



APPENDIX B:

PUBLIC ENGAGEMENT SUMMARY

SEEKING COMMUNITY INPUT

Thorough public engagement is an essential part of the planning process to ensure that a plan addresses the wants and needs of the community. The Bicycle Plan update had two waves of public engagement opportunities: Spring 2024 outreach was focused on gathering community insight on existing conditions, and Fall 2024 outreach solicited feedback on the draft proposed network. Both waves of community engagement included both online and in-person opportunities to get involved.

Project Website

In order to make it easy for the public to find information about the planning process and get involved, the project team created a project website to serve as a hub for all updates, project information, and opportunities to provide input. The website was updated every 2-3 months and included background information on the purpose of the Bicycle Plan and why it was being updated, a project timeline explaining the five phases of the planning process, and an email sign-up for updates from the project team. Most importantly, the website housed all online tools used to gather public input throughout the update.

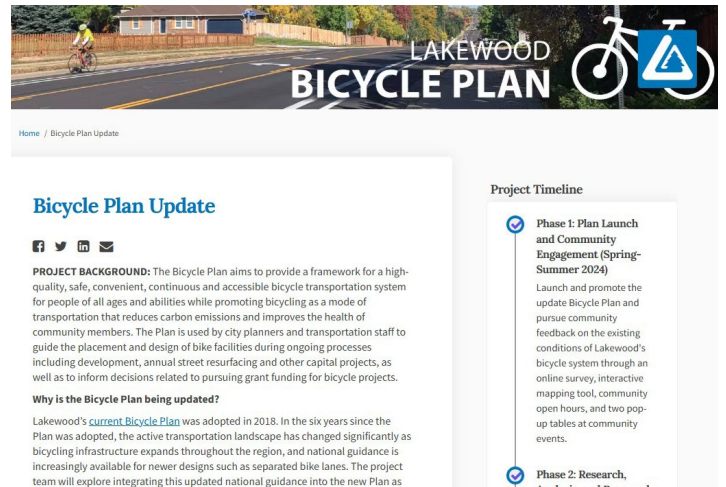


Figure B-1: Screenshot of the project website home page, Fall 2024.

Promotion & Reach

The Bicycle Plan update was promoted frequently throughout the 14-month update process, especially during the first six months when the project team was soliciting specific feedback from the community. Promotion occurred through the City's social media channels; posters and flyers displayed at civic center buildings, recreational centers, and local bike shops; pop-up tables at 3 community events; several Bike Jeffco newsletter announcements; two presentations at Alameda Business Improvement District meetings; a Colorado Avid Cyclist blog post; and three television interviews that aired on local news channels and were also posted online as written articles. Over the course of the planning process, the project website received roughly 4,000 unique visitors, over 400 of which participated in at least one of the online engagement tools hosted on the website.



Figure B-2: Promotional card to direct people to the project website.

ONLINE SURVEY #1

The first of two online surveys took place during the first wave of engagement in Spring 2024. The seven questions were primarily focused on the preferences and experiences of the community in relation to Lakewood’s existing bicycle network, with an open-ended question for respondents to communicate anything they wished with the project team. The survey received 171 total responses, summarized below:

#1. How often do you ride a bicycle in summer months?

In order to determine how well survey responses reflected the experiences of the entire community, the project team wanted to know how many participants were experienced bicyclists versus non-bicyclists or somewhere in between. As seen in Figure B-3, an overwhelming 83% of respondents ride a bicycle frequently. This information helped the project team interpret the results accordingly with a better idea of the respondents’ levels of experience.

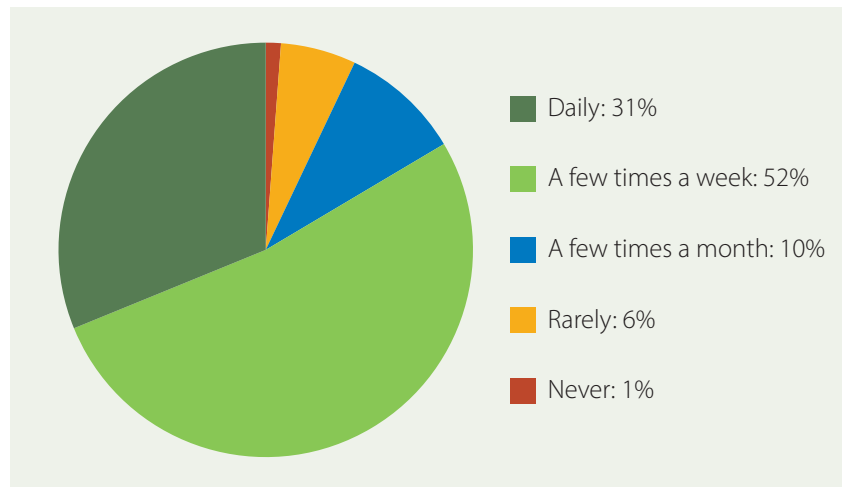


Figure B-3: Bicycling habits of 171 survey respondents.

#2. For what purpose(s) do you typically ride a bicycle?

In tandem with Question #1, this “check all that apply” question sought information on the riding habits of the survey respondents to determine the involvement of residents who ride a bicycle for transportation and obtain insight on popular destinations. At least 57% of respondents ride a bicycle for transportation as indicated by the highest percentage of a non-recreation option (Figure B-4). Because this was a “check all that apply” question, the actual percentage is likely higher.

