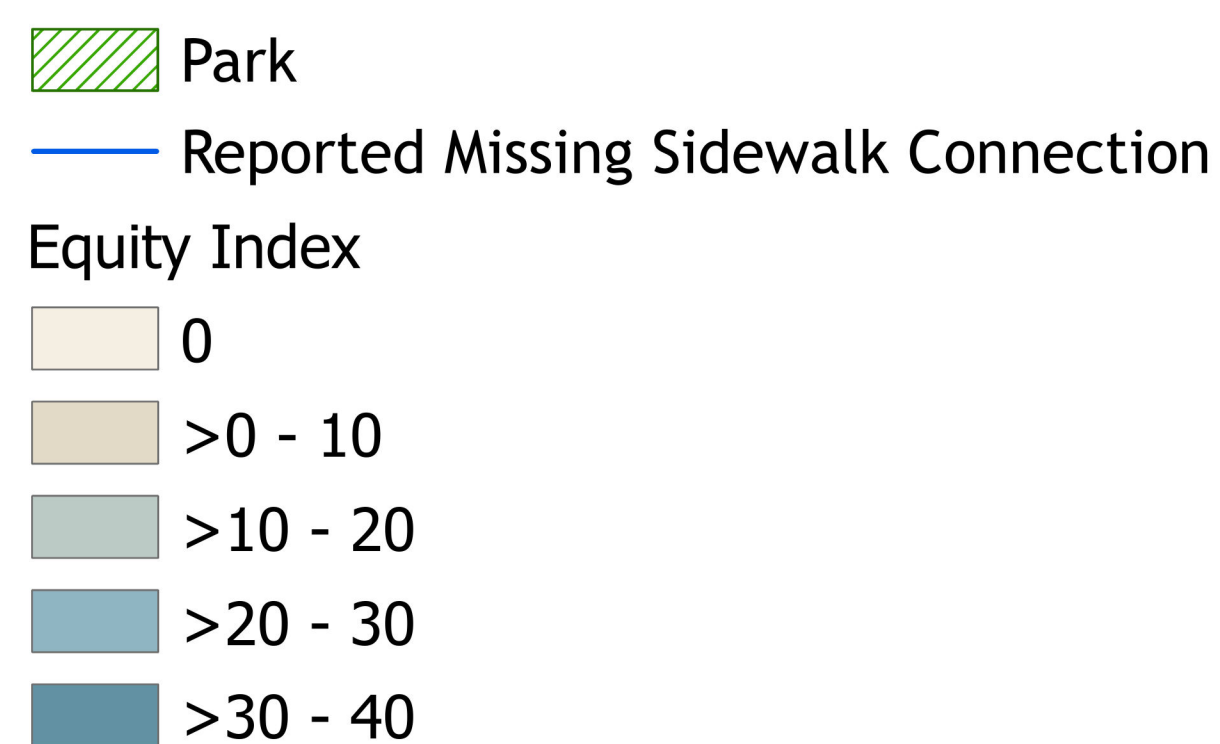




Connect Lakewood DRCOG Equity Index November 2025

DRCOG equity index score is based on 10 demographic indicators:
 Percent of people with low income
 Percent of housing cost-burdened households
 Percent of single-parent households
 Percent of people with a disability
 Percent of households without a vehicle
 Percent of adults 60 or older
 Percent of children and youth younger than 18
 Percent of people with limited English proficiency
 Percent of people of color
 Percent of people born outside the U.S.

The final index is calculated by grouping the indicators into 3 domains and averaging the domain scores.



