SAFER STREETS LITTLETON

STRATEGIC PLAN

Prepared by the City of Littleton Transportation Team and FHU

MARCH 2026

Littleton Colorado

STRATEGIC PLAN - SAFER STREETS LITTLETON – MARCH 2026

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CONTENTS

FRONT COVER: LITTLETON PRACTICE PARK AT EAST COMMUNITY CENTER.

STUDENTS DEBOARDING SCHOOL BUSES AT LITTLE RAVEN ELEMENTARY SCHOOL.

EXECUTIVE SUMMARY

The Safer Streets Littleton (SSL) Strategic Plan provides a comprehensive, action-oriented framework to enhance safety and accessibility for all users of Littleton's streets. Through a combination of education, enforcement, infrastructure improvements, and data-driven decision-making, the city is committed to reducing crashes, improving mobility, fostering a culture of safety, and improving the quality of life in the community.

SSL is both a program and a philosophy framing how the City of Littleton approaches safety systemically while implementing tangible actions. SSL operates at two interconnected scales: neighborhood-level infrastructure improvements and citywide programs and culture change. The plan serves as a sub-plan of the Transportation Master Plan (TMP), offering a focused lens on safety that aligns with broader mobility goals.

A BICYCLE RIDERS AT THE LITTLETON TWILIGHT CRITERUIUM BIKE RODEO IN 2025.

PLAN OVERVIEW

The strategic plan outlines seven key strategies that drive the program's implementation: **Planning, Data, Funding, Communications, Events, Implementation,** and **Evaluation**. These strategies guide the city's efforts to identify high-risk locations, secure funding, engage the public, implement safety improvements, and measure success. SSL is defined as a dual-scale initiative:

- Infrastructure efforts focus on local and connector streets, where targeted, low cost interventions can have an immediate, meaningful impact.
- Programs and cultural efforts, including education, enforcement, and data initiatives, are intended to have citywide reach.

WHY IT MATTERS

Littleton's streets should be safe and accessible for everyone; whether walking, biking, driving, using transit, or any other means of mobility. By prioritizing real-world testing, community input, and strategic investments, SSL ensures that every effort contributes to a more connected, livable, and vibrant community.

Safety improvements on arterial streets are addressed through other efforts, such as capital improvement projects, regional partnerships, and state or federally funded initiatives. While SSL aligns with these efforts in philosophy, its infrastructure focus remains on lower-volume neighborhood and connector streets where quick-build strategies can be most effective. Additionally, outside funding from state and federal sources is very limited for neighborhood-scale projects. This underscores the need for dedicated local investment to support SSL priorities.

This Strategic Plan and accompanying Action Plan identify 26 ongoing actions and 3 planned actions to be implemented throughout 2026-2027. An additional 24 actions were identified but left unprioritized in the current two-year work plan.

SUSTAINING THE PROGRAM

The success of SSL depends on community buy-in, leadership support, funding, staffing, and long-term maintenance capacity. While pilot projects and quick-build interventions provide cost-effective solutions, they also increase maintenance liabilities, requiring careful planning to ensure sustainability.

As an internal-facing plan, SSL is intended to guide staff priorities and cross-departmental coordination. The City must continue to evaluate resources, seek new funding opportunities, and prioritize investments that offer the greatest safety and mobility benefits, focusing on quality outcomes and equity of impact; especially on neighborhood streets.

1. INTRODUCTION

BACKGROUND

After the tragic loss of a student riding a bike on Elati Street to Euclid Middle School in October 2023, the community and city leadership challenged staff to create the SSL program to ensure everyone who lives, works, and visits Littleton can move through the community safely and with confidence, whether walking, biking, rolling, driving or using transit. In February 2024, City Council allocated $2.3 million to the first year of the SSL program. Built on previous and ongoing work, such as the ***2019 Transportation Master Plan*** (TMP), the initial year of this program was built on three main principles: 1) education, 2) enforcement, and 3) infrastructure. Staff incorporated a holistic approach to the SSL program, consistent with implementation of other projects and programs throughout the City; the program recognized 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.

Prior to the initiation of SSL, the Transportation Team was enacting many of the ongoing projects and programs which are now under the SSL umbrella including:

- The **Traffic Safety Committee (TSC)**, formed in 2018, meets monthly and is comprised of an interdisciplinary team from Public Works, Police Department, and Communications.
- The **Neighborhood Traffic Calming Program (NTCP)** was formalized from decentralized emails and phone calls to a dedicated website and online submission form in the fall of 2023.
- **Pilot projects** were installed starting in 2019 with the Windermere Street and Lee Gulch Trail crossing and Littleton High School crosswalk and curb extensions along Littleton Boulevard.
- **Vehicular count data** has been collected through radar counters that collect speeds and volumes for locations identified through the NTCP and pilot project program.
- **Bike to Work Day** stations, in collaboration with local and regional partners, started in 2018.

In 2024, the SSL program hired two additional staff and completed several key initiatives: conducted a School Zone Safety Evaluation and Traffic Calming Evaluation, installed 14 speed feedback signs, engaged with the ***Transportation Mobility Board*** (TMB), conducted targeted school zone police enforcement (resulting in 62 warnings and 144 citations), and installed and evaluated several pilot projects throughout the city. These pilot projects targeted improving pedestrian and bicycle safety and, through data collection and public survey feedback, provided valuable insights into effective strategies, allowing the city to test quick, low-cost safety solutions before committing to long-term investments.

A safety consultant evaluated all school-adjacent within the City to bring consistent signage and markings to all school zones, along with an assessment of school circulation and operations, culminating in the ***School Zone Safety Evaluation Report***. The Traffic Calming Evaluation included an identification and assessment of the various techniques and equipment utilized around the City, memorialized in the ***Existing Conditions Summary***, and resulted in recommended tools and standard designs for use moving forward, documented in the ***Traffic Calming Toolbox***. Littleton Police Department also hosted a free Bike Maintenance and Safety Event, which included free bike inspections and an all-ages skills course. More information about the work conducted in 2024 can be found in the ***2024 Safer Streets Memorandum***.

Throughout SSL's first year, the program was refined and expanded to meet the needs of the community. This included the continuation of infrastructure projects, expanded communications and education campaigns, and focusing on safety culture change throughout the community. In 2025, City Council allocated $1.0 million to the second year of the program. During 2025, the NTCP was further standardized through the development of a data-driven scoring process and public-facing dashboard. Additionally, staff acknowledged the need for a Strategic Plan to guide the program over the next two to five years, with the intent to support and outline a sustainable program. The Strategic Plan evolved throughout 2025 to accommodate staff workloads, City Council and strategic priorities, and program refinement through the planning process. More information about the word conducted in 2025 can be found in the ***2025 Report Card***. This plan was refined to outline achievable workloads over the next two years (2026-2027) while SSL is integrated into the TMP update planned to begin in 2026. Once adopted (anticipating Q1 of 2028), there will be a clearer idea of priorities and structure for the SSL program for 2028 and beyond.

