



# Littleton Linkages Improvement Concepts

## Trail Crossings

- + C1 – New Belleview & Michigan Crossing
  - ▶ Install a formal pedestrian crossing along the west leg of the intersection, including at minimum ADA ramps at both corners and crosswalk striping.
  
- + C2 – Improved Lowell & Arrowhead/Aksarben Crossing
  - ▶ Improve the existing pedestrian crossing, including at a minimum ADA ramps and better signage.
  
- + C3 – Improved Belleview & Windermere Crossing
  - ▶ Implement pedestrian safety improvements at the intersection.
  
- + C4 – New Prentice Midblock Crossing
  - ▶ Install a formal pedestrian crossing on the south side of Cornerstone Park between Windermere Street and Hickory Street, including at a minimum ADA ramps at both corners and crosswalk striping.
  
- + C5 – New Hickory Midblock Crossing
  - ▶ Install a formal pedestrian crossing aligned with the existing Progress Park access road, including ADA ramps, formal trail connections to both Progress Park and Cornerstone Park, and a pedestrian beacon. This could be a collaborative effort with South Suburban Parks & Recreation.
  
- + C6 – New Prentice & Huron Crossing
  - ▶ Install a formal pedestrian crossing along the east leg of the intersection, including at a minimum ADA ramps, bulb-outs, crosswalk striping, and a sidewalk connection between Prentice and the Big Dry Creek Trail.



- + C7 – New Windermere & Berry Crossing
  - ▶ Install a pedestrian crossing along the south leg of the intersection, including at a minimum ADA ramps and crosswalk striping.
  
- + C8 – New Powers Park Crossing
  - ▶ Install a formal pedestrian crossing along the west leg of the Fox Street intersection, including at a minimum ADA ramps, crosswalk striping, and a bulb-out. This project should be done in coordination with the Powers Park Plan to fully address existing ADA issues.
  
- + C9 – Improved Littles Creek Trail Crossings
  - ▶ Install raised crosswalks or bulb-outs where the Littles Creek Trail crosses Curtice and Rapp.
  
- + C10 – Littleton Downtown Station Railroad Trail Overpass
  - ▶ Adapt the drainage structure over the railroad south of Littleton/Downtown Station to include a bicycle & pedestrian overpass connecting the Littleton Community Trail with Littles Creek Trail. This project would require substantial upgrades to the existing structure and would be challenging to implement.
  
- + C11 – Improved Prince & Lake Crossing
  - ▶ Improve the existing pedestrian crossing, including at a minimum ADA ramps.
  
- + C12 – New Bemis Midblock Crossing
  - ▶ Install a formal pedestrian crossing north of the Rose Garden parking lot access, including ADA ramps and a pedestrian beacon. This project should be done in coordination with other nearby park and trail improvement efforts.
  
- + C13 – New Lake & Sterne Crossing
  - ▶ Install a formal pedestrian crossing along the east leg of the intersection, including at a minimum ADA ramps, bulb-outs, and connecting sidewalk improvements.
  
- + C14 –New Gallup & Sheperd Crossing
  - ▶ Install a formal pedestrian crossing along the south leg of the intersection, including at a minimum ADA ramps and a bulb-out on the west side.



- + C15 – Improved Caley & Datura Crossing
  - ▶ Improve the existing pedestrian crossing, including ADA ramps, bulb-outs, and access modifications to Sterne on the north side.
  
- + C16 – New Elati & Sterne Crossing
  - ▶ Install a formal pedestrian crossing along the south leg of the intersection, including at a minimum ADA ramps and crosswalk striping.
  
- + C17 – Improved Windermere & Lee Gulch Trail Crossing
  - ▶ Improve the existing pedestrian crossing with a pedestrian beacon and sturdier bulb-outs.
  
- + C18 – Improved Ridge & Apache Crossing
  - ▶ Improve the existing pedestrian crossings with ADA ramps and bulb-outs on north intersection corners.
  
- + C19 – Improved Prince & Rangeview Crossing
  - ▶ Improve the existing pedestrian crossing, including at a minimum ADA ramps.
  
