



# Littleton Linkages Improvement Concepts

## Trail Crossings

- + C1 – Belleview & Michigan Pedestrian 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 – 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 – 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 – Prentice & Huron Pedestrian 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 – Windermere & Berry Pedestrian Crossing
  - ▶ Install a pedestrian crossing along the south leg of the intersection, including at a minimum ADA ramps and crosswalk striping.
  
- + C8 – Powers Park Pedestrian 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 Pedestrian Crossing
  - ▶ Improve the existing pedestrian crossing, including at a minimum ADA ramps.
  
- + C12 – 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 – Lake & Sterne Pedestrian 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 –Gallup & Shepperd Pedestrian 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 Pedestrian Crossing
  - ▶ Improve the existing pedestrian crossing, including ADA ramps, bulb-outs, and access modifications to Sterne on the north side.
  
- + C16 – Elati & Sterne Pedestrian 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 Pedestrian Crossing
  - ▶ Improve the existing pedestrian crossings with ADA ramps and bulb-outs on north intersection corners.
  
- + C19 – Improved Prince & Rangeview Pedestrian 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 Pedestrian Crossing
  - ▶ Shift the existing pedestrian crossing east to align with the existing trail connection.
  
- + 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 –South Platte Canyon & Depew Pedestrian 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.
  
- + C25 – Improved Wolff & Mineral Crossing
  - ▶ Improve the existing pedestrian crossing with curb radii, ramp, and striping improvements.
  
- + C26 – Improved Dusk & Mineral Crossing
  - ▶ Improve the existing pedestrian crossing with curb radii, ramp, and striping improvements.
  
- + C27 – Improved Polo Ridge & Mineral 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 Avenue
  - ▶ 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.

## Concept Evaluation Overview

To make good use of limited city resources, a consistent, transparent, data-driven prioritization process should be used to identify projects that advance the Littleton Linkages goals and improve the low-stress active transportation network.

This document presents a draft prioritization methodology that includes **factors** and **variables** for discussion with the project team. Factors and variables are two of the three components in data-driven prioritization methodology. Each of the three components is described below.

- ▶ **Factors** - Categories used to express community/agency values and group variables with similar characteristics (e.g. equity, demand). The factors, shown in the light green rows of the table below, align with the goals of the Littleton Linkages plan.
- ▶ **Variables** – Characteristics of roadways, households, neighborhood areas, and other features that can be measured (e.g. population density, sidewalk presence). The variables, shown in the white rows of the table below, were developed based on criteria from the existing conditions review, as well as variables used on similar projects elsewhere.
- ▶ **Weights** - Numbers used to indicate the relative importance of different factors based on community or agency values. There are no weights listed in the table below. Weights can be added once factors and variables are confirmed, and a general weighting approach is decided upon. The more variables that receive individual weights, the less impact any one variable will have on the overall prioritization score.

Table 1. Prioritization Factors and Variables

Weight	Variables	Project Type	Data Sources/Notes
▶ <b>Factor: Connectivity</b> – The local trail network integrates with regional trails and on-street facilities to connect people and places			
	<p>Network Connections – project connects to existing or planned local and/or regional trails</p> <p>0 – no</p> <p>1 – connection to planned trail</p> <p>2 – connection to existing trail</p>	▶ A, C, N	▶ GIS layers for existing / planned trails
▶ <b>Factor: Healthy</b> – The local trail network is safe to use and access			
	<p>New Trail – Project is located on a roadway without existing trail or bike and ped facilities.</p> <p>0 – no</p> <p>1 – yes</p>	▶ A, N	▶ GIS layers for existing bike/ped facilities
	<p>Crossing Installation – Is the project installing a new crossing at a location where one currently doesn't exist?</p> <p>0 – no</p> <p>1 – yes</p>	▶ C	▶ Desktop review of crossing locations

Weight	Variables	Project Type	Data Sources/Notes
	<p>Conflict Improvement - Provides safer crossing conditions at road/trail intersections</p> <p>0 – <i>no/inapplicable</i></p> <p>1 – <i>yes (25mph)</i></p> <p>2 – <i>yes (30mph)</i></p> <p>3 – <i>yes (35+mph)</i></p>	<p>▶ C</p>	<p>▶ Desktop review of speed limits</p>
	<p>Conflict Mitigation – Project widens/provides an existing facility</p> <p>0 – <i>no/inapplicable</i></p> <p>1 – <i>Widens existing</i></p> <p>2 – <i>Provides new</i></p>	<p>▶ A, N</p>	<p>▶ Trail widths</p> <p>▶ Project descriptions</p>
<p>▶ <b>Factor: Inclusive</b> – the local trail network serves people of all abilities, lifestyles, and backgrounds equitably</p>			
	<p>Potential users - Number of residents living within ¼ mile of the project, per acre</p> <p>1 – <i>less than 5 people</i></p> <p>2 – <i>5 to 10 people</i></p> <p>3 – <i>over 10 people</i></p>	<p>▶ A, C, N</p>	<p>▶ US Census</p>
	<p>ADA Issues - Project addresses known ADA accessibility issues with an existing trail or crossing, per yard</p> <p>1 – <i>1-2 issues</i></p> <p>2 – <i>3-5 issues</i></p> <p>3 – <i>over 5 issues</i></p>	<p>▶ A, C, N</p>	<p>▶ City of Littleton ADA Transition Plan</p>