PROGRAM OVERVIEW

The SSL initiative is dedicated to enhancing the safety and accessibility of the city's streets for all users, with a particular focus on people who walk, bike, and roll. **SSL is both a program and a philosophy framing how the City approaches safety and mobility systematically while implementing tangible actions.** The SSL program is led by the City's Transportation Team, comprised of transportation planners and engineers, which provides direction, coordination, and implementation of safety initiatives.

The Transportation Team works collaboratively with other city departments, including the City Manager's Office, other Public Works groups, Community Development, Communications, TSC, TMB, and the Littleton Police Department, to ensure a holistic approach to street safety. Additionally, the program engages key external stakeholders such as Littleton Public Schools (LPS), South Suburban Parks and Recreation District (SSPRD), surrounding jurisdictions, advocacy organizations, and community groups to align efforts and maximize impact. By fostering strong interdepartmental and external partnerships, SSL ensures that safety improvements are well-integrated, effectively implemented, and responsive to the diverse needs of the community.

SSL is defined as a dual-scale initiative:

- **Infrastructure efforts** are focused on **local & connector streets**, where targeted, lower-cost interventions can have an immediate and meaningful impact.
- **Programs and cultural efforts**, including education, enforcement, and data initiatives, are intended reach **citywide**.

The strategic plan leverages preceding efforts such as the ***School Zone Safety Evaluation Report***, ***Traffic Calming Evaluation Existing Conditions Summary***, ***Traffic Calming Toolbox***, and the ***Littleton Road Safety Report***, which provides detailed insights into crash trends and high-risk locations across the City. The forthcoming TMP update will offer additional analysis that aligns with and supports the priorities established in this plan. The TMP update will integrate the SSL program into the overall transportation program and delivery for the City; the timeline of the SSL Strategic Plan includes prioritized actions over the next two years (2026-2027). Together, these efforts provide a strong foundation for data-informed decision-making and continuous refinement of the SSL program.

WHY IT MATTERS

SSL takes a proactive, data-driven approach to preventing crashes and improving mobility. By focusing on real-world testing, community input, and establishing a culture of safety, Littleton is working to create a safer, more walkable, and bike-friendly environment. The city is committed to ensuring that everyone, whether walking, biking, driving or using transit, can move through the community safely and with confidence.

PURPOSE AND SCOPE OF THE STRATEGIC PLAN

The SSL Strategic Plan establishes a comprehensive framework to guide the program's direction over the next few years. The strategic plan defines the program's vision, mission, goals, and key actions, ensuring an intentional and result-driven approach to improving safety. The plan prioritizes education, enforcement, infrastructure enhancements, data-driven decision-making, and sustainable funding strategies, all while fostering collaboration with key stakeholders, including City Council, the TMB, the City Manager's Office, the Public Works Department, the Communications Department, the Littleton Police Department, LPS, SSPRD, and the broader community.

The SSL Strategic Plan is a sub-component of the City's TMP, providing a focused lens on transportation safety. As the City prepares to update the TMP (adoption anticipated in 2028), SSL's philosophy and priorities will be integrated into its goals and project development processes. In the interim, this Strategic Plan focuses on workload planning for 2026–2027; the TMP update will provide further direction for future programming.

The scope includes infrastructure efforts focused on local and connector streets, balanced by citywide cultural/programmatic efforts. Safety improvements on arterial streets are addressed through other efforts, such as capital improvement projects, regional partnerships, and state or federally funded initiatives. While SSL aligns with these efforts in philosophy, infrastructure remains focused on lower-volume streets where quick-build strategies can be most effective. Outside funding from state and federal sources is very limited for neighborhood-scale projects, underscoring the need for dedicated local investment to support SSL priorities.

By incorporating measurable Key Performance Indicators (KPIs) and systematically tracking progress, the plan reinforces transparency, accountability, and long-term impact. This positions SSL as an evolving initiative that adapts to emerging safety needs while ensuring that safety remains a continual priority for the City and is supported through sustained funding and policy commitments.

KEY ELEMENTS OF THE PLAN INCLUDE:

- **A safer Littleton starts with us:** City leadership and staff at all levels and departments must lead by example, embedding a culture of safety into policies, actions, and daily operations.
- **Engage continuously; educate consistently:** Ensure safety messaging is an ongoing effort, not a one-time initiative. Outreach extends to schools, businesses, and neighborhoods through social media, events, and partnerships to foster long-term awareness and behavioral change.
- **Prioritize quick, low-cost safety fixes:** Allow for rapid implementation that can make immediate impact.
- **Test solutions through pilot projects:** Evaluate effectiveness before committing to permanent infrastructure investments.
- **Strategize longer-term funding:** Align city resources with grant opportunities and public-private partnerships.
- **Make decisions rooted in data:** Use crash/speed data and community input to proactively identify high-risk areas and guide investment in safety improvements that deliver the greatest impact.

OPERATIONS STAFF INSTALLING THE SAFE-T LANE DIVIDERS ALONG CHURCH STREET.

ALIGNMENT WITH OTHER PLANS

Horizon 2027

Horizon 2027 is the City of Littleton's strategic plan that outlines community-driven goals and measurable outcomes to guide city services, investments, and decision-making through 2027. SSL supports Horizon 2027's Safe Community objective by advancing pedestrian and bicycle safety strategies, implementing targeted citywide safety improvements, and integrating these enhancements with the broader TMP. The program also contributes to neighborhood engagement by proactively involving residents in safety discussions and decision-making, while supporting the City's strategic focus on maintaining safe, accessible, and well-maintained streets. The Horizon 2027 Safe Community Outcome Indicators were considered in development of the SSL KPIs to ensure alignment with the broader community objectives.

The program also indirectly aligns with other Horizon 2027 objectives, including Sustainable Community with Natural Beauty by promoting safer, multimodal streets that encourage walking and biking, as well as High Quality Governance by fostering transparency in data-driven decision-making and aligning safety initiatives with long term capital planning. Table 1 details SSL's alignment with the Horizon 2027 plan.

Table 1. Strategic Plan Alignment with Horizon 2027

Strategic Plan Goal	Alignment with Goal	Strategic Plan Action	Impact
Vibrant Community with Rich Culture	Indirect	1 – Integrate Downtown Mobility & Streetscape Improvement Plan results into long term capital planning and funding for construction downtown 4 – Establish a cultural campus with enhanced connectivity and amenity zones at Littleton's Library, Museum, Ketring Park, and Gallup Park	1 – Mobility improvements will be integral to the project, highlighting "People-First Streets" 4 – Mobility and safety improvements will be integral to the project, focusing on protecting vulnerable users
Sustainable Community with Natural Beauty	Indirect	9 – Implement Environmental Stewardship Action Plan	9 – This plan identifies reduction in emissions by reducing dependency on cars; continued improvements to multimodal transportation networks support this effort
Robust + Resilient Economy	Indirect	13 – Develop Littleton Blvd. Economic/ Redevelopment Plan	13 – This plan will examine mobility along the corridor and provide recommendations for improvements
Safe Community	Direct	16 – Complete pedestrian and bicycle safety strategy and implement results 17 – Design and construct city-wide safety improvements in alignment with goals and objectives in the Transportation Master Plan 22 – Design and construct grant-funded projects focused on improvements to transportation infrastructure	16 – This initiative is specifically related to SSL 17 – SSL infrastructure actions are directly aligned with this initiative 22 – Safety and mobility improvements are integral to all of these grant-funded projects
High-Quality Governance	Indirect	28 – Utilize developed asset inventory to assess risk and long-term capital planning for city infrastructure	28 – Asset condition data will be used to prioritize repair or replacement of transportation infrastructure to improve safety and mobility

ALIGNMENT WITH OTHER PLANS

Transportation Master Plan

SSL strongly supports the ***TMP*** by advancing goals related to a Connected, Healthy, Inclusive, Prosperous, and Sustainable transportation system. The program contributes to a connected network by enhancing safe routes for people who walk, bike, and roll, to a healthy community by reducing crash risks and encouraging active transportation, and to an inclusive system by ensuring safety improvements benefit all users, especially vulnerable populations.

