



City of Littleton
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To: Littleton City Council; City Manager's Office
From: Transportation Group: Aaron Heumann, Tim Weaver, Shane Roberts, Kenna Davis, Kyle Morris, Emily Kleinfelter; David Gilbert, Sheera Poelman
CC: Brent Soderlin, Brent Thompson
Date: February 2025
Re: 2024 Safer Streets Littleton Memorandum

2024 Safer Streets Memorandum

Introduction

The City of Littleton created Safer Streets Littleton, an ambitious effort to improve pedestrian and bicyclist safety through an accelerated pace of infrastructure upgrades, increased traffic enforcement, and public education. After the tragic loss of a young bicyclist near Euclid Middle School in October 2023, the community and city leadership challenged staff to create this program to make Littleton a safer place to travel by foot, bike, or car.

In February 2024, City Council allocated \$2.3 million to the Safer Streets Littleton program. Built on previous and ongoing work, such as the 2019 Transportation Master Plan (TMP), this initiative was built on three main principles: 1) infrastructure, 2) enforcement, and 3) education. This memorandum recaps what was accomplished for Safer Streets Littleton in 2024 and outlines what is to come in 2025.

Program Overview

Holistic Approach

Prior to Safer Streets Littleton, staff focused on obtaining grant funding to implement multimodal projects along the High Injury Network (HIN), identified in the 2019 TMP. Since publishing the TMP in 2019, the city has either constructed or started projects at 12 of the 15 identified HIN locations. This included \$8.5 million (\$5.5 million grant funds) dedicated towards bicycle and pedestrian projects in 2024 in the form of six planning projects, eight design projects, and three construction projects.

Staff approaches every capital improvement and pavement management project as an opportunity for bicycle and pedestrian improvements, including adding elements such as ADA upgrades to existing projects. The project implementation process includes planning, design, construction, and maintenance. While accelerated action was one of the main principles to the Safer Streets Littleton program, staff also recognizes the need for thoughtful planning, analysis, public engagement, and technical design before installation of engineering solutions within the public right-of-way. This ensures that the community has a chance to inform design decisions through public engagement and that limited personnel and financial resources are allocated effectively and efficiently throughout the city.

Program Goals

Programmatic goals were developed in February 2024 for the first year of the Safer Streets Littleton program. These included:

- Continue forward with existing planned multimodal grant-funded projects
- Install safety improvement pilot/quick-build projects
- Develop an enhanced communications strategy
- Strengthen the Police Department role in education and enforcement
- Add personnel and equipment to increase capacity to implement projects
- Align goals & funding in 2025 and beyond

Staff is currently working on a Safer Streets Littleton Strategic Plan that will include updated mission, vision, and goals specific to this program for the next three to five years. This Strategic Plan is anticipated to be finished in Spring 2025.

Collaboration with Partners

Collaboration with partners is a huge factor for success for any project or program undertaken by the city. For Safer Streets Littleton, building and strengthening existing partnerships was the primary focus for the first year of the program. This included both internal and external coordination between the Public Works (PW) Department, Littleton Police Department (LPD), Communications Department, City Manager's Office (CMO), and Littleton Public Schools (LPS). The Traffic Safety Committee (TSC) is a multi-disciplinary group established in 2018 that discusses citizen requests, crash history and patterns, and ongoing safety conversations. Representatives from PW, Communications, and LPD attend these bi-weekly meetings. Ongoing collaboration and information sharing with local and regional partners such as South Suburban Parks and Recreation District (SSPRD), Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), and advocacy groups aids in further strengthening the Safer Streets Littleton program.

The city's partnership with LPS has strengthened throughout 2024, including at the individual school level with principals and district staff participating in the School Zone Safety Evaluation, first-annual School Safety Summit, ongoing LPS bond-projects, and the Euclid Avenue Reconstruction project. The city is looking forward to continuing with this partnership into 2025 and beyond, including enhancing the current Safe Routes to School (SRTS) program, implementing further road safety education with LPS schools, and continuing open communication to address safety concerns, plan improvements around schools, and implement improvements in 2025 from the two studies recently undertaken: the School Zone Safety Evaluation and the Traffic Calming Evaluation. Additionally, the city is working to create new partnerships to ensure the long-term success of the Safer Streets Littleton program.

Funding and Timeline

City Council allocated \$2.3 million towards the Safer Streets Littleton program in 2024. Table 1 below details how this budget was allocated. Approximately \$1.1 million of this funding will not be spent until 2025 but has been allocated to specific budget items. This includes labor costs for installation of four protected bike lane segments in 2025, development and installation of two additional school route wayfinding signage packages, and the Elati Street Corridor Study. Additionally, local match associated with grants for corridor and design studies have been set-aside for 2025. The city submitted two federal grant applications to the United States Department of Transportation (USDOT) for the Active

Transportation Infrastructure Investment Program (ATIIP) grant in July 2024, which the city was unsuccessful in receiving, and for the Better Utilizing Investments to Leverage Development (BUILD) in January 2025, for which the city anticipates being notified of the results in July 2025. Table 1 and Table 2 below detail the budget and timeline for the various 2024 initiatives for Safer Streets Littleton.