Shared Use Path/Sidewalk Location Evaluations, Nov. 2025

Location Number	Location	Criteria Points Total
505	14th Avenue, Wadsworth Blvd to Carr St	41
22	Wadsworth Blvd., Alabama Dr to Florida Ave	40
848	Kipling Parkway, Morrison Road to Wesley Drive (west side)	36
67	26th Ave south side, Kipling to Wadsworth (also 525)	33
501	13th Avenue, Wadsworth to Pierce St (south side-missing segment)	32
504	14th Avenue, Wadsworth Blvd to Sheridan Blvd.	32
495	10th Avenue, Wadsworth Blvd. to Garrison St.	31
497	10th Avenue, Wadsworth Blvd. to Pierce St.	31
571	Colfax Avenue, Pierce St to Fenton St	31
553	Carr Street, 6th Avenue to Colfax St.	29
572	Colfax Avenue, Welch St to Miller St	29
58/59	Wadsworth Blvd., 26th Ave to Colfax Ave, missing segments & paths	29
513	20th Avenue, Simms St to Youngfield St (south side-missing segment)	28
562	Colfax Avenue, Garrison St to Carr St (south side)	28
411	Dry Gulch Trail connection at Upham St	28
70	Union Boulevard, Sere Lane to Alameda Ave	28
30	Wadsworth Boulevard east side, missing gaps 18th to 26th	28
31	Wadsworth Boulevard west side, missing gaps 16th to 23rd	28
499	13th Avenue, Carr St to Yukon St (south side)	27
865	6th Avenue service road, Wadsworth to Garrison (south side)	27
23	Wadsworth Boulevard, Florida Ave to Iowa Dr (west side)	27
859	12th Ave, Carr St to Wadsworth Blvd.	26
100	Colfax Ave south side, Kendall to Jay	26
99	Colfax Ave south side, Ingalls to Gray	25
97	Colfax Ave south side, Garrison St to Carr St	25
54	Colfax Ave, Cole to Youngfield, north side	25
563	Colfax Avenue, Youngfield St to Cole St (north side)	25
494	10th Avenue, Harlan St to Sheridan Blvd. (south side)	24
856	16th Street, Sheridan Blvd. to Harlan St	24
521	20th Avenue, Vance to Jefferson High School (north side)	24
21	Colfax Ave north side, Glen Ayr Dr to Dudley St	24
39	Colfax Ave, Dover to Carr, north side 8591 (Rockley Music)	24
64	Colfax Avenue, Youngfield St to Quail St. (north side)	24
65	Colfax Avenue, Youngfield St to Quail St. (south side)	24
11	20th Ave south side, Owens Ct to Nelson missing sections	23

Shared Use Path/Sidewalk Location Evaluations, Nov. 2025

Location Number	Location	Criteria Points Total
515	20th Avenue, west of Miller St (north side)	22
4	Alameda Ave north side, 12211	22
5	Alameda Ave north side, 12601	22
6	Alameda Ave, Ohio Ave to Safeway Shopping Center	22
828	Teller St, 20th Avenue to WalMart	22
17	Youngfield St east side, 26th Ave north to 27th Ave	22
502	14th Avenue, Saulsbury St to Pierce St (south side)	21
510	19th Avenue, west of Teller St (south side)	21
520	20th Avenue, Wadsworth Blvd. to east of Teller St (south side)	21
56	Harlan St west side, Colfax to 18 th	21
110	Kipling St, 17th Ave north to 26th Ave missing segments	20
829	Reed Street, 16th Ave to 20th Ave	20
43	Wadsworth Blvd east side, Mansfield to Quincy	20
503	14th Avenue, Garrison St to Independence St	19
526	26th Avenue, Simms St to Kipling St (south side)	19
55	Colfax Ave, south side, from 11500 to Quail St	19
23	Garrison St west side, 6th to 10th	19
10	Garrison St west side, Lombardy Ln to 100 ft North	19
24	Harlan Street, 1st Ave to Alameda, east side	19
59	10th Ave north side, Independence to Garrison	18
15	Mississippi Ave south side, 8460	18
61	14th Ave south side, Carr to Wadsworth	17
519	20th Ave south side, Wadsworth west to Yarrow St	17
546	Ames St at 1334, east side	17
46	Pierce St west side, Colfax to 17 th	17
81	Quincy Ave south side, Wadsworth to Pierce	17
9	Simms St east side, 13th Ave south two properties	17

Shared Use Path/Sidewalk Evaluation Criteria

Updated: November 2025

Street Classification

- Regional Arterial Street (9)
- Arterial Street (8)
- Major Collector Street (6)
- Minor Collector Street (4)
- Local Street (1)

School Proximity – a school is located within approximately 1,500 feet

- Elementary school (5)
- Middle school (4)
- High school (3)
- College/University (2)

DRCOG Equity Index Score (average score by census tract)

- 40-50 (4)
- 30-39 (3)
- 20-29 (2)
- 10-19 (1)
- 0-9 (0)

Transit Proximity

- RTD transit line within approximately 1,500 feet, via pedestrian route (3)
- W Line transit station within approximately 1,500 feet (3)

Neighborhood Elements - within approximately 1,500 feet

- Lakewood Recreation Center (3)
- Park (3)
- Elderly housing/assisted living (2)
- Activity center/commercial center/employment center (2)

Site Conditions

- No sidewalk on the opposite side of the street (3)
- Completes a short (less than 300 feet) missing link (3)

City Adopted Plan

- Segment is specifically called out in a City Plan (4)

Other Factors for Consideration:

- Locations adjacent to vacant parcels or parcels that have redevelopment potential
- Locations where site constraints increase the project cost significantly
- Availability of matching funds, joint funding, or innovative funding options