Through its data-driven approach, mobility infrastructure investments, and community engagement, SSL reinforces Littleton's broader transportation and safety vision, ensuring that safety remains a fundamental priority for the City's future development.

As the City prepares to update the TMP in 2026, it is essential that the SSL program be formally integrated as a foundational sub-plan. This integration should go beyond referencing SSL's goals; the strategies, data frameworks, and infrastructure priorities of SSL should be embedded directly into TMP project selection, performance measurement, and policy development. Special emphasis should be placed on equity by aligning the TMP update with SSL's commitment to inclusive safety outcomes, particularly through targeted engagement and investment in historically disadvantaged communities. The future of the SSL program will be evaluated and refined through the TMP development and implementation.

Capital Improvement Plan (CIP)

The Safer Streets Littleton Strategic Plan and the City's Capital Improvement Plan (CIP) are closely aligned in advancing a safer, more efficient multimodal transportation system. The Strategic Plan provides a data-driven framework to identify high-risk corridors, systemic safety issues, and priority investments, directly informing CIP project selection and prioritization. This ensures that capital funding is targeted toward projects with the greatest potential to reduce crashes and improve mobility for vulnerable users.

In addition, the Strategic Plan advances a layered implementation approach that complements the CIP timeline. Near-term, low-cost safety improvements—such as traffic calming, striping enhancements, and visibility upgrades—can be deployed quickly through Safer Streets initiatives, often serving as interim or pilot treatments ahead of larger CIP-funded capital projects. These early actions not only address immediate safety concerns but also help refine project design and build community support for future investments.

Together, the Safer Streets Littleton Strategic Plan and the CIP create an integrated delivery model: the Strategic Plan defines what safety outcomes the City seeks to achieve and where to focus, while the CIP provides the funding and implementation pathway to deliver long-term, capital-intensive solutions. This coordinated approach maximizes the impact of public investment, improves accountability, and advances Littleton's commitment to a safer, more resilient transportation system.

2. STAKEHOLDER ENGAGEMENT

As part of the SSL strategic plan development, the City interviewed key stakeholders to gain insights into current safety challenges, community priorities, and potential strategies for long-term improvements. Representing a diverse set of perspectives, the stakeholders included:

- Littleton Police Department (LPD)
- Littleton Public Schools (LPS)
- South Suburban Parks and Recreation District (SSPRD)
- Littleton Public Works staff (Operations, Transportation Team, & Capital Improvement Program [CIP] Team)
- City Manager's Office
- Communications Department

This summary reflects the perspectives of stakeholders; their feedback provides valuable context for shaping the plan's goals and actions and for ensuring that the SSL program is responsive to real-world concerns and opportunities. Interviews focused on key themes, including infrastructure needs, education and engagement strategies, enforcement considerations, data-driven decision-making, and long-term sustainability.

The vision, mission, and goals of the SSL Strategic Plan were refined based on feedback from stakeholder interviews, ensuring they reflect the community's needs and priorities. The insights gathered from these discussions directly informed the development of the SSL Strategic Plan's Action Plan and partnerships, helping to identify priority areas for investment, shape education and enforcement strategies, and strengthen collaboration across City departments, local organizations, and community groups. The following sections synthesize stakeholder responses by question and group, highlighting common priorities, challenges, and recommendations for the future of safety in Littleton.

SEVERAL KEY THEMES EMERGED ACROSS THE DISCUSSIONS:

1. **School Zone Safety and Education:** There is strong support for increased awareness and targeted enforcement in school zones. Opportunities exist to integrate safety messaging into school curricula and leverage School Resource Officers (SROs) for outreach.
2. **Balancing Safety with Community Character:** Stakeholders emphasized the importance of selecting materials and design elements that align with Littleton's unique character while ensuring safety improvements are both effective and visually appealing. Community input plays a critical role in shaping these decisions, helping to balance functionality, aesthetics, and cost. Incorporating public input and data-driven evaluation will be essential to refining designs, ensuring long-term community support, and making adjustments as needed to enhance safety and neighborhood identity.
3. **Infrastructure and Maintenance Considerations:** While many residents support quick-build safety projects, concerns remain about aesthetics, long-term durability, and maintenance, particularly for protected bike lanes and winter operations.
4. **Data-Driven Decision-Making and Transparency:** Stakeholders viewed communication and data collection/analysis as essential for justifying projects, securing funding, and maintaining public trust.
5. **Sustainable Funding and Long-Term Commitment:** Stakeholders stressed the need for a dedicated funding source, dedicated personnel, and a long-term strategy to ensure Safer Streets remains a priority.

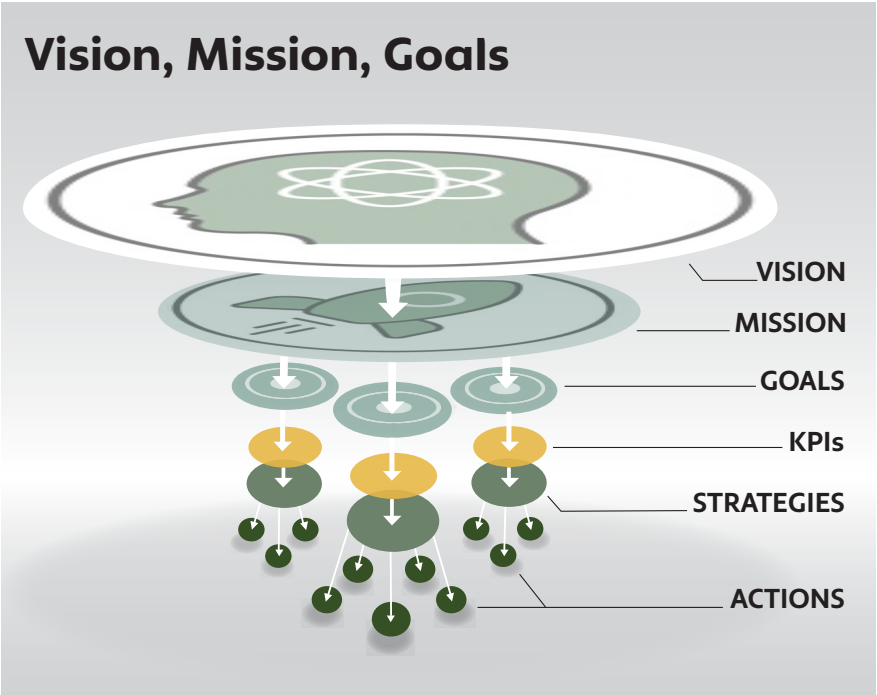
To maintain momentum and ensure the successful implementation of this strategic plan, the City should consider formalizing a Safer Streets Task Force of key stakeholders to review progress, coordinate across departments, and guide updates to the Action Plan and KPIs. Establishing this Task Force will ensure sustained leadership, accountability, and adaptability as the SSL program evolves over time. However, due to limited staff capacity, this action has been postponed. Staff will explore the concept through the TMP update and integrate it into the SSL program in future years.