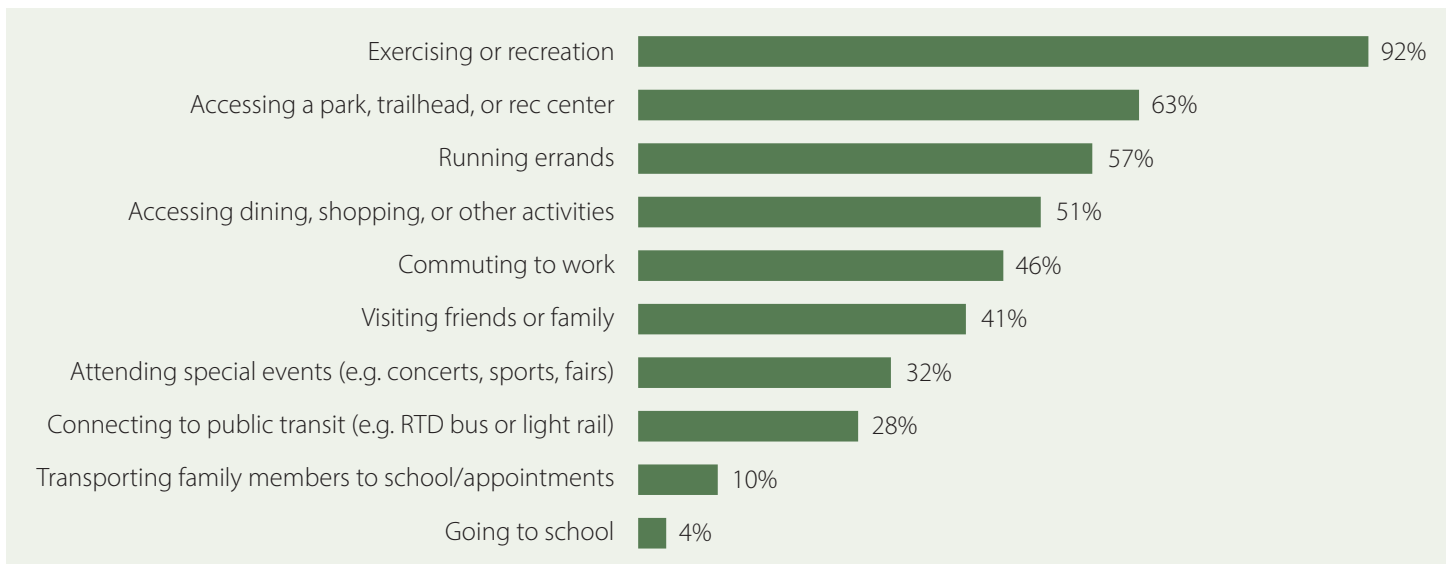


Figure B-4: Typical bicycle trip purposes (check all that apply) for 170 survey respondents who indicated that they ride a bicycle.

#3. What types of facilities do you feel comfortable riding in?

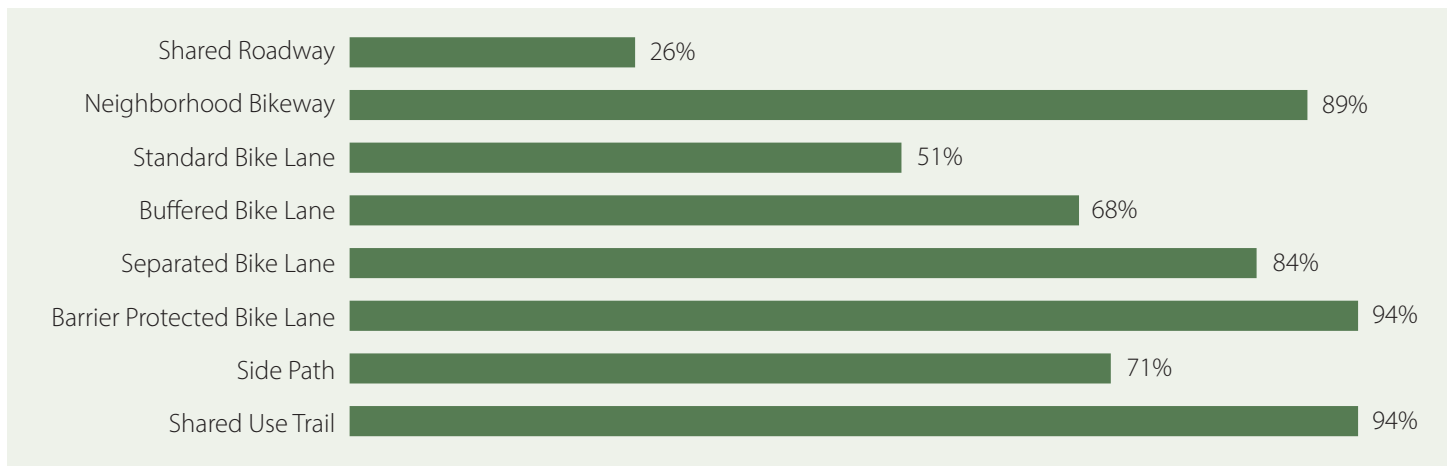


Figure B-5: Bicycle facility comfort preferences (check all that apply) of 171 survey respondents.

Question #3 served a dual purpose: it supplemented the information received from Questions 1 & 2 with more insight on how many respondents may be categorized as confident bicyclists versus “Interested but Concerned” bicyclists (see page 7), and also provided valuable information on comparative comfort levels of different facilities that the project team was considering including in the proposed network. Unsurprisingly, facilities with higher levels of separation from vehicle traffic tended to be favored by survey respondents (Figure B-5), along with neighborhood bikeways, which are considered a high-comfort facility due to low vehicle volumes and speeds (rather than separation from traffic). The significant difference in preference of side paths versus shared use trails also provided important insight into factors that may affect the comfort of a facility beyond mode separation, and prompted the project team to consider opportunities to improve Lakewood’s side path network.

#4. What top 3 improvements would make bicycling for transportation more accessible to everyone in Lakewood?

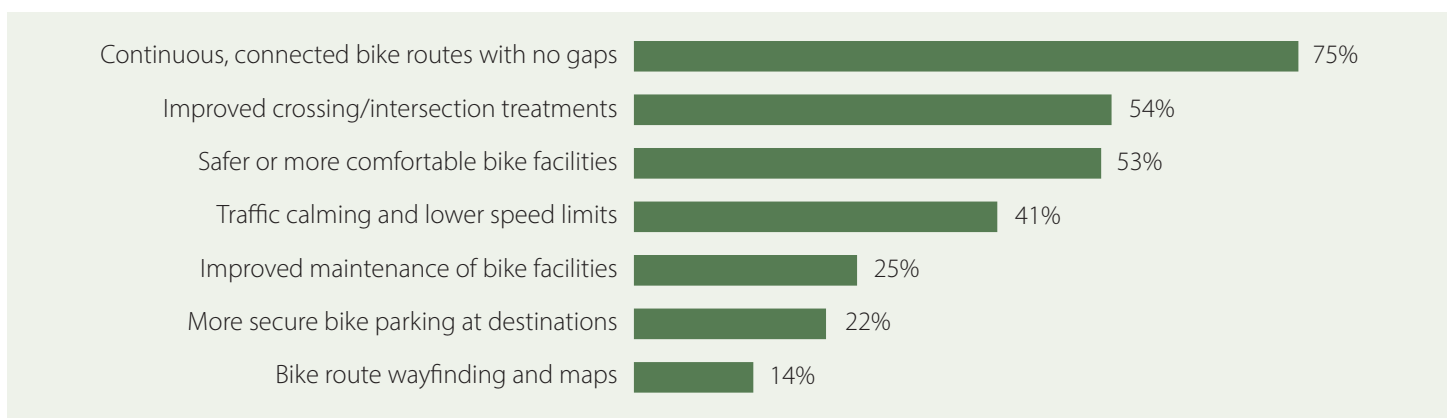


Figure B-6: Top improvements (check up to 3, unranked) to make Lakewood’s bicycle network more accessible, according to 170 respondents.