Table 1. 2024 Safer Streets Littleton Funding Allocations

Category	Amount	Notes
Personnel	\$205,000	Transportation Planner & Transportation Engineer positions filled
Speed Feedback Signs	\$60,000	Purchased 14 small and 4 large speed feedback signs replacing old equipment and installed along key corridors in the city
School Zone Upgrades	\$267,000	Spent \$117,000 in 2024 for school flasher upgrades; remaining \$150,000 funds to be spent in 2025 on other improvements identified in the School Zone Safety Evaluation
Pilot Project Installations	\$671,000	Pilot and quick-build project installations; includes cost of materials and labor
Additional Equipment	\$220,000	Snow removal/sweeping equipment for protected bike lanes and fleet upgrade included two Chevy EV Blazers
Consultant Support	\$300,000	Consultant services for School Zone Safety Evaluation, Traffic Calming Evaluation, Strategic Plan, Annual Crash Report, and development of two federal grant applications
Safe Routes to School Wayfinding Project	\$37,000	\$7,000 in labor costs in addition to grant for signage installation in 2024; \$30,000 estimated for development/ installation of remaining wayfinding routes in 2025
Elati Street Corridor Study	\$240,000	Selected consultant in 2024; project to start early 2025
Corridor & Design Studies	\$300,000	2025 Federal Grant Local Match – BUILD application submitted January 2025; decision anticipated from FHWA in July 2025
Total	\$2,300,000	

Table 2. 2024 Safer Streets Littleton Timeline

Actions	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2025+
Communications Campaign												
Install Speed Feedback Signs												
Police Education/ Enforcement Campaign												
Implement Scheduled Pedestrian/Bicycle Projects												
Install 2024 Pilot Projects												
School Zone Safety Evaluation												
Traffic Calming Evaluation												
Elati Street Corridor Study												
Corridor and Design Studies through Federal Grant												

2024 Safer Streets Initiatives

Personnel Additions

Two staff were added to the Transportation Group within Public Works to help guide implementation of the Safer Streets Littleton slate of pedestrian and bicyclist safety efforts. Emily Kleinfelter, a transportation planner focused on developing safe infrastructure to protect bicyclists and pedestrians, and Kyle Morris, a transportation engineer focused on implementing and installing safety projects and traffic calming devices, joined the team in summer 2024. Additionally, one new full-time employee was requested in the 2025 budget for an additional Transportation Operations Crew member; this position is anticipated to be filled in early 2025 and will help with the installation of pilot and quick-build projects, signage, striping, traffic signal maintenance, and other responsibilities undertaken by this team.

Communications Campaign

Staff from the Communications Department, PW Department, and LPD worked closely throughout 2024 to ensure timely updates of the Safer Streets Littleton initiatives, project progress, engagement platforms, and webpage creation to tell the story of the work being undertaken. This included 20 Littleton Report Online articles, each sent to over 3,300 subscribers, four Littleton Report Print articles, with over 25,000 copies sent to Littleton residents, creation of the Safer Streets Littleton [webpage](#), and creation of the Pilot Project survey. The pilot project survey has garnered over 200 responses from the public on the pilot and quick-build projects. Staff will be incorporating this feedback to the pilot projects and continue to solicit more input from users in 2025.

Pilot Project Results

By the end of 2024, the Pilot Project Survey had garnered 265 responses. Overall, 66 percent of respondents indicated that the pilot projects have made safety at these locations a little or much better or have had no change. The majority of respondents (83 percent) also indicated that these pilot projects will either not change or positively affect how frequent they travel at each location. Most respondents also travel at these locations daily – showing that they are first-hand users of this infrastructure. Additionally, there were a wide variety of modes used by respondents, including walking, biking, and driving (Figure 1).

Figure 1. What mode(s) of travel have you used at this pilot project?