BIKE TO WORK DAY STATION IN 2025 ALONG THE HIGH LINE CANAL TRAIL AT WRITER'S VISTA PARK.

3. VISION, MISSION, AND GOALS

The structure of the SSL Strategic Plan is designed to ensure alignment between long-term vision and day-to-day implementation. The diagram to the right illustrates a cascading framework in which the vision sets the overall direction, supported by a mission that articulates the City's approach. Goals, which are outlined in the following section, provide thematic focus areas, which are then operationalized through strategies and actions that are outlined in the Action Plan. Key Performance Indicators (KPIs) are directly linked to the goals, allowing the City to measure progress and impact. This integrated structure ensures that all program activities are purpose-driven, coordinated, and accountable.

As Littleton looks to the future, the City is committed to reimagining its streets as places that serve all people, whether walking, biking, driving, or using transit. A safe and connected transportation network is essential to enhancing quality of life, supporting economic vitality, and fostering a sense of community.



VISION: A bold, future-oriented statement that articulates the long-term aspiration of the SSL program.

MISSION: The purpose of the project and how the City intends to realize the vision.

GOALS: Broad, outcome-oriented statements that organize the program into focus areas and describe what success looks like over time.

KPIs: Measurable indicators used to evaluate progress toward achieving goals. KPIs combine quantitative metrics with qualitative inputs

STRATEGIES: Thematic action categories describing how to implement goals, serving as organizing principles for the action plan.

ACTIONS: Specific, tangible tasks assigned to staff with a defined schedule. Actions describe steps to implement strategies and achieve program goals.

Vision: Reimagining Littleton's streets as safe, connected, people-first places.

Mission: The City of Littleton is dedicated to fostering a culture of safety through community-wide education, collaboration, and forward-thinking transportation solutions that connect the community and continuously prioritize the community's safety.

Goals: This strategic plan is built on four goals that will shape the City's actions:

- **Resources & Collaboration:** Strengthen partnerships and coordination among city departments, community organizations, neighboring communities, and regional partners to align efforts, policies, and staffing and financial resources for safer streets.
- **Culture Change:** Promote a citywide and personal commitment to safety on city streets by fostering community engagement, education, and collaboration to support safer roadway behaviors.
- **Data-Driven Decision-Making:** Apply a systemic, data-driven and transparent approach to identifying, prioritizing and proactively addressing high risk areas and behaviors through targeted enforcement and education, as well as innovative approaches to traffic calming.
- **People-First Streets:** Prioritize street improvements and multimodal projects that put people first by enhancing safety, connectivity, and comfort for all users.

By taking bold, coordinated steps in each of these focus areas, the city can create safer, more accessible streets that enhance quality of life and support a vibrant, connected Littleton.

4. ACTION PLAN

The SSL Action Plan is a companion to the Strategic Plan and a living document that provides a structured roadmap for implementing the SSL program. The Action Plan outlines the seven key strategies that guide the program's approach to improving transportation safety and details specific actions needed to achieve the identified goals. Each action is categorized by primary and secondary goal areas (resources & collaboration, culture change, data-driven decision-making, and people-first streets). An abbreviated version of the Action Plan can be found in Table 2.

The plan includes an estimated timeline for each action, prioritizing actions over the next two years, along with potential funding sources and resource needs. To help prioritize efforts, the plan includes columns assessing the expected impact and level of effort for each action, ensuring that resources are directed toward initiatives that provide the greatest safety benefits, while balancing feasibility and limited staff and funding resources. By structuring initiatives in this way, the 5-Year Plan provides a clear, actionable framework for advancing SSL's mission and making meaningful safety improvements throughout the City.

CURB EXTENSION PILOT PROJECT AT LAKE AVENUE AND STERNE PARKWAY INSTALLED IN 2024.

ROLES AND RESPONSIBILITIES

The Transportation Team, led by the Transportation Engineering Manager, holds primary responsibility for implementing the SSL Action Plan, with active collaboration across multiple City departments. The program is run by the program manager, who is responsible for the overall coordination, budgeting, and implementation of actions within the program. To ensure clear ownership and accountability, designated project managers for each action are responsible for driving coordination, tracking progress, and facilitating cross-functional teamwork.

Capacity and Resource Considerations

The success of the SSL program depends on three critical factors: **1) Sustainable funding; 2) Staff availability;** and **3) Capacity for long-term maintenance**.

At the beginning of the Strategic Plan process, staff identified many potential actions to include within the SSL program. Through capacity planning in 2025, these actions were refined to reflect achievable workloads for project managers, aligning available budget with high need benefits for the community, and recognition that the SSL program will be incorporated into the upcoming TMP update. Many of the identified actions have connections to projects and programs outside of the SSL program; the TMP update will clarify where within the overall transportation program. As the program evolves, especially with the expansion of pilot projects and quick-build safety improvements, staffing demands are expected to increase. While these projects offer low-cost, high-impact solutions, they also place additional pressure on operations and maintenance teams.

Current staffing levels may not be sufficient to support full implementation of all planned actions, particularly if the scope of installations continues to grow. As such, the City may need to evaluate future staffing needs to ensure adequate support for both programmatic coordination and ongoing maintenance responsibilities.

STRATEGIES

The SSL program is built on seven key strategies that work together to create a safer, more connected community. Together, these strategies play a critical role in shaping policies, securing resources, engaging the public, and implementing meaningful improvements that reduce crashes and enhance mobility for all users.

1. **Planning:** Develop and refine SSL strategies by establishing clear priorities, aligning with City and regional plans, and ensuring that safety remains a core focus in transportation decision-making.
2. **Data:** Collect, analyze, and report data to identify high-risk areas and inform evaluation analysis to ensure that safety improvements are targeted and effective.
3. **Funding:** Pursue diverse funding sources, including City budgets, grants, and regional partnerships, to implement safety improvements at all scales.
4. **Communications:** Educate and inform the public through clear, consistent messaging and outreach efforts that promote a culture of safety.
5. **Events:** Engage the community by hosting interactive events, safety demonstrations, and educational activities that encourage safer walking, biking, and driving behaviors.
6. **Implementation:** Deliver safety improvements primarily on local and connector streets, where targeted, lower-cost interventions can have an immediate impact.
7. **Evaluation:** Measure the impact of safety initiatives by tracking key performance indicators, gathering feedback, and continuously refining strategies to maximize effectiveness.