In addition to understanding the riding preferences of survey respondents, the project team wanted to know what overarching themes affected residents’ experiences with Lakewood’s existing bicycle network. The top three themes were in line with previous public engagement and are discussed on page 22. The responses also provided insight on what types of improvements might be considered higher priorities by the community, though all improvements contribute to the vision and goals of the Bicycle Plan.

#5 & #6. What is your favorite & LEAST favorite road/path to bike on in Lakewood and why?

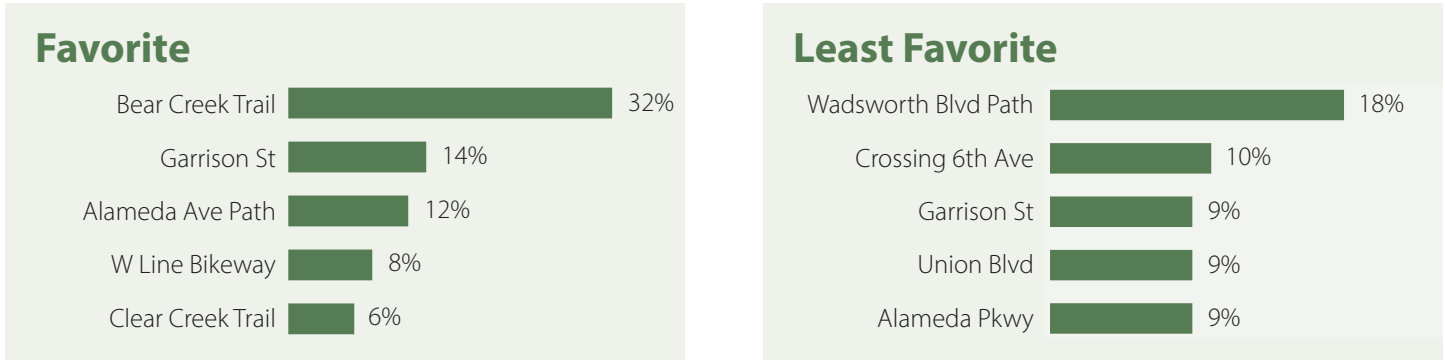


Figure B-7: Bike facilities with the most mentions for open-response questions asking respondents their favorite and least favorite places to bike.

Even though Questions 5 & 6 were open-response questions, several facilities were mentioned repeatedly across the answers of various respondents and are shown in Figure B-7. The Bear Creek Trail was a clear favorite mentioned by 54 people as a safe, pleasant, car-free facility that also serves as an important transportation connection across municipalities. Most of the other favorite routes (including the Clear Creek Trail, which is not in Lakewood but still made the top 5) were also chosen because of their length and full separation from vehicle traffic. Garrison St was also praised for its utility as a commuting route by 23 residents, but was conversely named least favorite by 15 residents for its low comfort and close proximity to fast-moving vehicles. The most common least favorite route was the side paths on Wadsworth Blvd, specifically near the 6th Ave interchange, which reflects the lower preference for side paths seen in Question #3 and also highlights the inadequacy of Lakewood’s limited freeway crossings.

ONLINE MAPPING TOOL

To collect location-specific feedback on the existing bicycle network, an online mapping tool was created to allow the community to comment on particular routes, intersections, and destinations with one of four categorized pins:

- Red:** Unsafe crossing or intersection
- Yellow:** Improve access to this destination
- Green:** Upgrade/improve this bike route
- Blue:** I like this bike route already

In addition to placing a pin, respondents were asked to leave a brief comment explaining their pin. Pins were visible to all participants, and there was no limit on the number of pins each person could place. A total of 470 pins were placed by nearly 100 participants by the time the tool closed, including the in-person sticker feedback from the open house and Earth Day (see pages 58-59). Results for each category of pin are discussed on the following two pages.

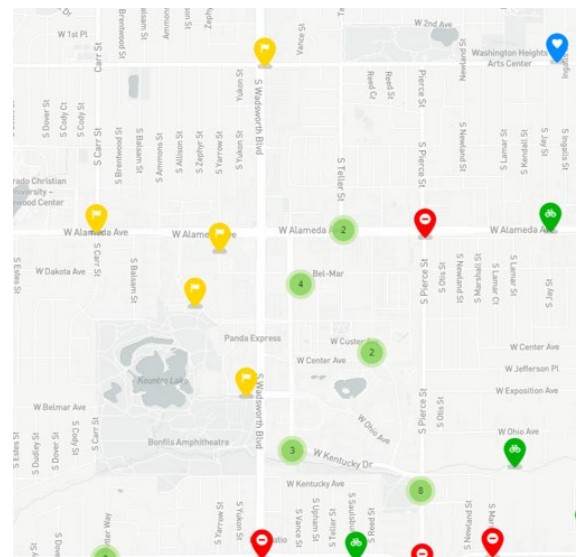


Figure B-8: Screenshot of online mapping tool in summer 2024 with many pins already placed.

Unsafe Crossing or Intersection

The intersection with the most pins placed in this activity was unsurprisingly Garrison St and Alameda Ave, an intersection where the approaching bike lane on Garrison St—Lakewood’s busiest north-south bicycling corridor—currently drops in both directions for over 500 feet. This intersection is scheduled for reconstruction in 2026 to provide continuous bike lanes. Other top locations pinned included Pierce St and Kentucky Dr (an unsignalized crossing at the bottom of a hill with limited visibility), Alameda Ave and Kipling St (a major intersection with free-flowing right turn lanes on every corner), Mississippi Ave and Butler St (an unsignalized crossing between a local street and a busy collector road), and access to the Green Mountain Trailhead near Alameda Pkwy and Utah Ave (where a signal is scheduled for installation in 2025). The variety of intersections identified for potential improvements were all reflected in the project list in Appendix A and speak to the breadth of challenges that can make intersections uncomfortable for bicyclists.