- + C20 – Improved Geddes & HLC Trail Crossing
  - ▶ Improve the existing pedestrian crossing with a raised crosswalk or bulb-outs and ADA ramps.
  
- + C21 – Improved Geddes & Gallup Crossing
  - ▶ Shift the trail alignment to connect more directly with the existing pedestrian crossing.
  
- + C22 – Improved Elati & Lee Gulch Trail Crossing
  - ▶ Improve the existing pedestrian crossing with a pedestrian beacon.
  
- + C23 – Broadway & Jamison Trail Underpass
  - ▶ Install a trail underpass of Broadway aligned with Lee Gulch Trail just north of the hospital access road.



- + C24 –New South Platte Canyon & Depew Crossing
  - ▶ Install a formal pedestrian crossing along the north leg of the intersection, including a refuge space in the existing median island, ADA ramps, and a pedestrian beacon. This crossing is not located within the City of Littleton.
  
- + C25 – Improved Wolff & Mineral Trail Crossing
  - ▶ Improve the existing pedestrian crossing with curb radii, ramp, and striping improvements.
  
- + C26 – Improved Dusk & Mineral Trail Crossing
  - ▶ Improve the existing pedestrian crossing with curb radii, ramp, and striping improvements.
  
- + C27 – Improved Polo Ridge & Mineral Trail Crossing
  - ▶ Improve the existing east-west pedestrian crossing of Polo Ridge Drive with curb radii, ramp, and striping improvements.



## New Trail Connections

- + N1 – James Taylor Park/Harlow Park Trail
  - ▶ Construct a concrete trail along the north/east edge the parks, generally parallel to Belleview, between Meade and Lowell.
  
- + N2 – Berry Avenue, Bow Mar to Federal
  - ▶ Construct a multi-use concrete trail along the south side of Berry between Bow Mar and Lowell, and between Julian and Federal. Construction of the segment north of Bowles Grove Park could be a collaborative effort with South Suburban Parks & Recreation. There is an existing trail segment between Lowell and Julian.
  
- + N3 – Bowles Avenue, Sheridan to Santa Fe
  - ▶ Construct a multi-use detached concrete trail along the south side of Bowles Avenue. Bowles Avenue has significant multimodal improvement needs and the City will be studied the full corridor in greater detail starting in 2026.
  
- + N4 – Hickory Street, Prentice to Big Dry Creek Trail
  - ▶ Construct a multi-use concrete trail along the east side of Hickory between Prentice and the SSPRD access road, and along the access road between Hickory and the Big Dry Creek Trail.
  
- + N5 – Berry Avenue, Windermere to Delaware
  - ▶ Construct a multi-use concrete trail along the south side of Berry between Windermere and Delaware.
  
- + N6 – Rafferty Gardens Avenue, Delaware to Broadway
  - ▶ Construct a multi-use concrete trail along the south side of Rafferty Gardens between Delaware and Broadway. Include a crossing of Rafferty Gardens to access Big Dry Creek Trail.
  
- + N7 – Powers Park Trail
  - ▶ Widen the sidewalk along the west edge of Powers Park and construct a concrete or asphalt connection through the park.



- + N8 – Trail Connection, Big Dry Creek Trail to Littleton High School
  - ▶ Construct a concrete trail connection between the Big Dry Creek Trail and Powers along the south edge of the LHS sports fields.
  
- + N9 – Washington Street/Littleton Boulevard, Big Dry Creek Trail to Clarkson
  - ▶ Construct a multi-use concrete trail along the east side of Washington and the south side of Littleton Boulevard to connect with the Clarkson Street trailhead.
  
- + N10 – Prince Street, Lake to Little’s Creek
  - ▶ Construct a multi-use concrete trail along the west side of Prince.
  
- + N11 – Lake Avenue, Prince to Datura
  - ▶ Construct a multi-use concrete trail along the north side of Lake.
  
- + N12 – Sterne Park Trail
  - ▶ Construct a concrete or asphalt trail through the south portion of Sterne Park (along the west side) between the parking lot/playground and Lake.
  
- + N13 – Sterne Parkway, Windermere to Lake
  - ▶ Construct a multi-use concrete trail along the north side of Sterne Parkway.
  