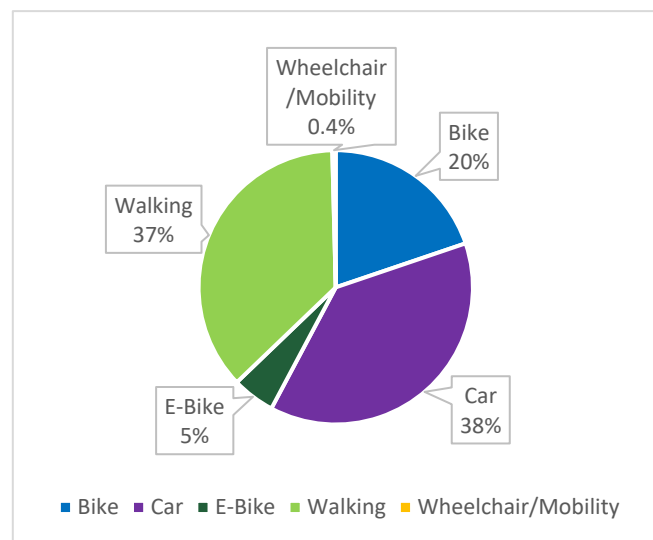
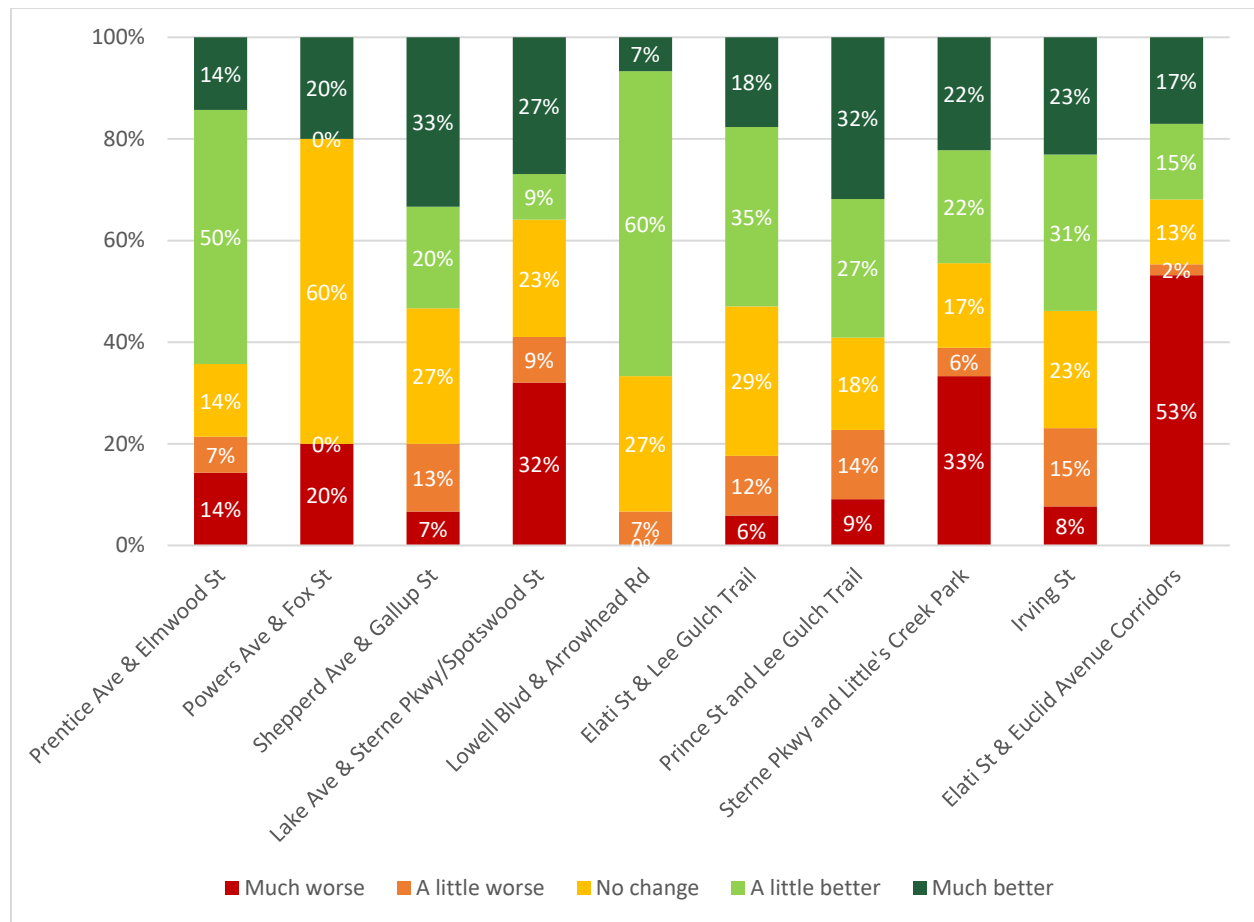


Figure 2 depicts the survey results for the impact to safety at each pilot project location.

Results were mixed based on location. Generally, most projects were perceived to have positive or no impact to safety. Three locations saw more negative impact to safety, including Lake Avenue and Sterne Parkway/Spotswood Street, Sterne Parkway and Little's Creek Park, and the Elati Street and Euclid Avenue corridor enhancements.

Figure 2. How has this pilot project impacted safety at this location?