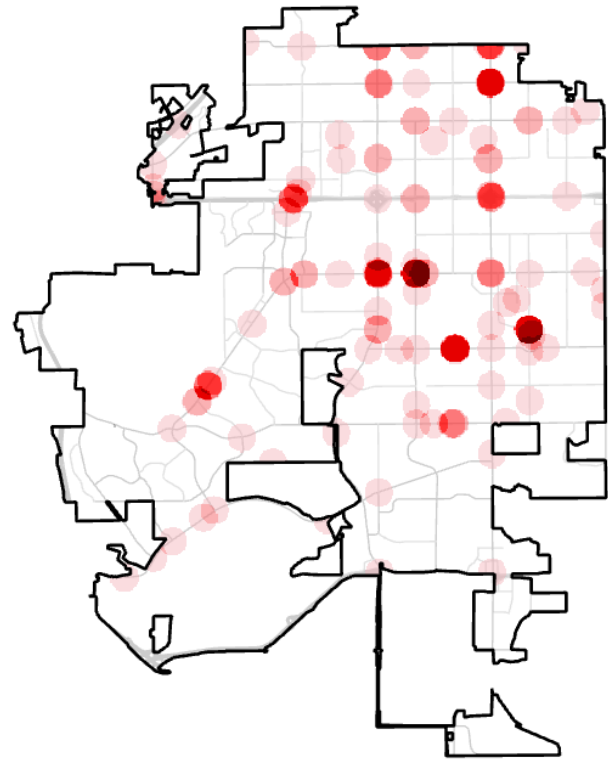


Figure B-9: Heat map of 135 “Unsafe Crossing or Intersection” pins placed on the online mapping tool.

Improve Access to this Destination

Because this is a transportation-focused Bicycle Plan, the project team sought to understand where bicyclists are trying to go in order to inform the development of the proposed network. The location that stood out the most from the “Improve Access to this Destination” pins was the Belmar Shopping Center, where currently there are no dedicated bicycle facilities within the boundaries of Wadsworth Blvd, Alameda Ave, Pierce St, and Kentucky Dr—largely due to conflicts with on-street parking and high pedestrian volumes that pose a challenge for both on-street and off-street bike infrastructure in the area. The newly opened Peak View Park just east of Wadsworth Blvd and Morrison Rd also stood out, where the side path on Wadsworth Blvd was pending utility work at the time of this exercise and had not yet been constructed. Besides these two destinations there were not very many clear patterns, but the data reinforced what City staff already expected to inform the proposed network and future recommendations.

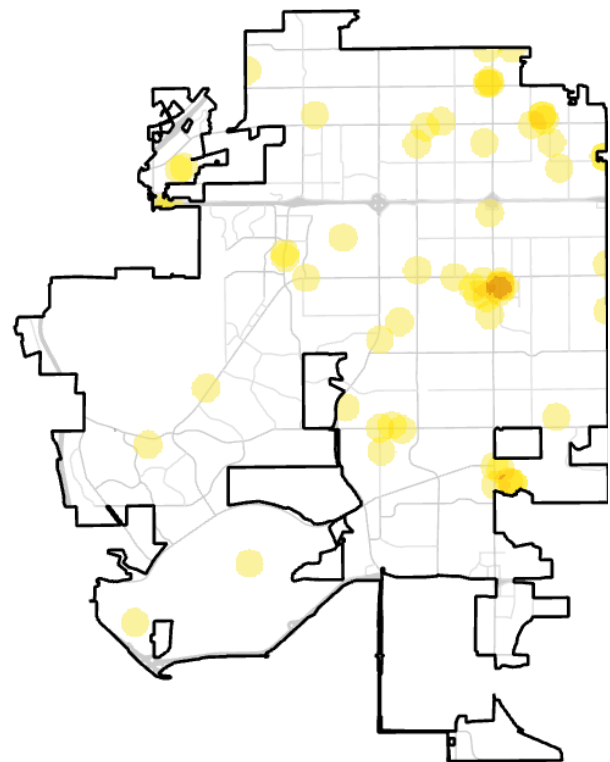


Figure B-10: Heat map of 64 “Improve Access to this Destination” pins placed on the online mapping tool.

Upgrade/Improve this Bike Route

Designing facilities for the “Interested but Concerned” bicyclist is a priority of this Plan, so the project team asked the community what routes they thought could use improving. Out of 203 pins placed, the routes that stood out the most were Garrison St between Alameda and Colfax avenues and Morrison Rd between Kipling St and Wadsworth Blvd. Garrison St currently has a standard bike lane that is proposed as a separated bike lane, and Morrison Rd is too narrow to fit any bike facilities but is proposed with both a bike lane and a side path pending collaboration with CDOT. Pierce St between Alameda and Jewell avenues, another corridor with bike lanes proposed as separated bike lanes, also stood out in this activity. This and other feedback from the mapping tool supported the project team’s proposed changes by indicating that the improvements are in line with community priorities.

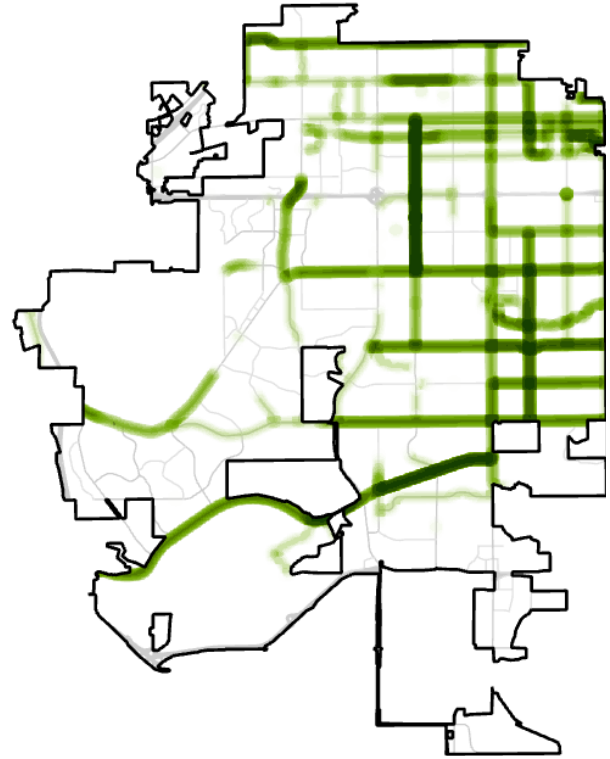


Figure B-11: Heat map of 203 “Upgrade/Improve this Bike Route” pins placed on the online mapping tool.

I Like this Bike Route Already

In addition to gaining community insight on opportunities for improvement, the project team gave residents a chance to share what bike routes in Lakewood already fulfill their needs. The pins placed in this category supported the answers received in the survey (see Figure B-7), with a mix of routes preferred for their separation from traffic and routes praised for their regional continuity and connectivity. As a route that champions both traits, the Bear Creek Trail was the top standout, with the W Line Path close behind. Garrison St between Mississippi and Jewell avenues also received many pins as a brand new separated bike lane at the time of outreach in Summer 2024, reflecting the community’s preference for separation and also illustrating the importance of taking the context of current conditions into account when interpreting public feedback.

