



2025 REPORT CARD



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FRONT COVER: A GROUP OF BICYCLE RIDERS DURING BIKE AND WALK TO SCHOOL DAY.

A YOUNG BICYCLE RIDER AT THE LITTLETON TWILIGHT CRITERIUM BIKE RODEO.

BACKGROUND

In October 2023, the tragic loss of a young student riding his bicycle led to City Council directing staff to formalize and expand the City’s approach to transportation safety through the creation of Safer Streets Littleton (SSL). Launched in 2024 with dedicated funding and staffing, SSL builds on existing transportation safety work and provides a coordinated framework for improving safety citywide. The initiative integrates infrastructure, education, enforcement, communications, and data to create a more systematic approach to improving safety and mobility. City Council renewed funding in 2025 and 2026 for SSL and as the initiative progressed, staff identified the need for an internal strategic plan to guide the next two to five years. Throughout 2025, the Safer Streets Littleton Strategic Plan was developed and refined to align with staff capacity, council priorities, and lessons learned from early implementation.

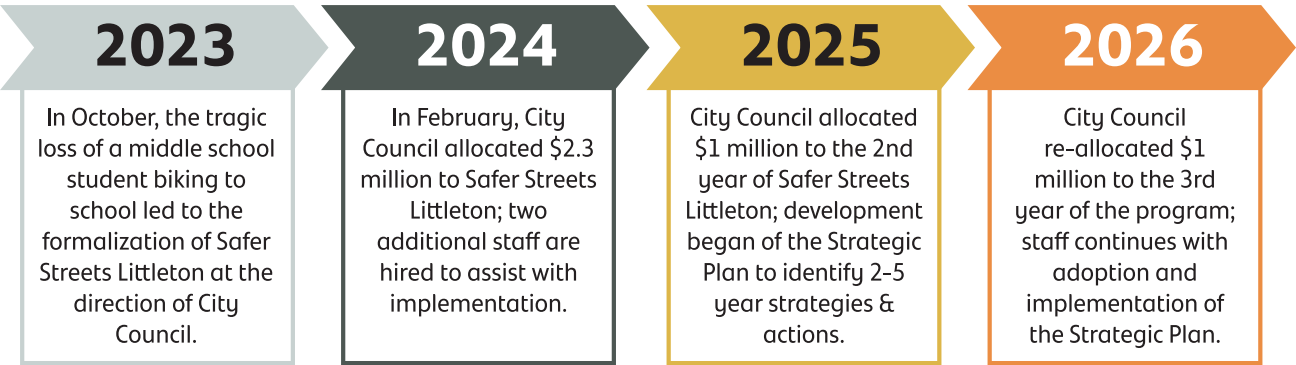


Figure 1. Safer Streets Littleton Timeline



PROGRAM OVERVIEW

Safer Streets Littleton is both a program and a philosophy framing how the city approaches safety systemically while implementing tangible actions. Infrastructure efforts are focused on local and connector streets, where targeted, lower-cost interventions can have an immediate and meaningful impact. While programs and cultural efforts, including education, enforcement, and data initiatives, are intended to have citywide reach. 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.

A RESIDENT LEARNS HOW TO BIKE AT AN ADULT LEARN TO RIDE CLASS WITH BICYCLE COLORADO

VISION, MISSION, GOALS



VISION

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.



MISSION

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



GOALS

► 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 systematic 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 roadway improvements and multimodal projects first by enhancing safety, connectivity, and comfort for all users.

PROGRESS REPORT

This report highlights 2025 major program efforts by goal area, along with baseline data for each goal area's key performance indicators. Key performance indicators (KPIs) are used to annually track progress toward the goals of Safer Streets Littleton and to ensure accountability in how safety initiatives are planned, implemented, and evaluated. The KPIs in this report reflect a combination of outcome measures, program activity metrics, and long-term indicators aligned with the Safer Streets Littleton Strategic Plan.

Appendix A includes the full list of KPIs, their associated data, and whether it is identified in the City of Littleton's comprehensive plan, Horizon 2027, as an outcome indicator.

2025 HIGHLIGHTS

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.

Interdepartmental coordination played a key role in integrating safety into planning, operations, communications, and implementation. While many collaborative efforts are ongoing and not easily captured by a single metric, tracking partnerships and joint initiatives demonstrates how shared responsibility and resource coordination support safer streets citywide.