Additionally, survey participants were able to provide open-ended feedback. These comments were mixed, with positive feedback focusing on the safety benefits to vulnerable roadway users. Negative feedback focused on visual clutter of the pilot projects and the types of materials used. Staff will be incorporating public feedback into pilot projects moving forward, including existing pilots and new pilots to be installed in 2025 and beyond. A new iteration of the pilot project survey will be released for the 2025 pilot and quick-build projects to continue gathering feedback on these types of installations.

Speed Feedback Signs

The Public Works Department procured 18 speed feedback signs (14 smaller size and 4 larger size signs). Eleven of the smaller signs were installed at strategic locations around the city, in an effort to encourage safe driving and gather data for further bike and pedestrian safety projects. Crews installed signs along Elati Street (5), Windermere Street (4), and Powers Avenue (2), with most locations selected because of their proximity to school zones.

The signs use radar and digital displays to notify drivers of their speed, which studies have shown is effective in reducing speeding and crashes. The signs also gather data about traffic volumes and vehicle speeds. The data gathered by the signs will help inform future corridor studies along these streets. Existing signs may be moved periodically for future corridor studies.

The remaining three smaller signs are being kept in inventory and will replace existing, non-compliant speed feedback signs as needed. The four larger signs replaced existing speed feedback signs along Littleton Boulevard, Bowles Avenue, and two along Trailmark Parkway.

Data Analysis

The 15 speed feedback signs deployed across Littleton help track driver speeds, supporting the program's goal of using data to inform safety improvements. These signs offer a simple, cost-effective way to collect traffic data, which is especially valuable for the city's small Transportation Team. By integrating this data into broader project goals—such as pilot safety improvements and communication strategies—the program can better advance its mission of making streets safer for all users.

Table 3 shows speed and volume trends since the signs were installed. Over six months of data collection, both have remained consistent, aligning with research and findings from peer cities that speed feedback signs alone do not significantly impact driver behavior.

Table 3. Speed Feedback Signs Summary - Changes in Speed & Volume Since Installation of Speed Feedback Signs

Location	Speed Limit	Dec 2024		Install (May - Sept '24)		Change	
		Volume (ADT)	Speed (85p)	Volume (ADT)	Speed (85p)	Δ Volume	Δ Speed
6530 S Windermere St	30	2,369	33	3,738	35	-1,369	-2
5959 S Windermere St	30	3,853	38	5,199	39	-1,346	-1
6846 S Elati St	25	1,861	30	2,061	31	-200	-1
6039 S Elati St	25	964	24	535	25	429	-1
6180 S Elati St	25	739	24	823	26	-84	-2
Windermere @ Costilla Pl	30	3,286	39	3,261	39	25	0
Trailmark Pkwy	30	1,483	33	1,376	33	107	0
W Powers Ave	25	1,641	29	1,400	30	241	-1
6433 S Elati St	25	1,021	31	1,146	32	-125	-1
7105 S Elati St	25	2,680	31	2,407	30	273	1
6758 Windermere	30	3,510	36	3,765	37	-255	-1
W Powers Ave	25	1,221	29	1,273	29	-52	0
W Bowles & Laurel Pl	35	7,546	45	8,054	44	-508	1
Littleton & Bemis	25	6,990	36	7,025	36	-35	0
Trailmark Pkwy	30	4,058	34	4,059	34	-1	0
Average						-193	-0.5
Median						-52	-1.0

Urban SDK, a software which provides transportation data, further highlights the city's focus on addressing high-priority corridors where we consistently see 85th percentile speeds more than 10 miles per hour over the posted speed limit. The majority of significant speeding issues occur on principal arterial roads, including Belview Avenue, Santa Fe Drive, and Mineral Avenue (Figure 3 and Table 4). Figure 3 is a map of the City of Littleton from Urban SDK's online dashboard. The highlighted roadway segments have an 85th percentile speed that is over the posted speed limit on that roadway. The 85th percentile speed is the speed at or below which 85% of vehicles travel on a road. Staff pulls monthly reports, this map was created using data from December of 2024.

Staff is addressing neighborhood streets exhibiting persistent speeding patterns in upcoming corridor studies and quick-build projects, ensuring that comprehensive planning and design processes guide future improvements and traffic calming. In the interim, PW collaborates bi-weekly at the Traffic Safety Committee with LPD to review data, coordinate on enforcement strategies, and align enforcement efforts with the program's objectives.