ACTIONS

Table 2 is an abbreviated version of the Action Plan that provides an overview of key initiatives within the SSL program. Actions are categorized by each of the four goal areas and the type of implementation strategy utilized. Each action also identifies additional implementation factors to help prioritize work within limited staffing and funding constraints, including estimated timeline, resource considerations, expected level of impact, and level of effort to implement. This structured approach ensures that resources are directed toward initiatives that provide meaningful safety benefits while remaining realistic about implementation capacity.

Originally 60+ actions were identified through the Strategic Plan development; through the capacity planning exercise completed for Public Works Engineering in the Fall of 2025, 26 ongoing actions and 3 planned actions were prioritized for 2026-2027. These actions are not prioritized; however, the detailed Action Plan spreadsheet includes anticipated years for each action. Additionally, there are 24 actions currently unprioritized, as outlined in Table 4, and 11 actions completed during 2024-2025.

A CROSSING GUARD ASSISTS STUDENTS AT EUCLID MIDDLE SCHOOL DURING SCHOOL OBSERVATIONS IN 2024.

Table 2. Prioritized Actions for 2026-2027

Main Goal Area	Action ID	Action	Strategy	Goal Area				Status
				RESOURCES & COLLABORATION	CULTURE CHANGE	DATA-DRIVEN DECISION-MAKING	PEOPLE-FIRST STREETS	
Resources & Collaboration	SSL-RC-1	SSL Program Management	1 - Planning	■	■	■	■	Ongoing
Resources & Collaboration	SSL-RC-2	Develop Standard Operating Procedures (SOPs) defined in SSL Strategic Plan	1 - Planning	■				Ongoing
Resources & Collaboration	SSL-RC-3	Assessment of SSL funding opportunities and partnerships	3 - Funding	■	■	■	■	Ongoing
Resources & Collaboration	SSL-RC-4	SSL Communications (including newsletters, social media, etc.)	4 - Communications	■	■			Ongoing
Resources & Collaboration	SSL-RC-5	TMB and City Council Updates	4 - Communications	■	■	■	■	Ongoing
Resources & Collaboration	SSL-RC-6	SSL Website updates	4 - Communications	■	■			Ongoing
Resources & Collaboration	SSL-RC-7	Monthly Coordination Meetings with LPS	5 - Events	■				Ongoing
Resources & Collaboration	SSL-RC-8	Traffic Safety Committee	5 - Events	■	■	■	■	Ongoing
Culture Change	SSL-CC-1	Walk, Bike, and Roll to School Day (Spring & Fall)	5 - Events	■	■			Ongoing
Culture Change	SSL-CC-2	Bike to Work Day Stations	5 - Events	■	■			Ongoing
Culture Change	SSL-CC-3	Education in Safer Streets Practice Park	5 - Events	■	■			Ongoing
Culture Change	SSL-CC-4	Educational events (attending existing events)	5 - Events	■	■			Ongoing

Table 2. Prioritized Actions for 2026-2027 | continued...

Main Goal Area	Action ID	Action	Strategy	Goal Area				Status
				RESOURCES & COLLABORATION	CULTURE CHANGE	DATA-DRIVEN DECISION-MAKING	PEOPLE-FIRST STREETS	
Data-Driven Decision-Making	SSL-DM-1	Annual crash analysis	2 - Data		■	■	■	Ongoing
Data-Driven Decision-Making	SSL-DM-2	Quarterly crash report	2 - Data			■	■	Ongoing
Data-Driven Decision-Making	SSL-DM-3	KPI baseline and annual tracking (Safer Streets Report Card)	2 - Data	■	■	■	■	Ongoing
Data-Driven Decision-Making	SSL-DM-4	Evaluate and refine Pilot Project survey	2 - Data			■	■	Ongoing
Data-Driven Decision-Making	SSL-DM-5	Neighborhood Traffic Calming Program Management	2 - Data			■	■	Ongoing
Data-Driven Decision-Making	SSL-DM-6	SSL program evaluation and planning	7 - Evaluation	■	■	■	■	Ongoing
People-First Streets	SSL-PS-1	Elati Street Corridor Study	1 - Planning				■	Ongoing
People-First Streets	SSL-PS-2	Pilot Projects and Protected Bike Lanes (establish new and revision locations)	1 - Planning				■	Ongoing
People-First Streets	SSL-PS-3	Develop methodology for permanent installation at Pilot Project locations	1 - Planning			■	■	Planned
People-First Streets	SSL-PS-4	Striping plans for pavement management	6 - Implementation	■			■	Ongoing
People-First Streets	SSL-PS-5	Design Pilot Projects	6 - Implementation				■	Ongoing
People-First Streets	SSL-PS-6	Implement Pilot Projects	6 - Implementation				■	Ongoing
People-First Streets	SSL-PS-7	Install permanent installations of pilot projects	6 - Implementation				■	Planned
People-First Streets	SSL-PS-8	Protected Bike Lanes Package	6 - Implementation				■	Ongoing
People-First Streets	SSL-PS-9	Implement school zone safety infrastructure improvements	6 - Implementation	■	■		■	Ongoing
People-First Streets	SSL-PS-10	Euclid Avenue reconstruction (Broadway to Elati) and Phase 2 design and implementation	6 - Implementation				■	Ongoing
People-First Streets	SSL-PS-11	Elati Street Corridor Study Implementation	6 - Implementation				■	Planned

PROJECT MANAGEMENT INFORMATION SYSTEM (PMIS)

The Project Management Information System (PMIS) is a centralized digital platform used to plan, track, manage, and report on projects. It integrates tools, templates, workflows, and data to support project lifecycle management from intake through completion. This process is intended to improve transparency and accountability, standardize project processes, align projects with City goals, track performance across projects and programs, identify early warning signs, and strengthen collaboration across teams and departments. As outlined in Table 3, the Safer Streets program manager has coordinated with the PMIS project team to identify relevant projects to put into the PMIS system; staff is working through 2026 to put identified projects into PMIS.

Table 3. Project Management Information System – Identified Safer Streets Projects