- + N14 – Lakeview Street, Ketring Park to Shepperd
  - ▶ Construct a multi-use concrete trail along the west side of Lakeview.
  
- + N15 – Lakeview Street, Caley to Ketring Park
  - ▶ Construct a multi-use concrete trail along the east side of Lakeview.
  
- + N16 – Caley Avenue, Prince to Broadway/High Line Canal
  - ▶ Construct a multi-use concrete trail along one side of Caley.
  
- + N17 – Euclid Avenue, Elati to Broadway/High Line Canal
  - ▶ Construct a multi-use concrete trail along the north side of Euclid.



- + N18 – Sterne Parkway, Elati to Broadway
  - ▶ Construct a multi-use concrete trail along of Sterne Parkway.
  
- + N19 – Ridge Road, Littleton Community Trail to High Line Canal
  - ▶ Construct a multi-use concrete trail along the south side of Ridge Road.
  
- + N20 – Peakview Avenue, Ridge to Elati
  - ▶ Construct a multi-use concrete trail along the south side of Peakview.
  
- + N21 – Trail Connection, Mary Carter Greenway to Davies
  - ▶ Formalize the existing unpaved trail connection with concrete paving.
  
- + N22 – Trail Connection, Meadowbrook to Lee Gulch Trail
  - ▶ Formalize the existing unpaved travel connection between the Meadowbrook Road cul-de-sac and Lee Gulch Trail with concrete or asphalt paving.
  
- + N23 – Geddes Avenue, High Line Canal to Lee Gulch Trail
  - ▶ Construct a multi-use concrete trail along the south side of Geddes between the High Line Canal and Lee Gulch Trail accesses.
  
- + N24 – Horseshoe Park Trail
  - ▶ Formalize the existing footpath through Horseshoe Park between Lee Gulch and High Line Canal with crusher fines.
  
- + N25 – Mineral Avenue, Broadway to Lee Gulch Trail
  - ▶ Construct a multi-use detached concrete trail along the south or both sides of Mineral.
  
- + N26 – Pennsylvania Street, Phillips to Mineral
  - ▶ Construct a multi-use concrete trail along the east side of Pennsylvania.
  
- + N27 – Trail Connection, Reynolds Landing to Lee Gulch Overlook
  - ▶ Construct a trail connection between Lee Gulch Overlook and Reynold’s Landing along the east edge of the pond.



- + N28 – Trail Connection, Southridge Park to High Line Canal Trail
  - ▶ Construct an improved trail connection between High Line Canal and Prescott, including replacement of the existing bridge.
  
- + N29 – Trail Connection, Olhson Acres to High Line Canal Trail
  - ▶ Construct a connection (including a bridge) to the High Line Canal Trail from new planned development off Plum Valley Lane.
  
- + N30 – Littleton Community Trail Extension, Euclid to Mineral
  - ▶ Extend the Littleton Community Trail south from it's current terminus near Euclid to Mineral.





## Existing Trail Improvements

- + A1 – Harlow Park Trail Widening
  - ▶ Widen the sidewalks along the edges of Harlow Park.
  
- + A2 – Little’s Creek Trail Realignment
  - ▶ Reconstruct the trail alignment south and east of DISH Network to have smoother curvature.
  
- + A3 – Ketring Park Trail Widening & Formalization
  - ▶ Replace the existing trail along the south and west sides of Ketring Lake with wider concrete.
  
- + A4 – Littleton Community Trail Trailhead
  - ▶ Construct a trail head with amenities for Littleton Community Trail users at the west end of Ridge Road.
  
- + A5 – Lee Gulch Underpass Improvements
  - ▶ Reconstruct the trail alignment between Lower Ridgewood Park and Lee Gulch Overlook with concrete and make other improvements to the underpass to enhance visibility and comfort.
  
- + A6 – Rangeview Drive Trail Formalization
  - ▶ Formalize the existing asphalt trail along the north side of Rangeview between Prince and Windermere with concrete.
  
- + A7 – High Line Canal Trail Connection Easement
  - ▶ Formalize the existing connection to the High Line Canal Trail through Footbridge Park by acquiring an easement.
  