Figure 3. Urban SDK – 85th Percentile Speeds

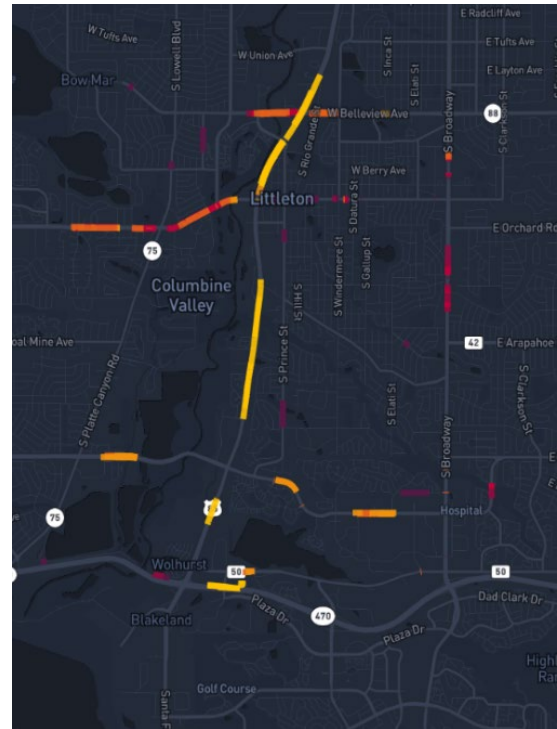


Table 4. Urban SDK Speed Comparisons

Street Name	Street Type	Speed Limit	85p Speed*
Lowell Boulevard	Neighborhood Connector	30 MPH	40 MPH
Irving Street	Neighborhood Connector	25 MPH	36 MPH
Prince Street	Neighborhood Connector	25 MPH	36 MPH
Littleton Boulevard	Mixed Use / Downtown Main Street	25 MPH	37 MPH
Jamison Avenue	Neighborhood Connector	30 MPH	41 MPH
Sterne Parkway	Neighborhood Connector	25 MPH	35 MPH

**The 85th percentile speed is the speed at or below which 85% of vehicles travel on a road.*

Police Education and Enforcement

The LPD provided overtime opportunities for officers to conduct increased enforcement around schools during the spring 2024 semester and the beginning of the fall 2024 semester (through September). This resulted in 62 warnings issued, 144 citations issued, and 56 overtime shifts.

Additionally, flyers were distributed to vehicles parked in bike lanes to educate and warn drivers of future violations. These increased enforcement efforts were a limited operation that has since concluded. LPD was able to fill two vacant positions on their traffic team, allowing the team to focus more on targeted enforcement in addition to responding to crashes.

Bike Maintenance and Safety Event

Bicyclists of all ages were invited to a free Bike Maintenance and Safety Event hosted by LPD on July 20, 2024. LPD partnered with Pedal Bike Shop, Littleton Social Cycle, Bike Jeffco and Target, to host the event. Participants were able to receive free bike inspections, try an all-ages skills course with bike patrol officers, and chat with cycling experts about safety tips and information. During this event, LPD identified a third party, Choose S.A.F.E., that proactively teaches bike and driver safety in schools. LPD connected the Choose S.A.F.E group with LPS to assist them in any ongoing bike safety education efforts they may wish to implement. The city plans to expand bicycle and pedestrian education in 2025 with more events and outreach citywide.