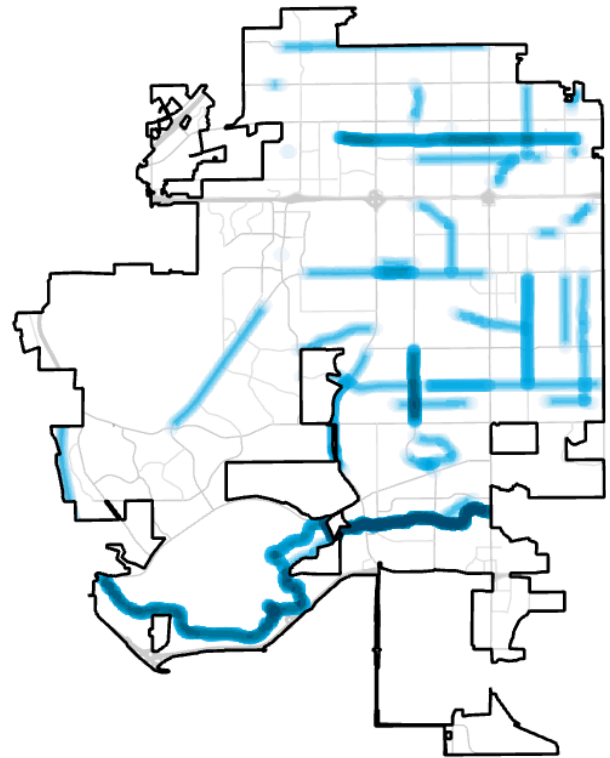


Figure B-12: Heat map of 68 “I Like this Bike Route Already” pins placed on the online mapping tool.

OPEN HOUSE

The project team hosted an open house in May of 2024 at the Lakewood Cultural Center, providing a chance for the community to learn about the Plan update, talk directly to the project team, and provide their input on the existing bicycle network and implementation strategies. Due to high winds above 60mph on the day of the event, attendance was relatively low with 16 attendees. Regardless of the low attendance, valuable conversations were had and the insight provided was integrated into the proposed network.



Figure B-13: Spending prioritization activity labeled jars & signs.

Spending Prioritization Activity

To gain insight on community priorities and give attendees insight into some of the challenges decision-makers face during Plan implementation, the project team set up a budgeting activity. Participants were given a cup of 20 pebbles and asked to “spend” their pebbles on different types of bike facility which cost different amounts per mile to reflect the relative costs of each facility type (see Table 4 on page 34). Most attendees prioritized their spending on neighborhood bikeways, due to the facility being relatively high-comfort at a much lower cost (1 pebble/mi) than other facilities. Buffered bike lanes were also a popular choice, at a cost 3x higher than neighborhood bikeways. Separated bike lanes were the third highest pick at 6 pebbles/mi, and shared use paths (encompassing both side paths and shared use trails) were popular despite their high cost of 10 pebbles/mi. Standard bike lanes were by far the least popular choice despite their low cost of 2 pebbles/mi, and barrier protected bike lanes fell just behind separated bike lanes. This activity was valuable for attendees to understand challenges implementing the Plan with limited resources, and also provided the project team with insight on community preferences for facilities.

Survey

To extend the reach of the online survey (see page 53), paper copies were printed and provided at the Open House for attendees to fill out if they had not already taken the survey online.



Figure B-14: Residents discuss feedback on the large sticker map with the project team.

Sticker Map

Another online engagement tool converted to an in-person tool for extended reach was the large sticker map. The stickers were categorized the same way as the online mapping tool (see page 55) and attendees had the chance to discuss their feedback with the project team as stickers were placed. The stickers were later imported into the final results for the online mapping tool for consistent analysis.

COMMUNITY EVENT TABLES

The project team hosted tables at three community events throughout the update process to spread awareness of the Bicycle Plan, promote the project website engagement tools, and provide more in-person chances for engagement to reach a wider group of people.

Earth Day Celebration

Lakewood’s annual Earth Day Celebration was held on a snowy day in April 2024 and saw nearly 700 attendees despite the cold weather. The project team hosted a table right by the entrance of the event, educating attendees about the Bicycle Plan update, promoting the project website with flyers and business cards, and gathering input on the existing bicycle network with a sticker map similar to the open house map.



Figure B-15: Visitors share feedback at the Earth Day Celebration.



Figure B-16: A resident visits the project team on his ride home from work on Bike to Work Day.

Bike to Work Day

City staff co-hosted an afternoon party station with the Belmar shopping district on Bike to Work Day in June 2024. Consistent with the theme of bad weather during outreach events, the station was forced to close after 20 minutes due to lightning in the area. Regardless of the short running time, 15 visitors had a chance to pick up promotional cards about the Plan update and speak with the project team.

Cider Days

During the second wave of public outreach the project team hosted a table at Cider Days to promote the project, educate visitors about the proposed facility types, and solicit feedback on the first draft of the proposed network with a sticker map for visitors to “like” and “dislike” recommendations. The event saw over 15,000 visitors over two days, providing the Plan with significant exposure to a diverse group of people.



Figure B-17: Lakewood’s Active Transportation Coordinator shows off the draft proposed network sticker map at the Cider Days table.

ONLINE SURVEY #2

The second of two online surveys asked respondents about their preferences related to Plan implementation and proposed network density. The survey received 217 responses during a 6-week period.

#1. How often do you typically ride a bicycle, weather permitting?

The Fall 2024 online survey started with the same question as the Spring 2024 survey to identify how well respondents reflected the preferences of the overall community. In addition to receiving nearly 50 more responses than the first survey, the second online survey was also closer to representing the community as a whole with only 70% of respondents being frequent bicyclists compared to the first survey's 83%, as well as 7% of non-bicyclists compared to the first survey's 1% (Figures B-3 and B-18). Knowing this information helped the project team interpret the results and also set the two surveys apart.