- + A8 – Lee Gulch Trail Realignment 1
  - ▶ Reconstruct parts of the trail alignment between Ashbaugh Park and Carbone Park to have smoother curvature.



+ A9 – Lee Gulch Trail Realignment 2

- ▶ Reconstruct the trail alignment between Elati Street and the High Line Canal, including the existing drainage crossings, to be smoother.

+ A10 – Mineral Avenue Trail Widening & Intersection Improvements

- ▶ Widen the concrete trail along the north side of Mineral Avenue between High Line Canal and Broadway, and implement pedestrian crossing improvements at the major street crossings.

+ A11 – Trailmark Parkway Trail Widening

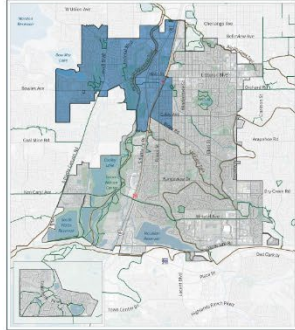
- ▶ Widen the trail connection along Trailmark Parkway between Carr Way and Wadsworth Boulevard.



# LITTLETON LINKAGES IMPROVEMENT CONCEPTS

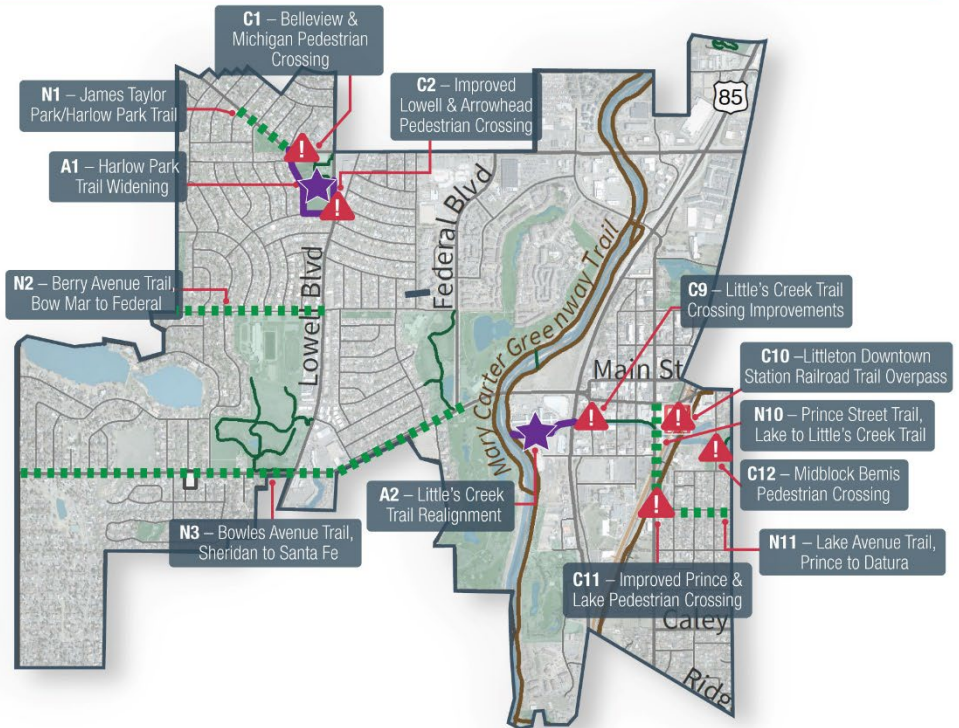
## DISTRICT 1

Key



Legend

- = Crossing Improvements
- = New Trail Connections
- = Existing Trail Improvements