Weight	Variables	Project Type	Data Sources/Notes
	<p>Equity Area – Project is located within or serves an equity zone as determined by state EnviroScreen assessment</p> <p>0 – no</p> <p>1 – serves EnviroScreen block group</p> <p>2 – within EnviroScreen block group</p>	<p>▶ A, C, N</p>	<p>▶ EnviroScreen</p> <p>▶ Qualitative assessment of service to block groups</p>
<p>▶ <b>Factor: Prosperous</b> – the local trail network contributes to a high quality of life in Littleton</p>			
	<p>Proximity to School/Park – Project is located near a school or a park</p> <ul style="list-style-type: none"> <li>• Within ¼ mile of a park or ES</li> <li>• Within ½ mile of a MS or HS</li> </ul> <p>0 – no</p> <p>1 – yes (1-2 schools/parks)</p> <p>2 – yes (more than 2 schools/parks)</p>	<p>▶ A, C, N</p>	<p>▶ GIS layers for schools</p> <p>▶ GIS layer for parks</p>
	<p>Proximity to Activity Area – Project is located within 1/2 mile of major employment and/or commercial areas</p> <p>0 – no</p> <p>1 – yes</p>	<p>▶ A, C, N</p>	<p>▶ Activity areas identified by project team</p>
<p>▶ <b>Factor: Sustainable</b> – The local trail network supports sustainable mobility and optimizes the public good</p>			

Weight	Variables	Project Type	Data Sources/Notes
	<p>Sustainable Mobility - Connects to transit</p> <ul style="list-style-type: none"> <li>• Project improves access to a bus stop</li> <li>• Project improves access to a rail station</li> </ul> <p>0 – no 1 – yes (bus) 2 – yes (rail)</p>	<p>▶ A, C, N</p>	<ul style="list-style-type: none"> <li>▶ Bus stops</li> <li>▶ Light rail stations</li> <li>▶ Qualitative assessment of connectivity to transit</li> </ul>
	<p>Constructability – Project is located fully within city-owned/managed right-of-way</p> <p>0 – no 1 – yes</p>	<p>▶ A, C, N</p>	<ul style="list-style-type: none"> <li>▶ Parcel data</li> <li>▶ Road ownership</li> </ul>

## Concept Evaluation Results

The tables below summarize the evaluation scoring results for each concept by category, including both the raw scores and weighted scores. An ease of implementation rating considering factors such as concept size/scale, right-of-way, structural and drainage considerations was also assigned to each concept – a 1 corresponds to a relatively high ease of implementation, while a 3 corresponds to a high difficulty for implementation.

<i>Existing Trail Improvements</i>	<i>Concept</i>	<i>Raw Score</i>	<i>Raw Ranking</i>	<i>Weighted Total</i>	<i>Weighted Ranking</i>	<i>Ease of Implementation</i>
Mineral Avenue Trail Widening & Intersection Improvements	A10	12	1	70.00	1	3
Harlow Park Trail Widening	A1	12	1	61.67	2	1
Ketring Park Trail Widening/Formalization	A3	10	3	56.67	3	1
High Line Canal Trail Connection Easement	A7	8	5	51.67	4	1
Lee Gulch Trail Alignment Improvement 2	A9	9	4	50.00	5	2
Lee Gulch Trail Alignment Improvement 1	A8	7	6	45.00	6	1
Lee Gulch Underpass Improvements	A5	6	7	38.33	7	2
Little's Creek Trail Realignment	A2	6	7	34.17	8	3
Littleton Community Trail Trailhead	A4	6	7	34.17	8	1
Rangeview Drive Trail Formalization	A6	5	10	28.33	10	2
Trailmark Parkway Trail Widening	A11	5	10	28.33	10	1



