

# Lakewood Resiliency Task Force



**Objective Category: *Connectivity*** – *Building effective connections between people and places.*

*Last Revised: July 6, 2018*

## **Our Purpose Statement:**

To understand current and emerging forces that can impact Lakewood and the wellbeing of its citizens. Examining environmental, political, social and economic forces through the lens of resiliency, the Task Force will pursue and recommend systemic process enhancements that will allow Lakewood to identify, prioritize, execute and measure solutions that will lead to a continuously improving and thriving city for all, especially the most vulnerable among us, for generations to come.

## **Indicators of the “Current State” in Lakewood:**

**City Services:** Digital feedback/interactions with residents and employers: \_\_\_

**Mode Split:** 79% Drive Alone, 7.1% Carpool, 5.1% Transit, 2.8% Walk, 1.9% Bike, 3.8% Work from Home (2016 ACS)

**Broadband:** 15 miles of high-speed fiber optic infrastructure (Everstream)

**Broadband:** Municipal Facilities, Schools, and Libraries linked by high-speed dedicated fiber optic (City)

**Transit:** >90% of City is within ¼ mile of transit stop. (City)

**Transit:** 2,600 boardings per day (GCRTA)

**Streets:** 80 miles of sidewalk assessed and repaired since 2013

**Bike lanes:** 3.9 miles of bike lanes, 3.7 miles of Sharrows (city)

**Cars:** Vehicles per household: 1.44; Average vehicle miles travelled: 15,995; Annual Cost: \$10,290 (H&T Index)

**Third Places:** Co-work: 1; Coffee Shops: 6; Community Centers: 2

**Neighbor Connections:** Number of active community events/groups (book clubs, scouting, service organizations, etc.)

**Shared Mobility:** Ride share: 2 (uber, lyft); AllTransit Score: 7.1

## **Relevant highlights from previously adopted City of Lakewood Plans:**

**Vision – Commercial Development** “Promote sharing of resources and information amongst local businesses”, “Design and develop commercial districts to provide for a safe and inviting pedestrian experience”

**Vision – Mobility** “Increase the number of miles travelled using means other than a car”, “Continue to invest in infrastructure improvements to achieve a balanced multimodal transportation network”

**Vision – Safety** “Improve the application of the Safe Routes to School program”, “Ensure linked communication between safety forces”

**Birdtown Action Plan** – Traffic Calming

**Parks Strategic Plan - Connectivity Planning:** Assessment of current inter-park connections and develop linkages.

**Bike Master Plan** – Expand the network of dedicated bike facilities

## **Systems Level Connections to other Priorities:**

**Energy:** LED Streetlights promote public safety and walking/biking

**Broadband:** % of citizens with access to high-speed Internet; public access points for wifi

**Smart Cities:** Access to wifi for citizens and public services; access to local government services via web

**Streets:** Street and intersection design to maximize safety and accommodate traffic flow

**Shared Mobility:** Bike share, car share, curb space for ride share (uber/lyft)

## **Current and Proposed Projects and Programs in Lakewood:**

- EV Charging Stations (Public, Rebates for apartment installations)
- Complete & Green Streets
- Promotion of Broadband internet as economic development tool
- Expansion of security camera network
- Community Programming (LakewoodAlive!): Summer Meltdown (July 14)
- Shared mobility programs

**Objective Category:** Connectivity

**Primary Goal or Objective: (the change we seek):**

Increase connectivity in Lakewood between residents, businesses, and the city's amenities by reducing car travel and increasing walkability, public and shared mobility options, and access to the internet. Leverage Lakewood's density, size, and transportation options to attract and retain residents, businesses, and visitors.

**Illustrative indicators, baseline measurements and performance targets:**

- 1.) Everyone in Lakewood should be within a 10-minute walk to a park or greenspace
- 2.) Reduce the rate of car ownership and the drive alone rate; increase bicycle infrastructure
- 3.) Increase the percent of city residents with access to free or low cost internet

**Strategies and Interventions, Projects and Programs to meet the targets:**

- Consider creating a "Parking Benefit District" or similar mechanism to generate additional revenue through parking fees that are dedicated to increasing shared mobility options
- Make the streets more walkable and inviting by creating more space (by reducing parking), adding "greenscape" to soften the streetscape, and prioritizing public safety and sidewalk snow removal
- Increase bicycle use through increased safety (protected bike lanes), access (bike share), and convenience (bike racks)
- Encourage Lakewood's "front porches" to increase neighborhood interaction
- Increase access (and transit options) to greenspace, especially connections to the lake; learn from Edgewater's success
- Create a city wide, public access wifi network to provide internet connectivity to all residents and visitors; this can be a differentiating factor for the city and could accelerate "smart vehicles" and shared mobility options that rely on an app/internet connectivity (reducing vehicles on the road by substituting technology)
- Develop a centralized business marketplace to limit stops for shopping and retain local dollars in the economy (e.g., mini West Side Market)  
Increase wayfinding indicators to allow residents to easily find paths to locations (including the rapid) by walking or biking; east-west and north-south routes can be intimidating

**Necessary and desirable stakeholders and partners, within Lakewood and beyond Lakewood:**

ODOT, business owners, RTA, State

**Required changes to Policies and Procedures**

Increase parking fees and paid residential parking permits  
Institute a policy of protected bike lanes on major streets

**Resources required vs. resources available and the time frame:**