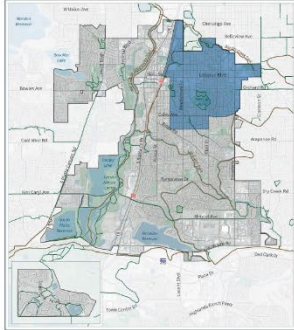




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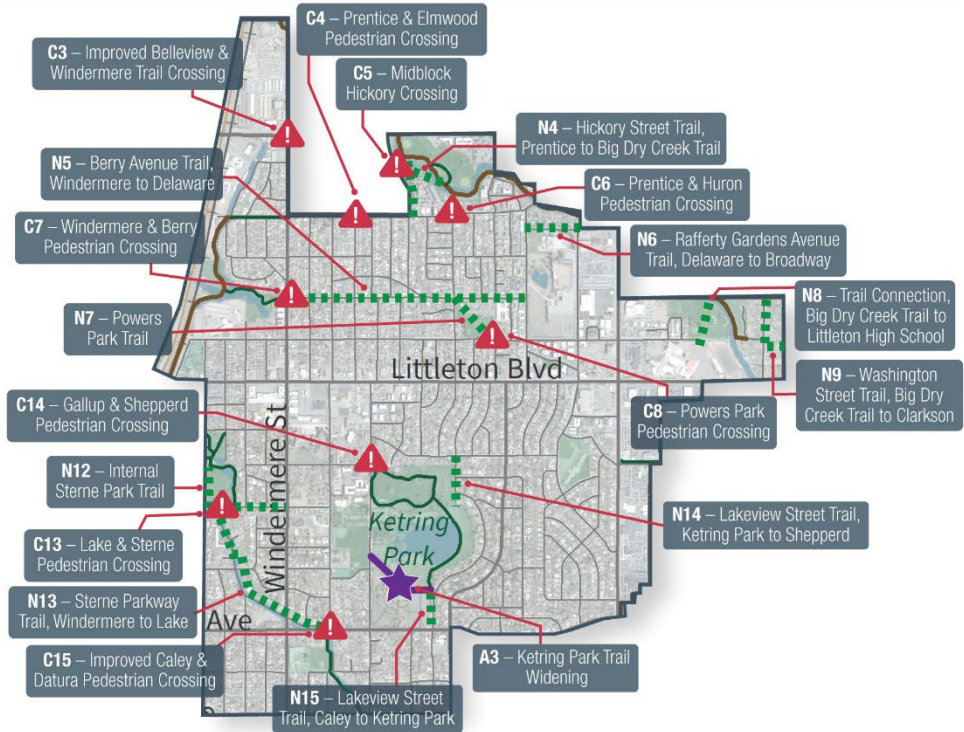
## DISTRICT 2

Key



Legend

- = Crossing Improvements
- = New Trail Connections
- = Existing Trail Improvements

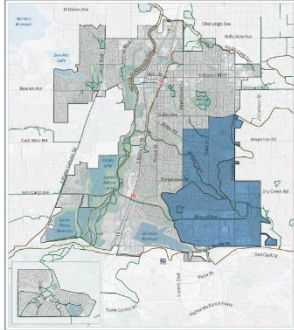




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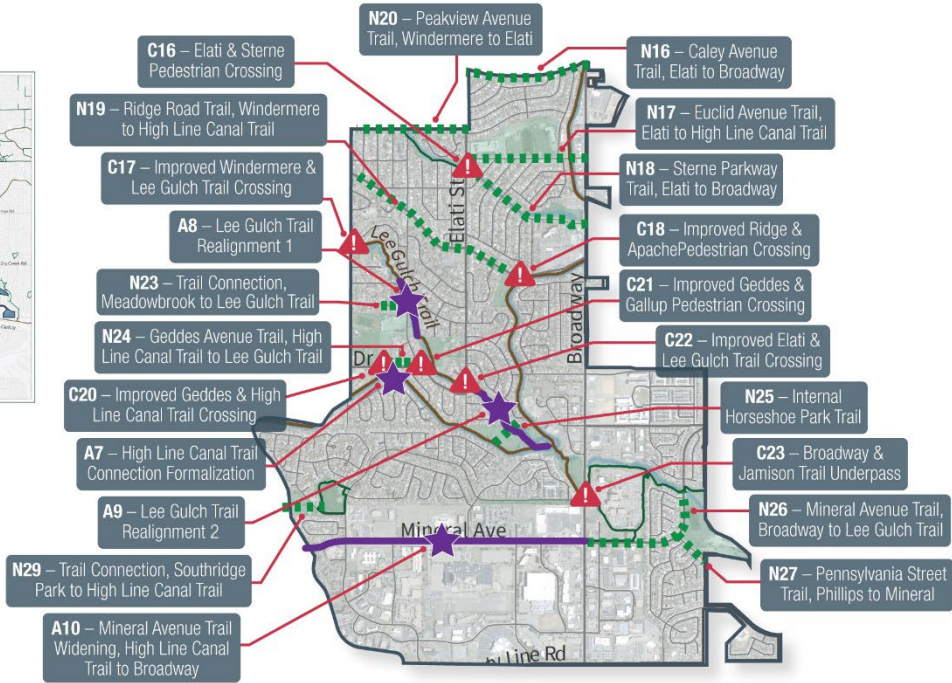
## DISTRICT 3