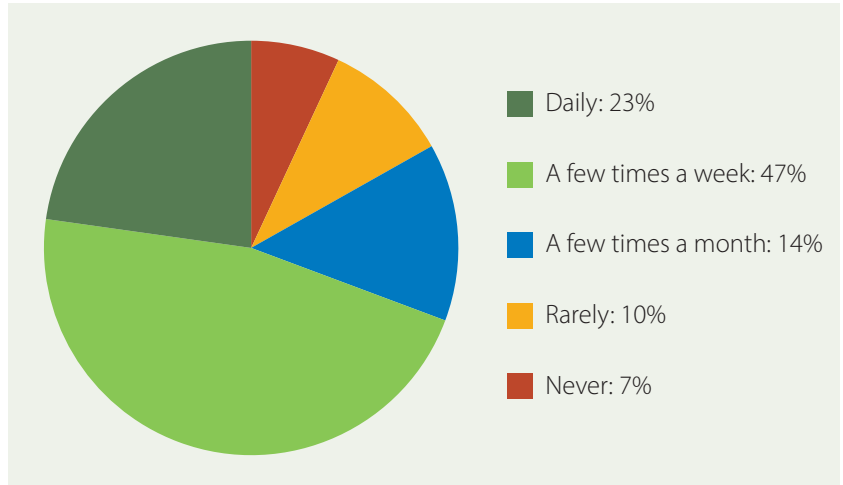


Figure B-18: Bicycling habits of 217 survey respondents.

#2. What percentage of your bicycle trips are for transportation?

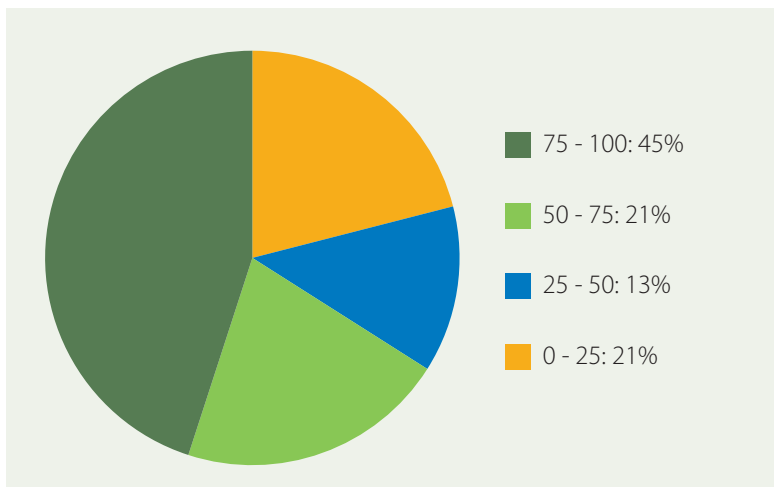


Figure B-19: Share of bicycling trips for transportation for 201 respondents who indicated that they ride a bicycle.

While Question #2 in the first survey asked respondents about the destinations they visited when riding a bicycle, this question was a little less specific but focused more intentionally on determining how many respondents ride a bicycle for transportation versus primarily for recreation. With 66% of respondents riding for transportation during at least half of their bicycle trips (Figure B-19), the project team was able to interpret the results with that group of people in mind.

#3. Rate your agreement with the following statement: “If Lakewood had one fully continuous and comfortable bike route north-south and one east-west, I would ride my bike more.”

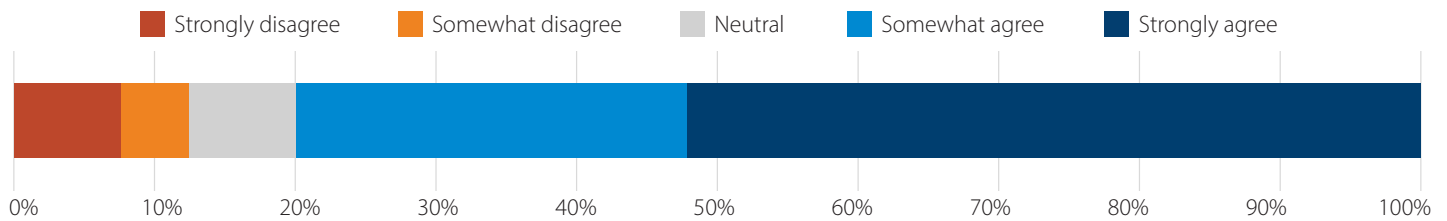


Figure B-20: Level of 209 respondents' agreement with the above statement.

Questions #3 and #4 both sought input from the community on their preferences for prioritizing future improvements during implementation of the Plan. This question also provided some insight on whether respondents' bicycling habits would be influenced by changes in infrastructure. 80% of respondents indicated that they would ride a bike more if the City had one continuous and comfortable bike route in each direction (Figure B-20), supporting the importance of continuity that the project team heard during the first survey. Over 10% of respondents disagreed, indicating that implementing the recommendations in the Plan is not a guaranteed way to increase bicycling, and also likely representing some of the 25% of the overall population that is not interested in bicycling no matter what infrastructure is available (see page 7).

#4. Rate your agreement with the following statement: “City resources should be focused on building out one continuous bike route at a time, rather than on installing similar but disconnected improvements on multiple routes citywide.”

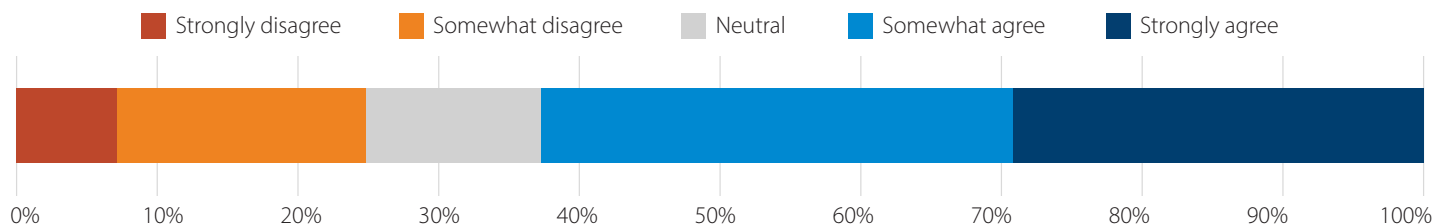


Figure B-21: Level of 209 respondents' agreement with the above statement.

This question essentially pitched the concept of continuity against overall network density, asking respondents if they would rather see the proposed network implemented one corridor at a time or in a more piecemeal manner, provided that the same quantity and quality of facilities would be available but in a different geographic pattern. Responses were a bit more split than Question #3, with just over 60% of respondents favoring continuous corridors and 25% of respondents favoring citywide improvements even if they are disconnected (Figure B-21). Because there are limited resources available for Plan implementation, this question provides valuable insight on community preferences that decision-makers can take into account when prioritizing future projects.

#5. What is the furthest you are willing to travel out of your way for a more comfortable bike route?