KEY EFFORTS:

- ✓ Developed the Safer Street Littleton Strategic Plan
- ✓ Continued coordination with Littleton Public Schools (LPS), South Suburban Parks and Recreation District (SSPRD), Littleton Police Department (LPD), internal departments, and local community organizations such as Littleton Social Cycle
- ✓ Established new partnerships with partner organizations such as Advent Health, East Community Center (ECC), and Bicycle Colorado
- ✓ Partnered with external stakeholders on 9 events and projects across the year, from Walk & Bike to School Day engagement to full reconstruction of roadways.

Resources & Collaboration in Action



MAYOR KYLE SCHLACHTER ASSISTING AS A CELEBRITY CROSSING GUARD FOR WALK & BIKE TO SCHOOL DAY IN THE FALL.



PUBLIC WORKS STAFF CUT THE RIBBON AT THE EAST COMMUNITY CENTER PRACTICE PARK WITH LITTLETON PUBLIC SCHOOLS.



LITTLETON SOCIAL CYCLE VOLUNTEERS HELPING BLOCK TRAFFIC FOR A BIKE BUS AT SPRING WALK & BIKE TO SCHOOL DAY.

2025 HIGHLIGHTS

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.

Shifting the culture of a community is a long-term effort that complements physical street improvements by addressing behaviors, awareness, and shared responsibility among all road users. Current efforts have primarily focused on youth education, but 2025 crash data highlights the need to expand education to older adults as well. Distracted driving, driver inexperience, and age-related factors were some of the most common human influences in serious and fatal crashes and reinforce the need for sustained education at all ages.

Fatal & Serious Injury Crashes

27 Total crashes → **25%** involved **distracted driving & age-related influences** **25%** involved **teen & older adult drivers**

KEY EFFORTS:

- ✓ Hosted or participated in events like Bike to Work Day stations, a bike rodeo at the Twilight Criterium, and Safer Streets Littleton promotion at the LPS Stride 5K
- ✓ Coordinated with Littleton Public Schools for Spring and Fall Walk and Roll to School Day
- ✓ Installed the Safer Streets Practice Park at East Community Center and offered three free Learn to Ride classes with Bicycle Colorado
- ✓ Developed the Word on the Street series focusing on people who walk, bike, roll, or work on the transportation network in Littleton

Culture Change in Action

6 Earned Media Stories



5 Promotional Events



4 Educational Programs



4 Celebration Events



3 Meet, Greet, & Eats



2 Virtual Contests



STAFF ENGAGES WITH A YOUNG RESIDENT AT THE BIKE TO WORK DAY AFTER-PARTY.



YOUNG RIDERS ENJOYING THE BIKE RODEO AT THE LITTLETON TWILIGHT CRITERIUM.

BREAKDOWN OF PROGRAM ENGAGEMENT EFFORTS IN 2025.

2025 HIGHLIGHTS

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.

In 2025, staff continued to collect resident feedback through multiple, consistent channels, including the Neighborhood Traffic Calming Program (NTCP) and project-specific surveys for quick-build safety improvements. Staff also conducted site visits to project locations and crash sites to better inform decisions. Together, these tools provide staff with ongoing insight into community concerns and lived experiences on Littleton's streets. Maintaining multiple feedback mechanisms supports data-driven decision-making by pairing technical analysis with resident input over time.

KEY EFFORTS:

- ✓ Updates to the Neighborhood Traffic Calming Program, including:
 - ▶ Public map displaying all requests, their status, and related traffic data
 - ▶ Scoring process to help staff prioritize request locations based on a standard set of safety data
- ✓ Routine collection of speed and volume data to inform project evaluations
- ✓ Development of the Littleton Road Safety Report, a 5-year analysis of crash trends and behaviors
- ✓ Finalized the Traffic Calming Evaluation including the related toolbox and design standards

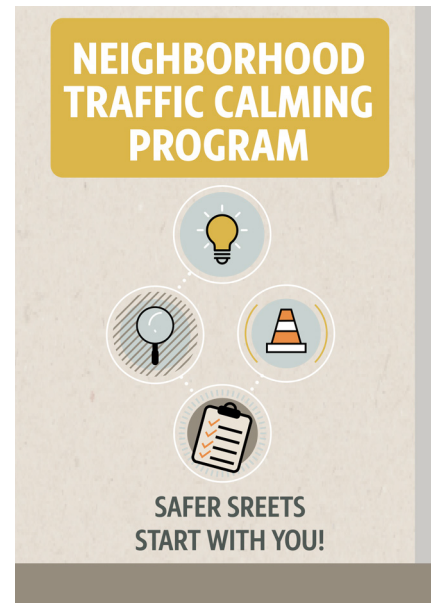
Data-Driven Decision Making in Action



OPERATIONS CREW INSTALLS SPEED FEEDBACK SIGNS NEAR A SCHOOL.