Key



Legend

-  = Crossing Improvements
-  = New Trail Connections
-  = Existing Trail Improvements

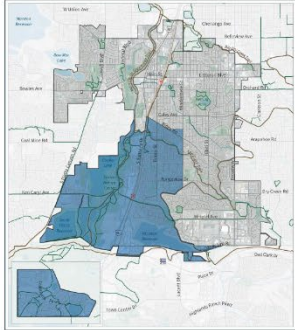




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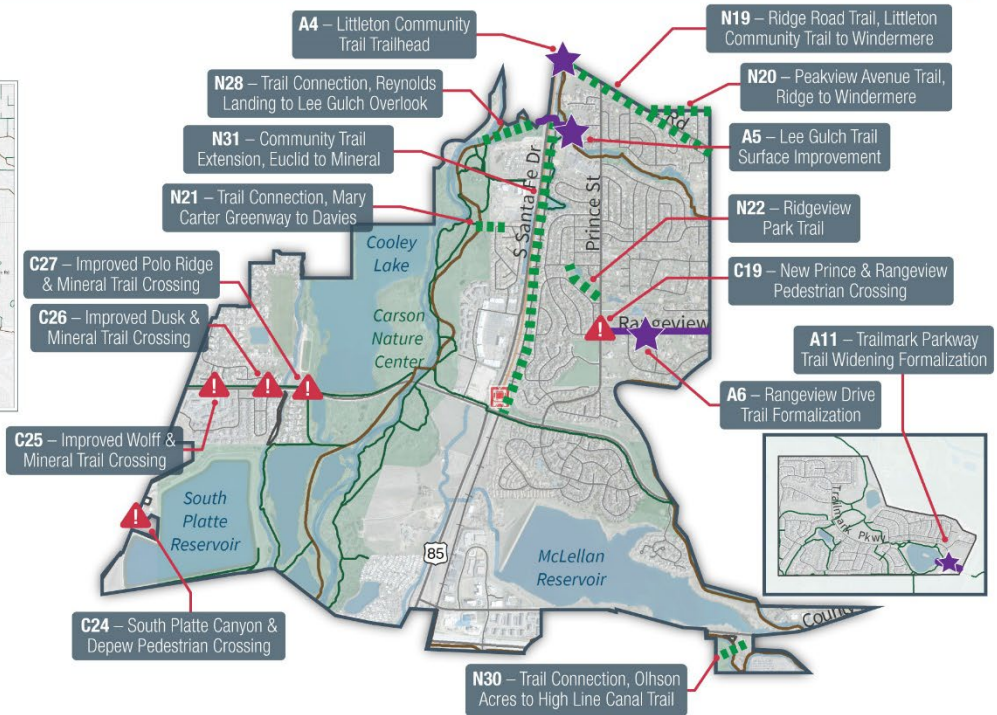
## DISTRICT 4

Key



Legend

- = Crossing Improvements
- = New Trail Connections
- = Existing Trail Improvements





## Criteria Overview

12 quantifiable evaluation criteria were developed to evaluate and compare each improvement concept. As outlined below, each criterion was associated with one of the five project values and given a unique scoring framework; the total possible score from this evaluation framework was 15 points.

### Connectivity

**+ Network Connections** – Does the concept connect to existing or planned regional trails?

▶ Scoring Framework:

- 0 = No
- 1 = Connection to Planned Regional Trail
- 2 = Connection to Existing Regional Trail

### Healthy

**+ New Trail** – Is the concept located on a roadway without existing bike/ped facilities?

▶ Scoring Framework (only applied to New Trail Connections & Existing Trail Improvements):

- 0 = No
- 1 = Yes

**+ Crossing Installation** – Does the concept install a new crossing where one currently doesn't exist?

▶ Is the project installing a new crossing at a location where one currently doesn't exist?

