

Executive Summary

project
downtown

Downtown Mobility and Streetscape Plan



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Figure 1: Rendering of the Preferred Alternative for a gateway from Littleton Boulevard into downtown



INTRODUCTION

Project Purpose

The purpose of Project Downtown is to guide the City of Littleton’s investment decisions to improve multimodal connectivity, parking, pedestrian safety, wayfinding, green infrastructure, and streetscape enhancements in Downtown Littleton.

Project Downtown builds upon Envision Littleton (2019), the City’s comprehensive plan, the Littleton Downtown Development Authority Plan of Development (2022), the City Council Goals and Work Plan, as well as the Transportation Master Plan (2019) and other previous strategic planning efforts. Through those planning processes, the community identified mobility and streetscape improvements as top priorities.

Improvements to mobility and streetscape can enhance Littleton’s downtown area, increase access to the local businesses and amenities it offers, reinforce Littleton’s small-town charm, and create a vibrant and lively downtown for all.

Project Background

Denver Water approached the City of Littleton in 2018 to discuss the rehabilitation of several hundred feet of water main in downtown due to its age, high volume of requisite repairs, and future risk for emergencies. Main Street had been long identified as an area for improvement, and Denver Water’s project catalyzed the Downtown Mobility and Streetscape Improvements Plan, called "Project Downtown." The original vision recognized the opportunity to bundle the Denver Water scope with an initial phase of Project Downtown construction, however, given the condition of the water main and limited construction window, Denver Water will be proceeding with their project in February of 2025.

With the formation of the Littleton Downtown Development Authority in 2022, the LDDA Plan of Development provided the vision for Downtown Littleton and identified Project Downtown as an action item to establish gateways and enhance gateway streets through streetscape and landscape improvements, more comfortable environments to encourage people to stay longer, enhanced connectivity with Little’s Creek, and focused improvements at Main Street and Alamo Avenue to create an iconic pedestrian-first environment.

Vision and Goals

The City of Littleton’s Project Downtown plan seeks to be an **achievable** plan to guide the short- and long-term **strategic investment** and prioritization of **infrastructure improvements** to **enhance mobility and streetscapes** for a more **vibrant, connected, comfortable, inclusive, resilient downtown** while also celebrating and enriching the **historic character** of this local and regional destination.

Project Goals



Placemaking
and Activation



Mobility and
Connectivity



Safety and
Accessibility



Sustainability
and Resiliency

Figure 2: Project Downtown Study Area and Core Area Map



Planning Process

Project Downtown was developed using the following planning process:

Existing Conditions Analysis

The first phase of the planning process was the development of an existing conditions data book. This analysis consisted of reviewing previous Littleton plans and relevant studies, a physical assessment, mobility assessment, safety assessment, and a stormwater and utility assessment. The needs assessment in each section points out key opportunities for the study area as identified by the project team and staff through the use of best practices and takes into account preliminary community and stakeholder input. All of this information was summarized in **Appendix A: Existing Conditions Data Book**.

Visioning - Goals and Objectives

Project Downtown’s vision and goals were formed through stakeholder and public feedback, information gathered during the Existing Conditions Analysis, as well as alignment with the Littleton Downtown Development Authority’s (LDDA) Plan of Development. The final vision and goals focused on placemaking and activation, mobility and connectivity, safety and accessibility, and sustainability and resiliency.

