

AGENDA
STUDY SESSION MEETING OF THE CITY COUNCIL
VIRTUAL MEETING
CITY OF LAKEWOOD, COLORADO
VIRTUAL MEETING
AUGUST 3, 2026
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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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 – PRESENTATIONS

3A TRAFFIC CALMING

3B NEIGHBORHOOD PARKING PILOT PROJECT

ITEM 4 – COMMITTEE REPORTS

ITEM 5 – ADJOURNMENT

STAFF MEMO

DATE OF MEETING: AUGUST 3, 2026 / AGENDA ITEM NO. 3

To: Mayor and City Council

From:

Subject:

SUMMARY STATEMENT:

BACKGROUND INFORMATION: None

BUDGETARY IMPACTS: None

STAFF RECOMMENDATIONS: None

ALTERNATIVES: None

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

NEXT STEPS: None

ATTACHMENTS: None

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

STAFF MEMO

DATE OF MEETING: AUGUST 3, 2026 / AGENDA ITEM NO. 3A

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

SUMMARY STATEMENT: Public Works staff will discuss recommended modifications to the current traffic-calming policy and updates since the last presentation to City Council on this topic in December, 2025.

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. The City's approach is evolving 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.

In the December 1, 2025 study session, City Council allowed staff to pause installing speed humps on local streets to focus resources on minor collectors.

Additional speed cushion locations were identified and letters to adjacent residents were mailed. These sections have been well received, and cushions are being installed on Dartmouth, Simms, Youngfield and Alkire.

Staff are working with West Metro Fire District (WMFD) on speed cushions, vertical islands to create a narrow roadway feel and enhanced pedestrian crossings on Mississippi east of Pierce. This dialog is taking longer than anticipated, due to change in WMFD staffing, since this area is one of their highest-used roadways.

City staff have already constructed about \$40,000 in concrete curb and ramp work in this section to support the pedestrian and bike route portion of the plan.

Staff are also finalizing a plan for speed cushions on Harlan by Deane Elementary and Ray Ross

Park. The City will be mailing residents in this area after discussions with WMFD.

BUDGETARY IMPACTS: There is no specific budget impact as a result of this discussion. If we move forward with both speed humps on local streets and traffic-calming measures on collector roadways, we will need to increase the budget to fund both programs adequately.

STAFF RECOMMENDATIONS:

Staff recommend 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, so this would require the average speed to be 25 mph or more.
- 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 speed hump per block.
- Increase the maximum 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.
- Revise funding contributions either to a scaled rate based on census tract demographics or to eliminate resident contributions. The City's cost would increase in both scenarios, but asking residents to split costs 50/50 is easier in affluent neighborhoods and very problematic in others. The allocated budget would limit how many speed humps could be installed in a year.

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.
- Keep the current funding as a set uniform contribution with 50/50 cost share.
- Change any of the other proposed policy changes for speed humps.

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

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

ATTACHMENTS: None

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

STAFF MEMO

DATE OF MEETING: AUGUST 3, 2026 / AGENDA ITEM NO. 3B

To: Mayor and City Council
From: Maria D'Andrea, Director of Public Works
Subject: **Neighborhood Parking Pilot Project**

SUMMARY STATEMENT:

This is a one-year look back at the Parking Pilot Program. Staff will discuss results and proposed changes with the City Council.

BACKGROUND INFORMATION:

On October 2, 2023, City staff presented the results of the Citywide parking study from Consor Engineers.

On February 5, 2024, City staff further presented and received feedback from the City Council study session to bring back both a residential parking permit program and enhanced parking enforcement proposal. An estimated annual budget impact of \$235,000 for 40 hours per week of enforcement from a vendor, including start-up costs for the program assuming the program runs for 3 years minimum. In December 2024, Lakewood issued the RFP for parking services.

In February 2025, Lakewood selected Interstate Parking for the contractor services.

In April 2025, the contract was established for \$175,000.

Interstate Parking started issuing warnings on July 22, 2025.

Citation issuing started August 4, 2025. Due to the delayed start, we only spent \$87,000 on the contract as we worked out ticket transfer and processing with municipal courts, acquiring a vehicle and other long lead-time items.

In April 2026, the contract was extended for another year at \$116,000.

Through June 2026, Lakewood has received \$82,392 in citations, while expending about \$115,000 on the parking program.

The Applewood area, around W 23rd Avenue, is still the only residential parking permit program location that is active in this pilot phase.

The case for allowing expansion of an RPPP may be the Applewood Village Town Homes. These are residents of Lakewood, but the property was vacant or a portion was under construction when the RPPP petition area was created. Now the residents occupy all five buildings. Buildings 1 and 2 front Youngfield and mostly utilize the on-street parking on Youngfield adjacent to their front doors. Building 5 mostly uses Applewood adjacent to its front doors, but there is only room for about four vehicles with the remaining being in the RPPP. Buildings 3 and 4 are not adjacent to any street parking and would use Youngfield, Applewood or park in Jeffco and cross over Youngfield street to get home.

All the Applewood Village town homes have garages, so street parking is mostly for convenience, oversized vehicles, more than two cars or because the resident repurposed the garage.

BUDGETARY IMPACTS:

16 hours of additional enforcement is estimated to cost \$25,000 if that is the desired direction from Council. This amount may increase annually in accordance to contract terms of 5% per year.

STAFF RECOMMENDATIONS:

Increase parking days from 5 to 7 days per week (56 hours).

Modify the City code to allow residential parking permit areas to expand to account for change in property use and/or developments becoming occupied.

ALTERNATIVES:

Keep parking enforcement for 5 days per week (40 hours).

Do not allow for residential parking permit areas to expand from the original petition area.

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

NEXT STEPS:

Modify the City Code and Budget as necessary by Council direction for adoption at future Council meeting.

ATTACHMENTS: None

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