PMIS Project	Project Scale	Main Goal Area	Action ID	Action	Strategy	Status
SSL Program Mgmt.	Minor Project	Resources & Collaboration	SSL-RC-1	SSL Program Management	1 - Planning	Ongoing
			SSL-RC-2	Develop Standard Operating Procedures (SOPs) defined in SSL Strategic Plan	1 - Planning	Ongoing
			SSL-RC-3	Assessment of SSL funding opportunities and partnerships	3 - Funding	Ongoing
			SSL-RC-4	Safer Streets Communications (e.g. Littleton Links, Littleton Report, social media, etc.)	4 - Communications	Ongoing
			SSL-RC-5	TMB and City Council Updates	4 - Communications	Ongoing
			SSL-RC-6	SSL Website updates	4 - Communications	Ongoing
			SSL-RC-7	Monthly Coordination Meetings with LPS	5 - Events	Ongoing
			SSL-RC-8	Traffic Safety Committee	5 - Events	Ongoing
		Data-Driven Decision-Making	SSL-DM-3	KPI baseline and annual tracking (Safer Streets Report Card)	2 - Data	Ongoing
			SSL-DM-6	SSL program evaluation and planning	7 - Evaluation	Ongoing
		People-First Streets	SSL-PS-9	Implement school zone safety infrastructure improvements	6 - Implementation	Ongoing
Culture Change	Minor Project	Culture Change	SSL-CC-1	Walk, Bike, and Roll to School Day (Spring & Fall)	5 - Events	Ongoing
			SSL-CC-2	Bike to Work Day Stations	5 - Events	Ongoing
			SSL-CC-3	Education in Safer Streets Practice Park	5 - Events	Ongoing
			SSL-CC-4	Educational events (attending existing events)	5 - Events	Ongoing
Crash Reporting	Minor Project	Data-Driven Decision-Making	SSL-DM-1	Annual crash analysis	2 - Data	Ongoing
			SSL-DM-2	Quarterly crash report	2 - Data	Ongoing
NTCP	Minor Project	Data-Driven Decision-Making	SSL-DM-5	Neighborhood Traffic Calming Program Management	2 - Data	Ongoing
		People-First Streets	SSL-PS-2	Pilot Projects and Protected Bike Lanes (establish locations and revision locations)	1 - Planning	Ongoing
Pilot Projects	Major Project	Data-Driven Decision-Making	SSL-DM-4	Evaluate and refine Pilot Project survey	2 - Data	Ongoing
		People-First Streets	SSL-PS-5	Design Pilot Projects	6 - Implementation	Ongoing
			SSL-PS-6	Implement Pilot Projects	6 - Implementation	Ongoing
Protected Bike Lanes	Major Project	People-First Streets	SSL-PS-8	Protected Bike Lanes Package	6 - Implementation	Ongoing
Permanent Installation of Pilot Projects	*Major Project*	*People-First Streets*	*SSL-PS-3*	*Develop methodology for permanent installation at Pilot Project locations*	*1 - Planning*	*Planned*
			SSL-PS-7	*Install permanent installations of pilot projects*	*6 - Implementation*	*Planned*
Elati St. Corridor Retrofit	*Major Project*	*People-First Streets*	*SSL-PS-11*	*Elati Street Corridor Study Implementation*	*6 - Implementation*	*Planned*
PMIS Outside of SSL	*Major* Project.	*People-First Streets*	*SSL-PS-1*	*Elati Street Corridor Study*	*1 - Planning*	*Ongoing*
			SSL-PS-4	*Striping plans for pavement management*	*6 - Implementation*	*Ongoing*
			SSL-PS-10	*Euclid Avenue reconstruction (Broadway to Elati) and Phase 2 design and implementation*	*6 - Implementation*	*Ongoing*

5. KEY PERFORMANCE INDICATORS

KPIs will annually track quantitative data, providing a measurable foundation that will be complemented by qualitative assessments and contextual details to offer a comprehensive understanding of performance and impact. Baseline numbers will be established to set a clear starting point, with annual benchmarks defined to track progress, measure trends, and ensure continuous improvement over time. These KPIs will be reported annually in the Safer Streets Report Card. The KPIs are outlined below by goal.

RESOURCES & COLLABORATION

- **Stakeholder Engagement:** Number of partnerships established or maintained with community organizations, schools, and regional agencies
- **Joint Projects:** Number of co-developed safety initiatives and projects with external stakeholders, such as Safe Routes to School efforts
- **SSL Strategic Plan Progress:** Progress of identified actions from the SSL Strategic Plan.
- **Horizon 2027 Integration:** Number of outcome indicators progressed related to the SSL program.
- **TMP Integration:** Number of projects and objectives progressed related to the SSL program

CULTURE CHANGE

- **Shifts in High-Risk Behaviors:** Reduction in number of killed or severely injured (KSI) crashes involving distracted driving; reduction in number of killed or severely injured (KSI) crashes involving speeding
- **Shifts in High-Risk Drivers:** Reduction in number of killed or severely injured (KSI) crashes involving teen drivers (19 and under); reduction in number of killed or severely injured (KSI) crashes involving older adult drivers (65+)
- **Engagement Participation:** Number of safety education programs or engagement events annually
- **Communications Reach:** Number of social posts and articles related to Safer Streets Littleton; count of community engagement with posts related to SSL
- **Commuter Mode Split:** Percent of residents commuting using multimodal transportation (public transportation, biking or walking) *[Horizon 2027 outcome indicator]*

TEMPORARY CURB EXTENSIONS AND PEDESTRIAN MEDIAN ISLAND AT LEE GULCH TRAIL AND ELATI STREET.

DATA-DRIVEN DECISION-MAKING

- **Before and After Installation Data Collection:** Percentage of safety improvement projects, including pilot projects and protected bike lanes, evaluated with before-and-after data; count of visits to the Neighborhood Traffic Calming Program Request dashboard
- **Consistent Collection of Resident Safety Feedback:** Number of NTCP requests on an annual basis; number of responses to NTCP requests on an annual basis; Quick-Build Protected Bike Lane Survey submissions; Elati St Corridor Study Survey submissions *[Horizon 2027 outcome indicator]*

PEOPLE-FIRST STREETS

- **Reduction in Crash Severity:** Count of fatalities and serious injuries on all streets; count of KSI fatalities and serious injuries on Local Streets and Neighborhood Connectors
- **Reduction in Vulnerable Road User Crash Severity:** Count of vulnerable road user (VRU) crashes resulting in a fatality or serious injury on all streets; count of vulnerable road user (VRU) crashes resulting in fatality or serious injury on Local Streets and Neighborhood Connectors *[Horizon 2027 outcome indicator]*
- **Bicycle Network:** Miles of Low Stress bicycle facilities *[Horizon 2027 outcome indicator]*
- **Completion of Safety Projects:** Number of planned safety improvement projects completed
- **Completion of School Zone Safety Projects:** Number of planned school zone safety improvements completed
- **Corridor Planning:** Number of corridor studies completed to advance to design and construction

6. FUTURE ACTIONS

While the Strategic Plan and Action Plan includes a well-defined set of actions, ongoing success will require continuous adaptation to emerging trends, new technologies, and community needs. Expanding safety efforts beyond the initial plan will require additional funding, personnel, and maintenance resources to ensure long-term effectiveness. This chapter outlines additional strategies and actions that could further enhance safety efforts and presents funding recommendations to ensure long-term program sustainability.

POSTPONED ACTIONS

Table 4 includes the actions that were identified through the Strategic Plan process but were postponed to 2028 and beyond due to limited staffing capacity. All actions were prioritized using the same scale as the overall Public Works Engineering Capacity Planning project to stay consistent across the Engineering Division. These actions will be analyzed during the annual evaluation process (and published Report Card) to determine if they will be integrated into the next year's work plan. These actions will also be analyzed as part of the upcoming TMP update along with the broader SSL program to determine integration into the overall transportation program and City's goals.