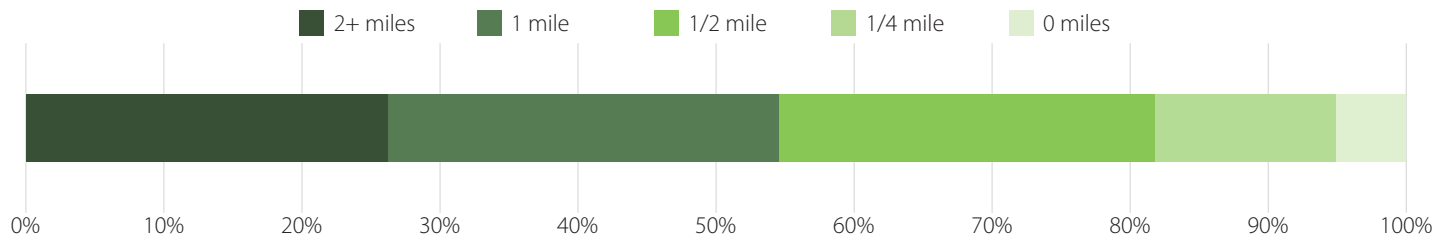


Figure B-22: Breakdown of the furthest distance 201 respondents who indicated they ride a bicycle are willing to travel for a more comfortable route.

As discussed on page 29, this question helped inform the desired density of bike routes in Lakewood’s bicycle network. Over 80% of respondents indicated they are willing to ride at least 1/2 mile out of their way for a more comfortable bike route (Figure B-22), so the project team developed the proposed network with that figure in mind and left very few locations where more than 1/2 mile of bicycling is necessary to find a designated route. The responses to this question also provided insight on the extent to which some bicyclists may value comfort over convenience, considering over 25% of respondents were willing to travel 2 miles or more to find a comfortable route even if it meant lengthening their trip. Since expanding accessibility and convenience is one of the three primary goals for this Plan (see page 10), these responses helped guide the project team toward a realistic standard of how widely bicycle facilities can be spaced apart without compromising convenience or making bicycling less accessible.

INTERACTIVE FEEDBACK MAP

In order to obtain feedback from the public on each individual recommendation in the first draft of the proposed network, this online interactive feedback map allowed participants to give specific proposed facilities a “thumbs up” or a “thumbs down” and leave an optional comment explaining why they did or did not think it was a good recommendation (Figure B-23). Likes, dislikes, and comments were visible to all participants throughout the 6-week feedback period in Fall 2024. The map received nearly 1,200 visitors in that period, who contributed a total of 1,383 likes, 67 dislikes, and 366 comments. Out of 178 recommendations on the map, only five projects did not receive any feedback. The insight gained from the community using this tool was an integral part of finalizing the draft proposed network to create the project list found in Appendix A, and is discussed over the next two pages.

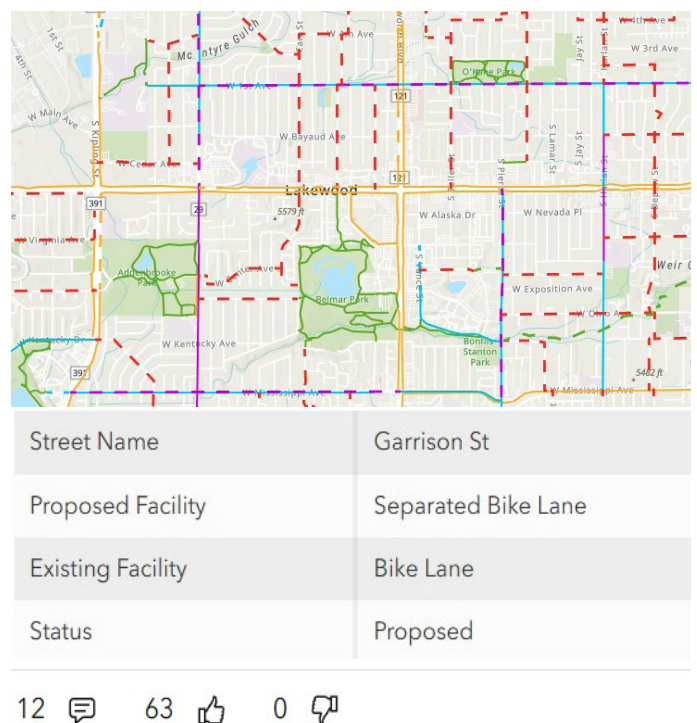


Figure B-23: A screenshot of the interactive feedback map with a pop-up showing the total count of likes, dislikes, and comments for one particular recommendation.