<i>Trail Crossing Improvements</i>	<i>Concept</i>	<i>Raw Score</i>	<i>Raw Ranking</i>	<i>Weighted Total</i>	<i>Weighted Ranking</i>	<i>Ease of Implementation</i>
Improved Prince & Lake Crossing	C11	14	1	71.67	1	1
Improved Lowell & Arrowhead/Aksarben Crossing	C2	12	2	65.00	2	2
New Elati & Sterne Crossing	C16	11	4	62.50	3	2
New Gallup & Shepperd Crossing	C14	12	2	60.83	4	1
New Belleview & Michigan Crossing	C1	11	4	60.83	4	2
Broadway & Jamison Trail Underpass	C23	10	10	60.00	6	3
Improved Caley & Datura Crossing	C15	11	4	57.50	7	2
Littleton Downtown Station Railroad Trail Overpass	C10	10	10	55.00	8	3
Improved Geddes & Gallup Crossing	C21	10	10	55.00	8	2
New Hickory Midblock Crossing	C5	11	4	54.17	10	2
New Lake & Sterne Crossing	C13	11	4	51.67	11	2
Improved Belleview & Windermere Crossing	C3	10	10	51.67	11	3
Improved Wolff & Mineral Trail Crossing	C25	10	10	51.67	11	1
Improved Ridge & Apache Crossing	C18	9	18	50.83	14	2
Improved Geddes & HLC Trail Crossing	C20	8	21	50.00	15	2

Improved Elati & Lee Gulch Trail Crossing	C22	8	21	50.00	15	1
Improved Dusk & Mineral Trail Crossing	C26	9	18	49.17	17	1
New Powers Park Crossing	C8	11	4	48.33	18	1
New Windermere & Berry Crossing	C7	10	10	47.50	19	2
Improved Littles Creek Trail Crossings	C9	8	21	45.83	20	2
Improved Windermere & Lee Gulch Trail Crossing	C17	7	24	45.83	20	1
New Bemis Midblock Crossing	C12	9	18	43.33	22	1
Improved Polo Ridge & Mineral Trail Crossing	C27	6	26	39.17	23	2
Improved Prince & Rangeview Crossing	C19	7	24	38.33	24	2
New Prentice Midblock Crossing	C4	10	10	36.67	25	1
New Prentice & Huron Crossing	C6	10	10	36.67	25	2
New South Platte Canyon & Depew Crossing	C24	5	27	22.50	27	2

<i>New Trail Connections</i>	<i>Concept</i>	<i>Raw Score</i>	<i>Raw Ranking</i>	<i>Weighted Total</i>	<i>Weighted Ranking</i>	<i>Ease of Implementation</i>
Lake Avenue, Prince to Datura	N11	14	1	70.83	1	2
Caley Avenue, Prince to Broadway/High Line Canal	N16	14	1	70.83	1	2

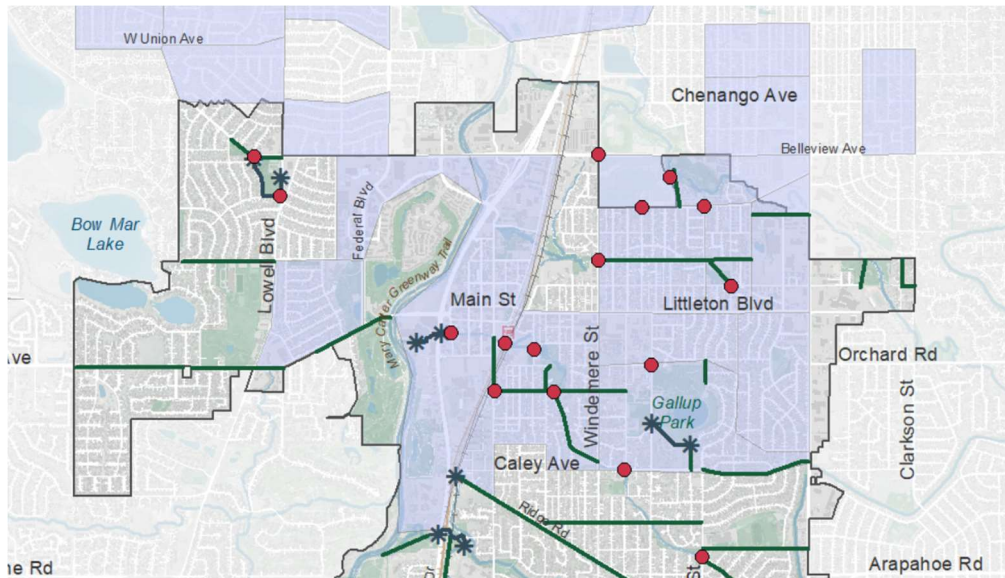
Prince Street, Lake to Little's Creek	N10	13	3	68.33	3	2
Geddes Avenue, High Line Canal to Lee Gulch Trail	N23	12	5	65.83	4	1
Sterne Parkway, Elati to Broadway	N18	10	15	65.00	5	2
Ridge Road, Littleton Community Trail to High Line Canal	N19	13	3	64.17	6	3
James Taylor Park/Harlow Park Trail	N1	11	8	63.33	7	1
Mineral Avenue, Broadway to Lee Gulch Trail	N25	11	8	63.33	7	2
Sterne Park Trail	N12	11	8	59.17	9	1
Euclid Avenue, Elati to Broadway	N17	11	8	59.17	9	2
Peakview Avenue, Ridge to Elati	N20	11	8	59.17	9	2
Trail Connection, Big Dry Creek Trail to Littleton High School	N8	9	19	58.33	12	2
Sterne Parkway, Windermere to Lake	N13	12	5	57.50	13	3
Trail Connection, Meadowbrook to Lee Gulch Trail	N22	8	23	55.83	14	1
Bowles Avenue, Sheridan to Santa Fe	N3	11	8	55.00	15	3
Lakeview Street, Caley to Ketring Park	N15	9	19	54.17	16	2
Berry Avenue, Windermere to Delaware	N5	12	5	53.33	17	2
Hickory Street, Prentice to Big Dry Creek Trail	N4	10	15	52.50	18	1