Figure 4. Bike Maintenance and Safety Event Poster



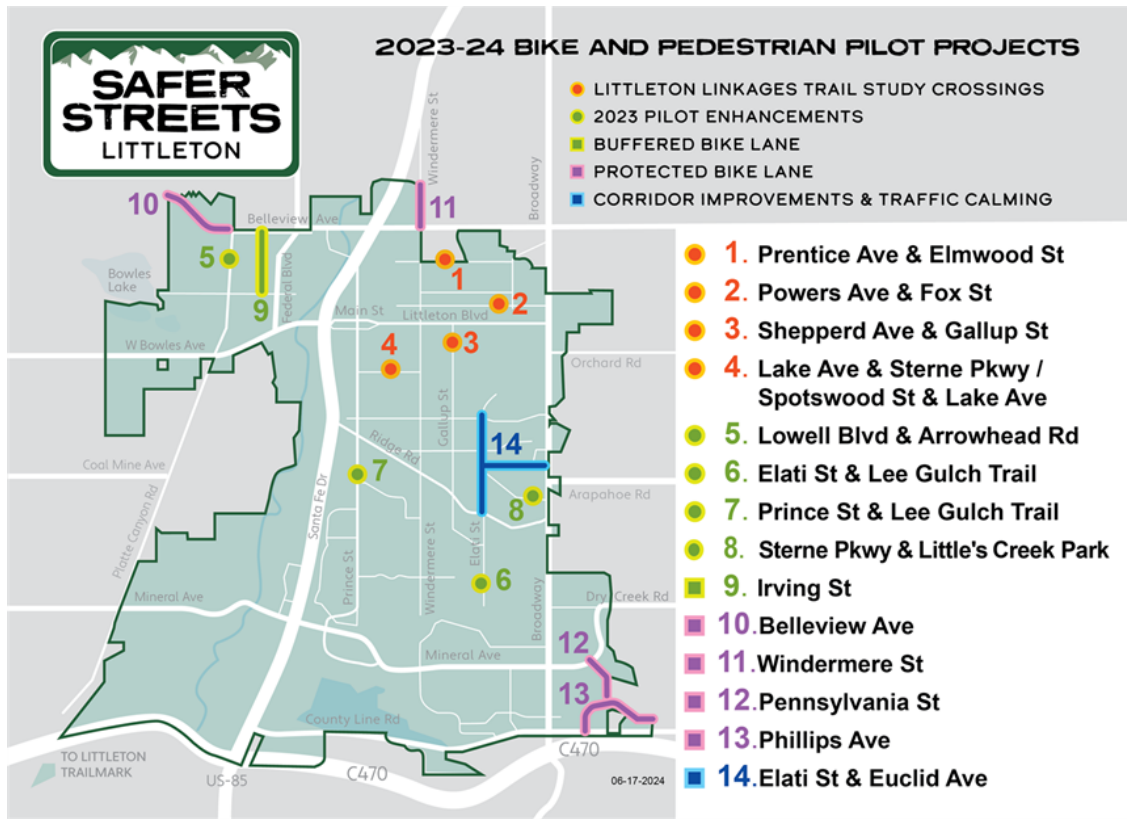
Pilot and Quick-Build Projects

Littleton's Public Works team planned, designed, and installed numerous pilot and quick-build projects geared toward bike and pedestrian safety throughout 2024, allowing staff to test methods and materials for wider implementation going forward as part of the Safer Streets Littleton campaign. Pilot and quick-build projects in 2024 (Figure 5) included:

- Four trail-crossing improvements identified by the 2024 Littleton Linkages Trail Study, on the borders of Cornerstone, Ketrang, Powers, and Sterne Parks. These improvements feature new crosswalks and "bulb-out" areas, which extend the curb at an intersection to shorten the crossing distance and improve visibility for pedestrians.
- Reevaluation of pilot projects installed in 2023, including trail crossings, bikeway, and intersection enhancements. Existing projects were assessed for modification or enhancements based on data collection over the previous year, including additional traffic calming measures in areas where speeding remains an issue.
- Pedestrian improvements in the area surrounding Euclid Middle School, including new crosswalks, bulb-outs, and signage upgrades.

Four lane-miles of protected bike lanes along Bellevue Avenue, Windermere Street, Pennsylvania Street, and Phillips Avenue are planned to be installed in 2025. These are the first protected bike lanes in Littleton, adding physical barriers between riders and vehicular traffic – a step up from “buffered” bike lanes which demarcate a wide area between traffic lanes and bike lanes. These projects allow planners and engineers to test different types of barriers and how they impact not just rider safety but maintenance needs like street sweeping, snowplowing, and drainage. Two of these projects, Bellevue Avenue and Phillips Avenue will be installed in Spring 2025. Pennsylvania Street and Windermere Street will be integrated with the planned Pavement Management Program in Fall 2025. Coordination between the Pavement Management Program and Safer Streets Littleton has been important for the implementation of the protected bike lanes by ensuring efficient use of installation funding and by consolidating construction impacts.

Figure 5. 2024 Pilot Project Map



Field data collected during the evaluation of pilot and quick-build projects provides another layer of insight, helping staff assess the real-world impact of these efforts. This data directly supports the program's goal of implementing effective safety improvements while allowing for adjustments based on observed outcomes. By measuring changes in vehicle speeds, pedestrian activity, and safety-related incidents, staff can identify which projects have successfully improved conditions and which require revisions to better improve safety. Table 5 below summarizes these findings from exiting pilot and quick-build projects.

Table 5. Pilot Project and Quick-Build Project Data Comparison

Location	Speed Limit	Pre-Pilot Data			After Install Data			Δ Speed
		Date	ADT	Speeds (85%ile)	Date	ADT	Speeds (85%ile)	
Prentice Ave & Elmwood St	30	Aug-23	3,398	37	Sep-24	2,998	33	-4
Powers Ave & Fox St	25	May-24	2,147	32	Aug-24	1,943	28	-4
Shepperd Ave & Gallup St	25	May-24	2,526	31	Aug-24	2,361	31	0
Lake Ave & Sterne Pkwy	25	May-24	1,573	30	Feb-25	1,315	26	-4
Lowell Blvd & Arrowhead Rd	30	Mar-23	7,991	37	Jan-24	7,875	36	-1

Elati St & Lee Gulch Trail (NB)	25	Nov-21	1,254	29	Apr-24	1,336	24	-5
Elati St & Lee Gulch Trail (SB)	25	Nov-21	1,326	30	Apr-24	1,427	28	-2
Prince St & Lee Gulch Trail (NB)	30	May-22	2,530	38	Sep-24	2,218	36	-2
Prince St & Lee Gulch Trail (SB)	30	May-22	2,554	39	Sep-24	2,545	39	0
Sterne Pkwy & Little's Creek Park	25	Sep-19	2,580	34	Feb-25	2,761	32	-2
Irving St (Bellevue to Berry)	25	Sep-22	1,443	36	Sep-24	1,428	37	+1

Staff will be evaluating all pilot projects to see how they calmed traffic, provided safety benefits, and were perceived by the community through the ongoing Pilot Project Survey. Modifications to existing pilot projects will be included in the 2025 package of pilot and quick-build projects. This package of pilot projects will be presented to City Council at the February 25, 2025, Study Session.