Table 4. Postponed Actions

Main Goal Area	Action ID	Action	Strategy	Goal Area			
				RESOURCES & COLLABORATION	CULTURE CHANGE	DATA-DRIVEN DECISION-MAKING	PEOPLE-FIRST STREETS
Resources & Collaboration	SSL-RC-101	Safe Routes to School (SRTS) grant application	3 - Funding	■	■	■	■
Resources & Collaboration	SSL-RC-102	Develop Safer Street StoryMap	4 - Communications	■			
Resources & Collaboration	SSL-RC-103	Develop SSL logo and branding	4 - Communications	■	■		
Resources & Collaboration	SSL-RC-104	Video content for projects	4 - Communications	■	■		
Resources & Collaboration	SSL-RC-105	School Safety Summit (Administration from 12 schools)	5 - Events	■	■		
Resources & Collaboration	SSL-RC-106	Stakeholder Task Force Meetings	5 - Events	■			
Resources & Collaboration	SSL-RC-107	School zone enforcement	6 - Implementation	■	■	■	■
Culture Change	SSL-CC-101	Develop Safety Ambassadors Program	1 - Planning		■		
Culture Change	SSL-CC-102	Word on the Street: personal stories about safe streets	4 - Communications		■		
Culture Change	SSL-CC-103	Citywide Communications Campaign (monthly topics)	4 - Communications		■		
Culture Change	SSL-CC-104	Develop a plan for digital media education campaign	4 - Communications		■		
Culture Change	SSL-CC-105	Digital media education campaigns (e.g., public service announcement (PSA) video, radio, etc.)	4 - Communications		■		
Culture Change	SSL-CC-106	Coffee & Conversations with Public Works	5 - Events		■		
Culture Change	SSL-CC-107	Bike to Wherever Week	5 - Events		■		
Culture Change	SSL-CC-108	St. Patrick's Day Safe Ride Home	5 - Events		■		
Culture Change	SSL-CC-109	Commuter Challenge	5 - Events		■		
Culture Change	SSL-CC-110	Implement a Safety Ambassadors Program	6 - Implementation	■	■		
Culture Change	SSL-CC-111	Implement Safe Routes to School programming	6 - Implementation	■	■		
Data-Driven Decision-Making	SSL-DM-101	Crash reports from surrounding jurisdictions on shared roadways	2 - Data	■		■	
People-First Streets	SSL-PS-101	Corridor Studies	1 - Planning			■	■
People-First Streets	SSL-PS-102	Develop alternative funding and prioritization of corridor studies	1 - Planning	■			■
People-First Streets	SSL-PS-103	School route wayfinding and route planner for Littleton Prep and Littleton Academy	6 - Implementation	■	■		■
People-First Streets	SSL-PS-104	Implementation of recommendations from corridor studies	6 - Implementation				■
People-First Streets	SSL-PS-105	Ongoing school zone evaluations	7 - Evaluation	■		■	■

ADDITIONAL IDEAS

The following ideas offer creative, data-driven, and community-focused solutions to enhance safety in Littleton. While the strategic plan already includes a comprehensive set of actions, these additional ideas provide opportunities for future consideration. They are intended to complement and augment existing efforts by introducing new engagement techniques, leveraging technology, fostering partnerships, and incorporating artistic elements to create safer and more connected streets for all residents. These, along with the postponed actions in Table 4, will be analyzed during the annual program evaluation; staff capacity and budget constraints will determine if these actions are able to be prioritized in future years. The TMP update may utilize these ideas to incorporate into the broader transportation program as well.

Additional actions and strategies could include:

1. **Gamification of Safety Programs:** Implement interactive apps or rewards programs for residents who walk, bike, or use public transit. For example, create challenges like "Complete 10 Safe Routes" or "Bike 50 Miles This Month" to encourage engagement.
2. **Pop-Up Demonstration Projects:** Use temporary installations (e.g., pop-up bike lanes or parklets) to show how proposed street changes could work, gathering real-time feedback from the community.
3. **Parklet-to-Permanent Program:** Identify successful temporary parklets or street transformations and create a pipeline for making them permanent through funding or design updates.
4. **Smart Crosswalks:** Explore the feasibility of installing crosswalks with embedded LED lights that activate when a pedestrian is present, increasing visibility for drivers.
5. **Bike-share or Scooter-share Partnerships:** Collaborate with micromobility companies to provide first- and last-mile solutions and increase access to alternative transportation options.
6. **Equity-Focused Data Analysis:** Overlay crash and enforcement data with demographic and socioeconomic data to ensure under-resourced communities receive targeted improvements.
7. **Private Sector Sponsorships:** Seek donations from local businesses for specific projects like bike racks, benches, or safety campaigns.
8. **Art for Safety:** Collaborate with local artists to paint murals or install public art in high-visibility areas that convey safety messages.
9. **Interactive Public Meetings:** Use virtual reality or augmented reality during public workshops to let residents "experience" proposed changes like lane repurposing or new bike lanes.

STANDARD OPERATING PROCEDURES & POLICIES

The following Standard Operating Procedures (SOPs) and policies represent strategies the City of Littleton could establish and deploy to create a clear, consistent framework for implementing safety initiatives. By standardizing procedures across infrastructure improvements, enforcement strategies, community engagement, data collection, and funding coordination, these SOPs would ensure that safety efforts are proactive, data-driven, and sustainable. They would provide city staff and community partners with structured guidelines to efficiently deploy quick-build safety projects, enforce compliance, educate the public, and evaluate progress.

MINIATURE STOP SIGN AT THE LITTLETON PRACTICE PARK AT EAST COMMUNITY CENTER.

COLLABORATION & FUNDING SOPS AND POLICIES

- **Interdepartmental Coordination for Street Safety:** Standard processes for collaboration between Public Works, Police, Schools, and other city agencies to align safety efforts.
- **Grant Application & Funding Strategy SOP:** Guidelines for identifying, applying for, and managing grants or state safety funding.
- **Private Sector & Community Partnerships:** Procedures for securing local business sponsorships for safety projects, bike racks, or safety education campaigns.

COMMUNITY ENGAGEMENT & EDUCATION SOPS AND POLICIES

- **Safety Education Campaign Implementation:** Framework for rolling out safety awareness efforts, such as "Back to School" safety weeks, pedestrian right-of-way campaigns, and bicycle safety events.
- **Public Engagement & Pilot Feedback Collection:** Standard process for gathering public input on pilot projects through surveys, in-person events, and digital engagement.
- **School Engagement & Curriculum Integration:** Guidance on collaborating with LPS to incorporate bicycle and pedestrian safety and confidence into physical education and after-school programs.
- **Event-Based Safety Messaging SOP:** Strategy for incorporating safety messages into city events, including pop-up demonstrations, public safety fairs, and social media campaigns.

DATA COLLECTION & DECISION-MAKING SOPS AND POLICIES

- **Crash & Near-Miss Data Collection Protocol:** A standardized method for tracking crashes, near-misses, and safety concerns to inform decision-making in coordination with LPD.
- **Before-and-After Project Evaluation:** Process for assessing the effectiveness of safety improvements using pre- and post-installation data collection.
- **Public Transparency & Data Reporting:** Standardized schedule for publishing annual safety reports and interactive dashboards with performance indicators.
- **Vulnerable Road User (VRU) Risk Analysis:** SOP to identify high-risk areas for people who walk, bike, and roll using demographic and crash data overlays.
- ***COMPLETE:* Neighborhood Traffic Calming Program (NTCP) Program Protocol:** This SOP defines roles, responsibilities, workflows, evaluation criteria, prioritization methodology, and documentation requirements for administering the program.

ADVENT HEALTH STAFF FITTING A HELMET AT BIKE TO WORK DAY IN 2025.