Lakeview Street, Ketring Park to Shepperd	N14	10	15	52.50	18	1
Powers Park Trail	N7	11	8	51.67	20	1
Horseshoe Park Trail	N24	8	23	51.67	20	1
Littleton Community Trail Extension, Euclid to Mineral	N30	7	25	49.17	22	3
Berry Avenue, Bow Mar to Federal	N2	10	15	45.00	23	2
Washington Street/Littleton Blvd, Big Dry Creek Trail to Clarkson	N9	7	25	45.00	23	1
Trail Connection, Mary Carter Greenway to Davies	N21	7	25	45.00	23	2
Trail Connection, Southridge Park to High Line Canal Trail	N28	7	25	45.00	23	1
Pennsylvania Street, Phillips to Mineral	N26	9	19	42.50	27	2
Trail Connection, Reynolds Landing to Lee Gulch Overlook	N27	6	30	42.50	27	2
Trail Connection, Olhson Acres to High Line Canal Trail	N29	6	30	42.50	27	1
Rafferty Gardens Avenue, Delaware to Broadway	N6	9	19	39.17	30	1



# Littleton Linkages Evaluation Notes

**Equity Area** – Project is located within or serves an equity zone as defined by EnviroScreen data



Located Within Equity Zone (2 points):

- ▶ C3, C4, C5, C6, C7, C8, C9, C10, C11, C12, C13, C14, C15, N3, N4, N5, N6, N7, N10, N11, N12, N13, N14, N16, A2, A3, A4

Serving Equity Zone (1 point):

- ▶ C1, C2, A1, N1 (Harlow Park projects) – Harlow Park is adjacent to SW Denver equity zones, and walking distance from equity zones along Federal
- ▶ N19 (Ridge Road), N28 (Lee Gulch Overlook) – Connects into equity zone south of downtown
- ▶ A5 (Lee Gulch Resurfacing) – Adjacent to equity zone south of downtown, and closest Santa Fe underpass to Center for the Blind



**Sustainable Mobility** – Improves connections to transit (1 point for bus, 2 points for rail)

- ▶ A10 (2) – Connection to Mineral station
- ▶ N10 (2) – Connection to Downtown rail station
- ▶ C10 (2) – Connection to Downtown rail station
- ▶ N11 (2) – Connection to Downtown rail station
- ▶ C11 (2) – Connection to Downtown rail station
- ▶ C23 (1) – Improvements along Broadway bus route
- ▶ N26 (1) – Connection to Broadway bus route
- ▶ N18 (1) – Connection to Broadway bus route
- ▶ N17 (1) – Connection to Broadway bus route
- ▶ N16 (1) – Connection to Broadway bus route
- ▶ N3 (1) – Improvements along Bowles bus route
- ▶ N6 (1) - Connection to Broadway bus route
- ▶ C2 (1) – Improvements along Lowell bus route
- ▶ N1 (1) – Connection to Lowell bus route
- ▶ A1 (1) – Connection to Lowell bus route

**Proximity to Activity Area** – Project is located within 1/4 mile of the following major employment and/or commercial areas:

- ▶ Centura Littleton Adventist Hospital
- ▶ Aspen Grove
- ▶ Broadway & Littleton Blvd
- ▶ Broadway & Mineral
- ▶ Littleton Museum
- ▶ Main Street (Downtown)
- ▶ Arapahoe Community College
- ▶ DISH
- ▶ Center for the Blind