Most “Liked” Proposed Bike Facilities

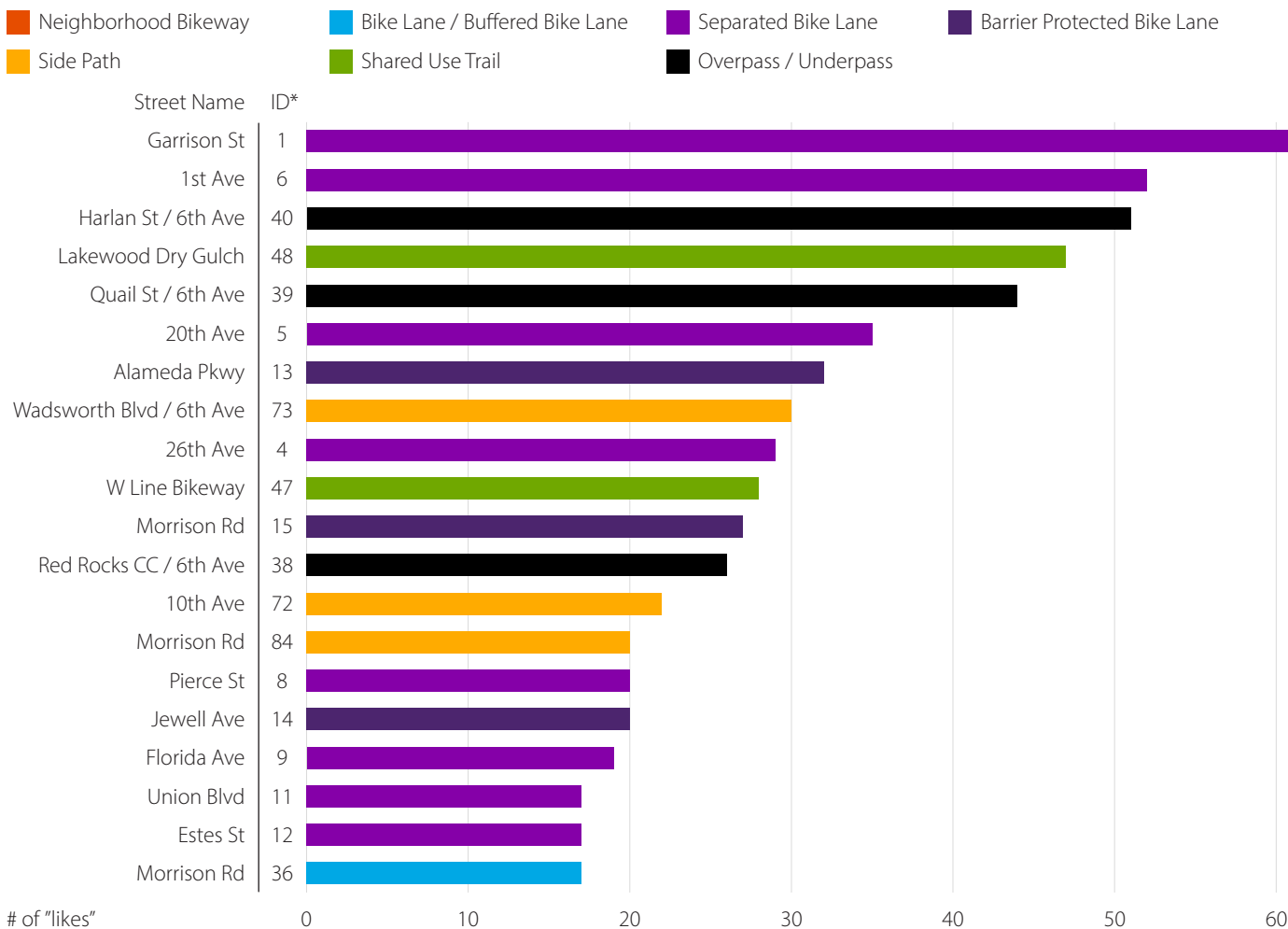
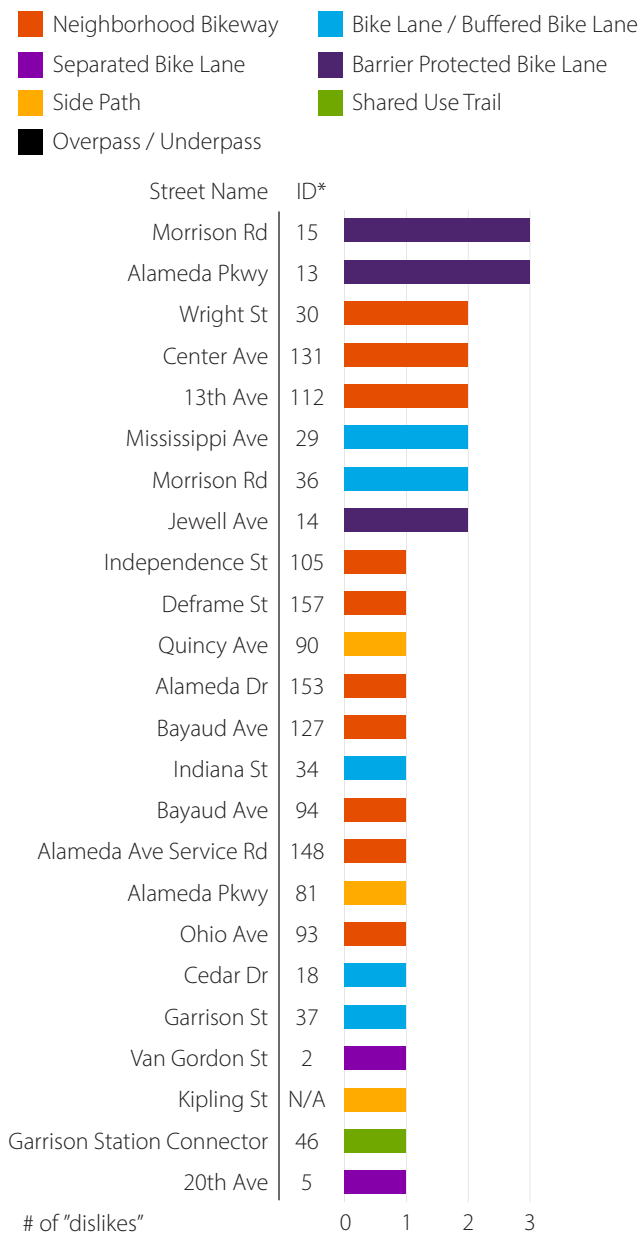


Figure B-24: Top 20 most “liked” proposed facilities on the interactive feedback map, categorized by facility type. * = project number; see Appendix A for the project limits and implementation considerations for each proposed facility.

In addition to providing information on how well the draft proposed network reflected the needs and desires of the community, analyzing the most “liked” proposed facilities revealed insightful patterns in the types of facilities that respondents favor. 19 out of 20 of the top “liked” projects are facilities fully separated from motor vehicle traffic, split about half and half between upgraded on-street facilities (separated and barrier protected bike lanes on corridors where there are currently standard bike lanes) and new off-street facilities (side paths, shared use trails, and overpasses/underpasses where there is currently no direct connection). The one facility on this list that is not separated from vehicle traffic, a proposed bike lane on Morrison Rd between Kipling St and Wadsworth Blvd, fills one of the top gaps identified in the Spring 2024 online mapping tool (see figure B-11 on page 57). The comments left on these facilities confirmed that the “likes” were based largely on the facilities’ separation from vehicle traffic or their role in filling existing gaps, reflecting the priorities of this Plan and the preferences of the community discussed on page 22.

Most “Disliked” Proposed Bike Facilities



Compared to the number of “likes” given to proposed facilities, there were much fewer “dislikes” provided. Most “dislikes” were submitted along with a comment explaining why the recommendation wasn’t preferred by the respondent, allowing the project team to weigh that reasoning when narrowing down the final project list in Appendix A. The three barrier protected bike lanes proposed in the Plan were among the most “disliked”, with comments citing concerns about street sweeping and having room to pass slower bicyclists. These comments did not result in removal of the recommendations from the project list, but the concerns will be taken into account during implementation. Several “disliked” neighborhood bikeways had associated comments arguing that vehicle volumes and speeds were not appropriate for a neighborhood bikeway, which prompted the project team to collect additional data as necessary and reconsider route alignment. Most of the “disliked” bike lanes were accompanied by comments expressing disappointment that the proposed facility was not a separated or barrier protected bike lane instead. Overall, the few “dislikes” received on the interactive feedback map were very informative both in helping the project team finalize the project list and in highlighting factors to keep in mind during implementation. All likes, dislikes, and comments received from the online interactive feedback map for both existing and proposed facilities were saved by the project team for future reference.

Figure B-25: All “disliked” proposed facilities on the interactive feedback map, categorized by facility type. * = project number; see Appendix A for the project limits and implementation considerations for each proposed facility.