PUBLIC WORKS STAFF AND LITTLETON POLICE COLLABORATE ON IN-FIELD CRASH ANALYSIS.



UPDATED NEIGHBORHOOD TRAFFIC CALMING PROGRAM INFO PAMPHLET .

2025 HIGHLIGHTS

PEOPLE-FIRST STREETS

Prioritize street improvements and multimodal projects that put people first by enhancing safety, connectivity, and comfort for all users.

In 2025, expanding the low-stress bicycle network, improving crossings for pedestrians, and advancing corridor planning efforts continue to be key strategies for improving safety outcomes across the city. Staff completed major construction projects, pilot project revisions, and engaged with residents to inform corridor improvements. Crashes involving non-motorists, such as people walking, biking, or rolling, remain a critical focus area due to the higher risk of serious injury.

Non-motorist Crashes

21 Total crashes



16 resulted in **injury** to a person walking or biking

11 occurred while using a marked crosswalk

KEY EFFORTS:

- ✓ Completion of Phase 1 of the Euclid Avenue Complete Street Reconstruction
- ✓ Installed the city's first protected bike lanes along Phillips Avenue, Church Avenue, and Bellevue Avenue
- ✓ Implemented recommendations from the School Zone Safety Evaluation
- ✓ Advanced the Elati Street Corridor Study
- ✓ Coordinated with the Capital Improvement Program and Water Resources team to align safety improvements with planned infrastructure work

People-First Streets in Action



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



LITTLETON OPERATIONS CREW INSTALLING THE SAFE-T LANE DIVIDER ON CHURCH AVE.



RAPID-RECTANGULAR FLASHING BEACON (RRFB) PEDESTRIAN CROSSING INSTALLED ON LITTLETON BLVD.

2026 NEXT STEPS

With the Safer Streets Littleton Strategic Plan in place, 2026 will focus on implementing identified actions, fostering partnerships, and continuing to refine SSL based on data, community input, and operational experience.

TRANSPORTATION MASTER PLAN (TMP) UPDATE

The Safer Streets Littleton Strategic Plan builds on the City's Transportation Master Plan (TMP) and serves as a focused sub-component centered specifically on transportation safety. The TMP update is set to begin mid-2026 with anticipated adoption in early 2028. The SSL Strategic Plan prioritizes workload planning for 2026 and 2027, with future refinements to align with the updated TMP. The plan recognizes that sustainable safety improvements require dedicated personnel, consistent funding, and coordination across departments. Priorities and workload planning will continue to evolve as the TMP update progresses to ensure alignment with broader city transportation goals.

PROJECT MANAGEMENT INFORMATION SYSTEM (PMIS)

The SSL Program will be integrated into the citywide Project Management Information System (PMIS) to further internal and external transparency, alignment with city goals, and foster best practices for project and program management. Current staffing levels may limit the pace at which all planned actions can be implemented. Ongoing evaluation of staffing needs and maintenance impacts will be necessary to ensure that improvements remain effective and sustainable.

For more information about the Safer Streets Littleton Strategic Plan and 2026 Priority Actions, visit LittletonCo.Gov/SaferStreets.