ENFORCEMENT & COMPLIANCE SOPS AND POLICIES

- **Automated Enforcement Program Guidelines:** If speed, parking, or red-light cameras are pursued, SOPs would define placement, calibration, public notice, and citation processes.
- **Non-Motorized User Safety Compliance:** Standard procedures for enforcing e-bike and scooter usage rules, including speed limits and designated zones.
- **Targeted Enforcement in School Zones:** Increase traffic enforcement before and after school hours in school zones.

INFRASTRUCTURE & MAINTENANCE SOPS AND POLICIES

- ***COMPLETE:*** **Winter Maintenance & Street Sweeping for Active Transportation:** Establish procedures to ensure year-round accessibility of pedestrian and bicycle infrastructure through effective snow removal and street sweeping. Prioritize clearing protected bike lanes, crosswalks, sidewalks, and trails while coordinating with city snowplow operations to prevent snow buildup in active transportation spaces. Implement a regular street sweeping schedule to remove debris, sand, and salt, with increased frequency in the spring to improve safety for people who walk, bike and roll. Coordinate efforts across public works, provide timely public updates on maintenance activities, and track performance to refine operations based on community feedback. *[Action Plan ID # SSL-PS-403]*
- ***IN PROGRESS:*** **Coordination with Operations Teams with SSL-Related Infrastructure:** SOP for which operations team members to involve at specific milestones to ensure continuity with design, construction, and ongoing maintenance of temporary infrastructure.
- ***IN PROGRESS:*** **Pilot Project Workflow:** Annual workflow process for the Pilot Project Program, which includes integration with the NTCP,
- ***COMPLETE:*** **Build Safety Improvement Implementation:** Guidelines for identifying, designing, and deploying temporary safety enhancements, such as curb extensions, lane narrowing, or bike lanes using temporary materials. Completed as part of the Traffic Calming Evaluation.
- **Street Safety Audits & Risk Assessments:** Evaluations at regular intervals of high-risk intersections, school zones, and arterial roads using crash data and community feedback.
- ***COMPLETE:*** **Traffic Calming Measures Deployment:** Standardized process for implementing and evaluating traffic-calming measures that enhance safety and livability. Ensure projects meet speed, volume, and safety thresholds while incorporating public input to prioritize locations. Use data-driven criteria to maximize impact and regularly assess effectiveness, adjusting strategies as needed. Completed as part of the Traffic Calming Evaluation.
- **Crosswalk & Pedestrian Signal Maintenance:** Regular inspections, repainting, and repair schedules to ensure visibility and functionality.
- **Complete Streets Consideration in All Projects:** Require all street projects, including capital improvement and maintenance projects, to evaluate and incorporate bicycle and pedestrian improvements where feasible. This may include restriping for bike lanes during overlays, enhancing pedestrian crossings, or integrating safety upgrades into routine maintenance efforts.

FUNDING STRATEGY

Looking ahead, the city will need to evaluate funding and staffing needs to support the program's long-term success. This may involve pursuing additional grant funding, reallocating existing resources, or seeking new budget allocations to sustain programmatic initiatives and infrastructure upkeep. A key component of program evaluation will be assessing maintenance impacts and ensuring that quick-build and pilot projects transition into long-term, permanent solutions where feasible, potentially reducing the burden on operations staff. By continuously aligning available resources with program goals, SSL can maintain momentum while ensuring long-term sustainability. This will be incorporated into the annual program evaluation.

However, permanent improvements are more expensive, and current funding levels for SSL are not adequate to cover major construction projects. In 2024, City Council allocated $2.3 million to the program, and in 2025 and 2026, the SSL program is funded at $1 million annually. For context, the cost to construct ADA compliant sidewalks and ramps on a 2.5 mile section of Elati Street is estimated at $7.5 million. While the Elati Street Corridor Study is funded through the SSL program, staff is still determining if the implementation of the corridor study can be covered fully through SSL funds; longer-term, a more sustainable funding source for large infrastructure projects will need to be determined.

Sustaining the SSL program over the long-term will require a dedicated funding strategy that integrates reliable financial mechanisms, strong leadership support, and institutionalized policies. Many communities have successfully established long-term funding for safety initiatives through a mix of local, state, and federal resources. For example, cities like Portland, Oregon, and Denver, Colorado, have implemented dedicated transportation safety funds through sales tax measures, general fund allocations, or transportation impact fees. Denver has historically used voter-approved general obligation (GO) bonds every few years to fund transportation infrastructure, and in 2025 is proposing a new "Vibrant Denver" GO bond that allocates nearly half of its approximately $935 million package to transportation, mobility, and road safety projects. Littleton could explore similar options, including earmarking funds specifically for street safety improvements, leveraging state and regional grant opportunities and partnering with local businesses for sponsorships on bike infrastructure, public art, or educational campaigns. Additionally, funding mechanisms such as vehicle registration fees or congestion pricing could be explored for potential adaptation in a way that aligns with Littleton's needs and priorities.

CAPITAL IMPROVEMENT SALES TAX FUND

In November 2021, Littleton voters approved Ballot Issue 3A, increasing the city's sales and use tax rate from 3% to 3.75%, effective January 1, 2022. This 0.75% tax hike, equating to 75 cents on a $100 purchase, was projected to generate approximately $9.8 million annually for capital improvement projects.

The additional revenue is earmarked for a range of infrastructure enhancements, including neighborhood street maintenance and reconstruction, congestion mitigation, right-of-way and median improvements, street and bridge safety upgrades, and sidewalk enhancements. Specific projects encompass major street overhauls in neighborhoods and key corridors, improvements at the Mineral Avenue & Santa Fe Drive intersection, downtown streetscape and parking enhancements, replacement of public works facilities, and maintenance of city-owned properties such as the Littleton Museum, Bemis Library, and the courthouse.

RAISED PEDESTRIAN CROSSING INSTALLED AS PART OF THE EUCLID AVENUE RECONSTRUCTION PROJECT PHASE 1.

Securing City leadership and council buy-in is critical to maintaining the momentum of the Safer Streets program. Best practices from cities like Burlington, Vermont and St. Louis Park, Minneapolis, show that leadership engagement is most effective when safety initiatives are framed as essential to economic vitality, equity, and quality of life. Regular data-driven updates to City Council, combined with compelling community stories, can help demonstrate the impact of safety investments. Establishing a formal policy ensures that safety remains a core priority through future administrations. Additionally, embedding street safety considerations into the TMP and requiring safety impact assessments for capital projects can institutionalize the program's principles across City departments. By adopting these proven strategies, Littleton can ensure that its commitment to safer streets is not only sustained but continues to evolve in response to community needs.

BICYCLE COLORADO LEARN-TO-RIDE CLASS AT THE LITTLETON PRACTICE PARK AT EAST COMMUNITY CENTER.

SCHOOL BUS AND CROSSWALK AT CENTENNIAL ACADEMY OF FINE ARTS.

OPERATIONS STAFF INSTALLING IN-STREET PEDESTRIAN SIGNAGE.

LITTLETON OPERATIONS STAFF INSTALLS THE PROTECTED BIKE LANE ALONG CHURCH AVENUE.

Littleton Colorado

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