▶ Scoring Framework (only applied to Trail Crossing Improvement concepts):

- 0 = No
- 1 = Yes

**+ Conflict Improvement** – Does the concept improve crossing conditions at a street intersection?

▶ Scoring Framework (only applied to Trail Crossing Improvement concepts):

- 0 = No/Inapplicable
- 1 = Yes – 25 mph street
- 2 = Yes – 30 mph street
- 3 = Yes – 35+ mph street



**+ Conflict Mitigation** – Concept widens an existing bike/ped facility or provides a new one

- ▶ Scoring Framework (only applied to New Trail Connection and Existing Trail Improvement concepts):
  - 0 = No/Inapplicable
  - 1 = Widens Existing Facility
  - 2 = Provides New Facility

## Inclusive

**+ Potential Users** – How many residents per acre live within  $\frac{1}{4}$  of the concept?

- ▶ Scoring Framework:
  - 1 = Less than 5 people per acre
  - 2 = 5 to 10 people per acre
  - 3 = Over 10 people per acre

**+ ADA Issues** – How many documented ADA compliance issues could be addressed by implementing the concept?

- ▶ Scoring Framework:
  - 1 = 1-2 issues
  - 2 = 3-5 issues
  - 3 = Over 5 issues

**+ Equity Area** – Is the concept located within, or would it demonstrably serve, an equity zone as defined by the State of Colorado’s EnviroScreen assessment?

- ▶ Scoring Framework:
  - 0 = No
  - 1 = Serves EnviroScreen block group
  - 2 = Within EnviroScreen block group

## Prosperous

**+ Proximity to School/Park** – How many schools and parks are within  $\frac{1}{4}$  of the concept (1/2 mile for middle and high schools)?

- ▶ Scoring Framework:
  - 0 = None
  - 1 = 1-2 schools/parks
  - 2 = more than 2 schools/parks





**+ Proximity to Activity Area** – Is the concept within ½ mile of a major employment and/or commercial area?

▶ Scoring Framework:

- 0 = No
- 1 = Yes

## Sustainable

**+ Sustainable Mobility** – Would the concept improve access to existing bus stops and/or rail stations?

▶ Scoring Framework:

- 0 = No
- 1 = Yes (Only Bus)
- 2 = Yes (Rail or Bus & Rail)

**+ Constructability** – Is the concept located fully within City-owned/managed right-of-way?

▶ Scoring Framework:

- 0 = No
- 1 = Yes

## Concept Prioritization

The Littleton Linkages improvement concepts were initially scored based solely on the raw scoring framework. However, doing so did not equally consider each of the project values because they have varying numbers of associated criteria and possible points – *Connected* has only one associated criteria and two possible points, while *Inclusive* has three criteria and eight possible points. It was decided that each value should be weighted equally, so the scoring was normalized to be out of 100, with 20 total points possible for each value.

Table 1. Existing Trail Improvement Scoring

Existing Trail Improvement Concept	Weighted Score	Weighted Ranking
A10 – Mineral Avenue Trail Widening & Intersection Improvements	70	1
A1 – Harlow Park Trail Widening	61.67	2
A3 – Ketring Park Trail Widening/Formalization	56.67	3
A7 – High Line Canal Trail Connection Easement	51.67	4
A9 – Lee Gulch Trail Alignment Improvement 2	50	5
A8 – Lee Gulch Trail Alignment Improvement 1	45	6



A5 – Lee Gulch Underpass Improvements	38.33	7
A2 – Little's Creek Trail Realignment	34.17	8
A4 – Littleton Community Trail Trailhead	34.17	8
A6 – Rangeview Drive Trail Formalization	28.33	10
A11 – Trailmark Parkway Trail Widening	28.33	10