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

KEY PERFORMANCE INDICATORS DATA

Resources & Collaboration					
ID	Indicator	Measurement	2025 Status		Horizon 2027 KPI
RC.1	Stakeholder Engagement	Number of partnerships established or maintained with community organizations, schools, and regional agencies	INTERNAL City Manager’s Office Community Development Communications & Creative Services Littleton Police Department (LPD) Streets Division Grounds, Open Space, and Natural Resources Traffic Operations	EXTERNAL Littleton Public Schools (LPS) East Community Center (ECC) South Suburban Parks and Recreation District (SSPRD) Arapahoe County Bicycle Colorado Littleton Social Cycle Advent Health Littleton Downtown Development Authority Pedal Bike Shop Boost Ebikes Kiln Coworking Breckenridge Brewery Colorado Department of Public Health and Environment (CDPHE)	-
RC.2	Joint Projects	Number of co-developed safety initiatives and projects with external stakeholders, such as Safe Routes to School efforts	Partnered with external stakeholders on 9 projects and events: Euclid Ave Reconstruction (LPS) Runyon Elementary School Bond Project (LPS) Euclid Middle School Bond Project (LPS) Bike to Work Day (Arapahoe County, Advent Health, SSPRD) Bike and Walk to School Days - twice per year (LPS, SSPRD,Advent Health) Practice Park (CDPHE, LPS, ECC) Coordination of pilots (LPS, City of Centennial) Protected Bike Lanes (LPS, City of Centennial)		-
RC.3	SSL Strategic Plan Progress	Progress of identified actions from the SSL Strategic Plan.	11 completed actions; 26 ongoing actions; 3 planned actions		-
RC.4	Horizon 2027 Integration	Number of outcome indicators progressed related to the Safer Streets Littleton program.	The SSL Program helped to advance 2 of the Horizon 2027 2-3 Year Initiatives: (16) Complete pedestrian and bicycle safety strategy and implement results. (17) Design and construct city-wide safety improvements in alignment with goal and objective identified in the Transportation Master Plan.		-
RC.5	Transportation Master Plan Integration	Number of projects and objectives progressed related to the Safer Streets Littleton program	The SSL Program helped to advance the 2019 TMP: 7 objectives (2, 13, 16, 17, 18, 19, 20) 12 policies (A1, A4, A5, A6, A7, A8, BP1, BP2, BP5, BP7, BP9, MT4) 1 auto project (36) 16 active transportation projects (5, 9, 10, 15, 39, 40, 53, 75) 1 partnership and coordination (BP2) 2 planning efforts and studies (A1, BP1)		-

APPENDIX A: KEY PERFORMANCE INDICATOR DATA

Culture Change				
ID	Indicator	Measurement	2025 Status	Horizon 2027 KPI
CC.1.1	Shifts in High-Risk Behaviors	Reduction in number of killed or severely injured (KSI) crashes involving distracted driving	95 crashes	-
CC.1.2		Reduction in number of killed or severely injured (KSI) crashes involving speeding	97 crashes	-
CC.2.1	Shifts in High-Risk Drivers	Reduction in number of killed or severely injured (KSI) crashes involving teen drivers (19 and under)	81 crashes	-
CC.2.2		Reduction in number of killed or severely injured (KSI) crashes involving older adult drivers (65+)	122 crashes	-
CC.3	Engagement Participation	Number of safety education programs or engagement events annually	24	-
CC.4.1	Communications Reach	Number of social posts and articles related to Safer Streets Littleton	145 social posts 31 articles	-
CC.4.2		Count of community engagement with posts related	16,868	-
CC.5	Commuter Mode Split	Percent of residents commuting using multimodal transportation (public transportation, biking or walking)	4.7%	2.2

Data-Driven Decision-Making				
ID	Indicator	Measurement	2025 Status	Horizon 2027 KPI
DM.1	Before and After Data Collection	Percentage of safety improvement projects, including pilot projects and protected bike lanes, evaluated with before-and-after data	100%	-
DM.2		Count of visits to the Neighborhood Traffic Calming Program Request dashboard	896	-
DM.3.1	Consistent Collection of Resident Safety Feedback	Number of NTCP requests on an annual basis	94	5.3
DM.3.2		Number of responses to NTCP requests on an annual basis	260	
DM.3.3		Quick-Build Protected Bike Lane Survey submissions	329	
DM.3.4		Elati St Corridor Study Survey submissions	608	