Traffic Calming Evaluation

The Traffic Calming Evaluation, a study conducted by David Evans and Associates, evaluated traffic calming devices installed throughout the community over the last several decades and made recommendations for future traffic calming projects. The study included data analysis regarding current speed limits, traffic volumes, crash history, and traffic speed, to identify areas with disparities between posted speed limits and observed speeds. Additionally, the evaluation assessed the effectiveness of Littleton's existing infrastructure, including traffic circles, speed humps, raised crossings, and other devices including those planned for pilot and quick-build projects.

The assessment will guide the creation of best practices for traffic calming measures and provide recommendations for potential future traffic calming locations around the city. The findings will be incorporated into the Neighborhood Traffic Calming Program to help guide future citizen-driven infrastructure improvements. Additionally, staff will be evaluating existing pilot projects to ensure alignment with the recommendations of this study. Draft recommendations from the Traffic Calming Evaluation were presented to the Transportation Mobility Board (TMB) at their January 2025 meeting and will be presented to City Council at the February 2025 Safer Streets Littleton update. The final report will be published in spring 2025.

School Zone Safety Evaluation

The School Zone Safety Evaluation, conducted by Y2K Engineering, focused on ensuring that all students can come and go from school safely, regardless of their mode of transportation. By aligning with national best practices and adopted regulations, this evaluation sought to establish consistent, safe environments across school zones in Littleton. The report is based on months of evaluation of school zones surrounding 12 schools within the Littleton city limits. The project collaborated with Littleton schools administration and school staff throughout this project.

The School Zone Safety Evaluation started with examining existing conditions, including crosswalks, traffic control devices, street signs, school zone flashers, traffic-calming measures, school start/end times, and enrollment. The next step was to observe operations and circulation during morning arrival and afternoon departure around each school, looking at vehicle, bicycle, pedestrian flow, parking, queueing, staff involvement, pedestrian crossing behavior, visibility, and safety measures.

The project team met with each school's staff to share assessments and obtain input and feedback. Recommendations were developed to standardize school zones throughout the city, applying industry best practices, to create consistency for drivers and safer conditions for students and school staff. The project team met with each school's administrators and staff individually, shared the findings of the evaluation, and discussed the modifications recommended for immediate implementation at each school site, along with potential long-term adjustments to circulation and operations. City staff and Y2K Engineering presented draft recommendations to City Council on September 17, 2024. The Transportation Mobility Board was also briefed on the recommendations before finalizing the report.

The implementation of recommendations in the School Zone Safety Evaluation started in fall 2024 and will continue through 2025. City staff will be conducting the agreed-upon school zone alterations one school at a time throughout the city until work at all 12 schools has been completed. Modifications near Damon Runyon Elementary School and Euclid Middle School have been completed to date. The final report can be found [online](#).

School Safety Summit

The Littleton School Safety Summit was held on June 10, 2024, to review the progress of the school zone safety project and solicit feedback from involved stakeholders. The Summit was attended by members of the project team, city staff, LPS principals and staff, and school administrators. The Summit included an overview by Superintendent Todd Lambert, and a discussion on the project's goals, which were to share observations, present recommendations, and gather feedback. The summit featured an overview of Safe Routes to School at a national level and discussed key safety metrics and observations from the School Zone Safety Evaluation. Participants engaged in breakout sessions to review existing conditions and observations and suggest improvements across five topic areas: programmatic considerations, driver behavior, off-site crossings, off-site segments, and circulation. They also provided feedback on implementation priorities and resources needed.

Grant Pursuits

As the Safer Streets Littleton program has been developed throughout 2024, city staff recognized the need to further study the "Neighborhood Collector" roadways defined in the 2019 TMP. Corridor studies would examine a stretch of road holistically, helping planners and engineers understand needs for bike and pedestrian safety, traffic calming, parking, accessibility, and more. Many of these corridors have been on the radar to be studied, but unfortunately do not fit the criteria of most available grant opportunities. In July 2024, the city applied for the Active Transportation Infrastructure Investment Program (ATIIP) through the Federal Highway Administration (FHWA) to study nine corridors. The application request was for a total project cost of \$2.6 million, with \$2 million in grant funding and \$600,000 in local match over two years. The city was informed in January 2025 that this project was not selected for funding.