Table 2. Trail Crossing Improvement Scoring

Trail Crossing Improvement Concept	Weighted Score	Weighted Ranking
C11 – Improved Prince & Lake Crossing	71.67	1
C2 – Improved Lowell & Arrowhead Crossing	65	2
C16 – New Elati & Sterne Crossing	62.5	3
C14 – New Gallup & Shepperd Crossing	60.83	4
C1 – New Belleview & Michigan Crossing	60.83	4
C23 – Broadway & Jamison Trail Underpass	60	6
C15 – Improved Caley & Datura Crossing	57.5	7
C10 – Littleton Downtown Station Railroad Trail Overpass	55	8
C21 – Improved Geddes & Gallup Crossing	55	8
C5 – New Midblock Hickory Crossing	54.17	10
C13 – New Lake & Sterne Pedestrian Crossing	51.67	11
C3 – Improved Belleview & Windermere Crossing	51.67	11
C25 – Improved Wolff & Mineral Trail Crossing	51.67	11
C18 – Improved Ridge & Apache Crossing	50.83	14
C20 – Improved Geddes & HLC Trail Crossing	50	15
C22 – Improved Elati & Lee Gulch Trail Crossing	50	15
C26 – Improved Dusk & Mineral Trail Crossing	49.17	17
C8 – New Powers Park Crossing	48.33	18
C7 – New Windermere & Berry Crossing	47.5	19
C9 – Improved Littles Creek Trail Crossings	45.83	20
C17 – Improved Windermere & Lee Gulch Trail Crossing	45.83	20
C12 – New Midblock Bemis Crossing	43.33	22
C27 – Improved Polo Ridge & Mineral Trail Crossing	39.17	23
C19 – Improved Prince & Rangeview Crossing	38.33	24
C4 – New Prentice & Elmwood Crossing	36.67	25
C6 – New Prentice & Huron Crossing	36.67	25
C24 – New South Platte Canyon & Depew Crossing	22.5	27



Table 3. New Trail Connection Scoring

New Trail Connection Concept	Weighted Score	Weighted Ranking
N11 – Lake Avenue, Prince to Datura	70.83	1
N16 – Caley Avenue, Prince to Broadway/High Line Canal	70.83	1
N10 – Prince Street, Lake to Little's Creek	68.33	3
N23 – Geddes Avenue, High Line Canal Trail to Lee Gulch Trail	65.83	4
N18 – Sterne Parkway, Elati to Broadway	65	5
N19 – Ridge Road, Centennial Link Trail to High Line Canal	64.17	6
N1 – James Taylor Park/Harlow Park Trail	63.33	7
N25 – Mineral Avenue, Broadway to Lee Gulch Trail	63.33	7
N12 – Sterne Park Trail	59.17	9
N17 – Euclid Avenue, Elati to Broadway	59.17	9
N20 – Peakview Avenue, Ridge to Elati	59.17	9
N8 – Trail Connection, Big Dry Creek Trail to Littleton High School	58.33	12
N13 – Sterne Parkway, Windermere to Lake	57.5	13
N22 – Trail Connection, Meadowbrook to Lee Gulch Trail	55.83	14
N3 – Bowles Avenue, Sheridan to Santa Fe	55	15
N15 – Lakeview Street, Caley to Ketring Park	54.17	16
N5 – Berry Avenue, Windermere to Delaware	53.33	17
N4 – Hickory Street, Prentice to Big Dry Creek Trail	52.5	18
N14 – Lakeview Street, Ketring Park to Shepperd	52.5	18
N7 – Powers Park Trail	51.67	20
N24 – Horseshoe Park Trail	51.67	20
N30 – Littleton Community Trail Extension, Euclid to Mineral	49.17	22
N2 – Berry Avenue, Bow Mar to Federal	45	23
N9 – Washington Street/Littleton Blvd, Big Dry Creek Trail to Clarkson	45	23
N21 – Trail Connection, Mary Carter Greenway to Davies	45	23
N28 – Trail Connection, Southridge Park to High Line Canal Trail	45	23
N26 – Pennsylvania Street, Phillips to Mineral	42.5	27
N27 – Trail Connection, Reynolds Landing to Lee Gulch Overlook	42.5	27
N29 – Trail Connection, Olhson Acres to High Line Trail	42.5	27
N6 – Rafferty Gardens Avenue, Delaware to Broadway	39.17	30