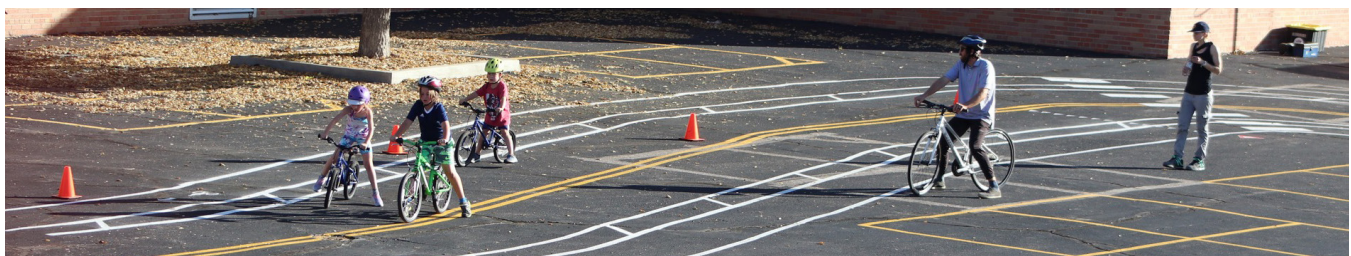
SAFER STREETS STAFF ENGAGE WITH YOUNG BICYCLE RIDERS AT A BIKE TO WORK DAY STATION IN THE SUMMER.

APPENDIX A: KEY PERFORMANCE INDICATOR DATA

People-First Streets				
ID	Indicator	Measurement	2025 Status	Horizon 2027 KPI
PS.1.1	Reduction in Crash Severity	Count of fatalities and serious injuries on all streets	31	-
PS.1.2		Count of KSI fatalities and serious injuries on Local Streets and Neighborhood Connectors	8	-
PS.2.1	Reduction in Vulnerable Road User Crash Severity	Count of vulnerable road user (VRU) crashes resulting in a fatality or serious injury on all streets	11	4.1
PS.2.2		Count of vulnerable road user (VRU) crashes resulting in fatality or serious injury on Local Streets and Neighborhood Connectors	7	4.1
PS.3	Bicycle Network	Miles of Low Stress bicycle facilities	64.56 miles	4.3
PS.4	Completion of Safety Projects	Number of planned safety improvement projects completed	5 projects	-
PS.5	Completion of School Zone Safety Projects	Number of planned school zone safety improvements completed	8 schools	-
PS.6	Corridor Planning	Number of corridor studies completed to advance to design and construction	1 In Progress (Elati St)	-

PEOPLE-FIRST STREETS KPI DATA BREAKDOWN

Reduction in Crash Severity (PS.1.1 & PS.1.2)			
Crash Severity	ALL Streets TOTAL CRASHES	Local/Neighborhood Connector TOTAL CRASHES	Local/Neighborhood Connector CRASHES PER CAPITA
Fatal	2	0	0
Serious Injury	25	8	3.6
Minor Injury	35	14	6.2
Possible Injury	39	21	9.4
No Injury	658	275	122.6
TOTAL	810	323	143.9



YOUNG BICYCLE RIDERS PARTICIPATE IN A LEARN TO RIDE CLASS USING THE SAFER STREETS PRACTICE PARK AT EAST COMMUNITY CENTER.

APPENDIX A: PEOPLE-FIRST STREETS KPI DATA BREAKDOWN

Reduction in Vulnerable Road User Crashes (PS.2.1 & PS.2.2)			
Crash Severity	Mode	ALL Streets TOTAL CRASHES	Local/Neighborhood Connector TOTAL CRASHES
FATAL	Pedestrian	0	0
	Bicycle	0	0
	Motorcycle	0	0
	TOTAL	0	0
SERIOUS INJURY	Pedestrian	5	3
	Bicycle	4	4
	Motorcycle	7	0
	TOTAL	11	7
MINOR INJURY	Pedestrian	5	3
	Bicycle	2	2
	Motorcycle	1	0
	TOTAL	8	5
	TOTAL VRU CRASHES	19	12

Bicycle Network (PS.3)			
Level of Traffic Stress	Facility Type	Total Miles	New Miles in 2025
High Stress	Shared Lane/Sharrows	9.86	-
High Stress	Bike Lane	25.36	-
Medium – Low Stress	Buffered Bike Lane	0.96	-
Medium – Low Stress	Cycle Track/Mobility Lane	1.84	1.84
Low Stress	Protected Bike Lane	2.72	2.72
Low Stress	Trails	50.7	0.7
Low Stress	Shared Use Path	1	0.3
Low Stress	Low Stress Sharrow/Bike Lanes	10.14	-



PHILLIPS AVENUE PROTECTED BIKE LANE
USING ZEBRA 13 CURBS AND DELINEATORS.



BELLEVUE AVENUE PROTECT BIKE LANE
USING THE ORCA LANE SEPARATOR.



CHURCH AVENUE PROTECT BIKE LANE USING
THE SAFE-T LANE DIVIDER.



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