



LAKEWOOD, CO

TOTAL POPULATION

142980

POPULATION DENSITY

3332.9

TOTAL AREA (sq. miles)

42.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lakewood
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	25%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	14%	15%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 715 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 / 10

KEY OUTCOMES

	Average Silver	Lakewood
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	1070
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	15



KEY STEPS TO SILVER

- » It appears that the reported bicycle network data may be incomplete or inconsistent. Data about on-street bicycle facilities was lacking and this makes it difficult to understand the state of bicycling in Lakewood. Work to improve on-street bicycle facilities in Lakewood and ensure that there is accurate information on your road and bicycle network easily available. Accurate data enables helpful analyses of things such as traffic stress, provision of facilities as related to demographic characteristics or community resources, and safety data.
- » Identify a law enforcement officer who would like to be a representative of the police department to the bicycling community, including engaging with city staff and bicycle advisory committee members on bicycling-related issues.
- » Ensure that your Complete Streets policy is followed for all projects. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes



as part of repaving operations can save 40% of the cost of adding a bicycle lane.

- » Increase the amount of staff time spent on improving conditions for people who bike and walk.
- » Your application reported strong in-school bicycle education opportunities for students, but no Bike to School Day. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.
- » Consider how the creation of a "minimum grid" of high quality facilities could be implemented in your community. These facilities could consist of separated bike lanes, bicycle boulevards, or other facilities as appropriate, but the key is that they are low-stress, connected, and provide access to key community destinations.