In January 2025, the city applied for the Better Utilizing Investments to Leverage Development (BUILD) Grant Program through USDOT. The scope to this grant application was similar to the ATIIP project, however, a tenth corridor was included in the scope of work. This resulted in a total project cost of \$3.2 million, with \$2,560,000 in potential grant funding and \$640,000 in local match over two years. Results of the BUILD grant are expected to be released by July 2025. Staff is committed to continuing pursuit of grant opportunities to fund these ten critical corridor studies and working to creatively implement these

corridor studies if federal funding is not successful. Figure 6 illustrates the ten corridors included in the BUILD application.

Figure 6. Corridor and Design Studies – Corridor Map from BUILD Application



Transportation Mobility Board

City Council tasked the Transportation Mobility Board (TMB) with researching Vision Zero policies and presenting their findings in a joint study session with City Council. As part of this effort, the TMB researched Vision Zero policies and effectiveness of implementation in peer cities throughout the country, which was then used to develop Littleton-specific recommendations. These recommendations and associated goals were presented to City Council as part of the August 13, 2024 joint session as seen in Figure 7 and Figure 8 below.

Figure 7. TMB Safer Streets Recommendation

*We support “Safer Streets Littleton” and aim to expand it into a **sustainable program**.*

*The city’s mission is to create a **connected, comfortable, and comprehensive multimodal network** by integrating the principles of Vision Zero and Complete Streets.*

*We strive to create **behavioral and cultural change**, championing a balanced, transportation system for a safer community.*

Figure 8. TMB Safer Streets Goals

1. Provide a better-connected bike and pedestrian network within the neighborhoods that interconnects with existing trails
2. Improve sidewalks for all citizens and especially for vulnerable users
3. Public communication program that articulates benefits
4. Prioritize School Zone Safety Improvements
5. Effect Behavioral and Cultural Change
6. Incorporate Safer Streets Littleton Goals/Strategies in all city Projects/Programs

With City Council’s approval of TMB’s work, the board has further discussed the identified six goals at their October, November, and December 2024 meetings. Staff identified what is already happening in relation to these goals, what has already been completed, and what is upcoming. The TMB worked to identify gaps, funding mechanisms, and TMB’s role in implementing these goals. The 2025 workplan for the TMB will focus on actions related to these goals, such as joint study sessions with other applicable boards/commissions, outreach to partner organizations such as LPS and other local community groups, and preparation with the anticipated TMP update in 2026. Table 6 recaps the TMB meetings focused on Safer Streets Littleton throughout 2024.

Table 6. TMB Safer Streets Topics & Meetings

Date	Topic
February 28, 2024	Bike/pedestrian infrastructure in peer cities
March 28, 2024	Introduction to Vision Zero
April 25, 2024	Vision Zero Peer Cities Research
May 23, 2024	Debrief and recap Vision Zero Discussions
June 27, 2024	Vision Zero in the Denver Region
July 9, 2024	Develop recommendations
July 25, 2025	Develop recommendations
August 13, 2024	Joint Session with City Council and TMB on Vision Zero
October 25, 2024	Safer Streets Littleton – TMB Goals and Objectives #1-2
November 21, 2024	Safer Streets Littleton – TMB Goals and Objectives #3-4
December 19, 2024	Safer Streets Littleton – TMB Goals and Objectives #5-6

City Council Updates

Table 7 details the city council meetings focused on Safer Streets Littleton over the last year and the forthcoming February 2025 meeting. City staff met with City Council a total of seven times since the inception of the Safer Streets Littleton program in November 2023.

Table 7. City Council Safer Streets Meetings

Date	Topic
November 28, 2023	Overview of bicycle and pedestrian planning
February 6, 2024	Safer Streets Littleton proposed initiatives in 2024
June 11, 2024	Update on Safer Streets Littleton Progress
August 13, 2024	Joint Session with City Council and TMB on Vision Zero
September 17, 2024	School Zone Safety Evaluation Draft Recommendations
October 15, 2024	Update on Safer Streets Littleton Progress
February 25, 2025	Safer Streets Littleton proposed initiatives in 2025

Next Steps

Staff is excited to present the plan for Safer Streets Littleton at the February 25, 2025, City Council Study Session. Over the past year, the Safer Streets Littleton program has been refined and expanded to fit the needs of the community. This includes the continuation of infrastructure projects, expanded communications and education campaigns, and focusing on safety culture change throughout the community. Staff will continue to work with partners, such as LPS, and will continue to forge new connections, such as Advent Health. Staff is also working on a Strategic Plan for Safer Streets Littleton which will help manage and guide the program for the next three to five years. Safer Streets Littleton was created to respond to community desire for expanded safety, and staff is working to create a sustainable, long-term program. As part of the TMP update anticipated for 2026, Safer Streets will be integrated into that work to ensure program longevity. However, future funding for this program is not guaranteed at the moment and requires continued support and guidance from City Council.