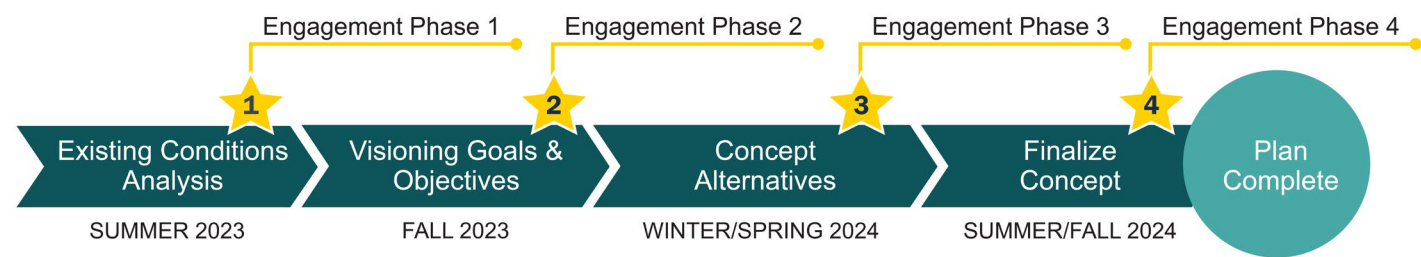
Concept Alternatives Development and Analysis

The project team utilized information from the existing conditions and needs assessment, as well as stakeholder and public input, to create three conceptual alternatives for the core Downtown area to accomplish the project’s vision and goals. The three alternatives sought to enhance the pedestrian experience on Main Street, improve safe multimodal connections throughout the downtown core, and provide more social spaces for people to dwell.

Preferred Alternative and Implementation Plan

Based upon feedback from the stakeholders, LDDA, community, and City Council, the project team blended elements from all three alternatives to develop the preferred alternative. This concept was split into five major projects with associated cost considerations, potential partners and funding sources, and implementation considerations. The final plan also includes guidance for streetscape materials, green infrastructure, and wayfinding signage. The public was provided a final opportunity to prioritize major projects identified in the preferred alternative and draft Project Downtown Plan.

Figure 2: Project Timeline



PUBLIC ENGAGEMENT OVERVIEW

Project Downtown included a robust community engagement process, connecting with residents, business owners, and other interested parties throughout the project. The community engagement process aimed to be transparent with multiple touch points that balanced trade-offs while ensuring the downtown core continues to grow responsibly. The five key groups engaged throughout the project were the Project Management Team (PMT), Littleton Downtown Development Authority (LDDA), the Stakeholder Working Group (SWG), community members, and Littleton City Council. Each group played an important role in shaping the plan, providing input, guidance, and feedback at critical stages to ensure the final recommendations reflected the needs and aspirations of the community.

Project Management Team (PMT)

The PMT consisted of representatives from the City of Littleton and the consultant project team. They provided technical, policy, and strategic advice throughout the process, as well as guidance on the recommended concept and the next steps.

Littleton Downtown Development Authority (LDDA)

The LDDA was engaged in the planning process through regular project updates at their meetings. A member of the LDDA was also on the SWG, allowing for additional input and guidance. The LDDA’s Plan of Development was used as a foundational/guiding document during the creation of Project Downtown.

Stakeholder Working Group (SWG)

The SWG included representatives from business and property owners, residents, arts and culture, historic preservation, the fire department, Denver Water, LDDA, Arapahoe Community College, City boards, authorities, and commissions, and more. Stakeholders participated in four workshops to set the plan vision and goals, provide context for the existing conditions, review the concept alternatives, and develop a recommended concept.

Community Members

The greater community of Littleton and residents in the study area were engaged through small group workshops, pop up events, virtual and in-person community meetings, surveys, a project StoryMap, project website, and social media.

Littleton City Council

Members of the City Council were informed and engaged throughout the planning process during four study sessions, timed around key project milestones. The briefings included progress updates, community feedback summaries, and discussions with City Council members.

1,840+
engagement
touchpoints



- 4 stakeholder working groups
- 4 community meetings
- 2 surveys

Engagement Activities

Visioning and Existing Conditions

In the first phase of the project, the team worked closely with the community to develop the vision and goals for Downtown Littleton, ensuring that the final plan aligns with local priorities. Four main areas of focus were identified in this phase of outreach through over 950 touchpoints — placemaking and activation, mobility and connectivity, safety and accessibility, and sustainability and resiliency. These focus areas guided the next steps in the planning process.

950+ engagement touchpoints

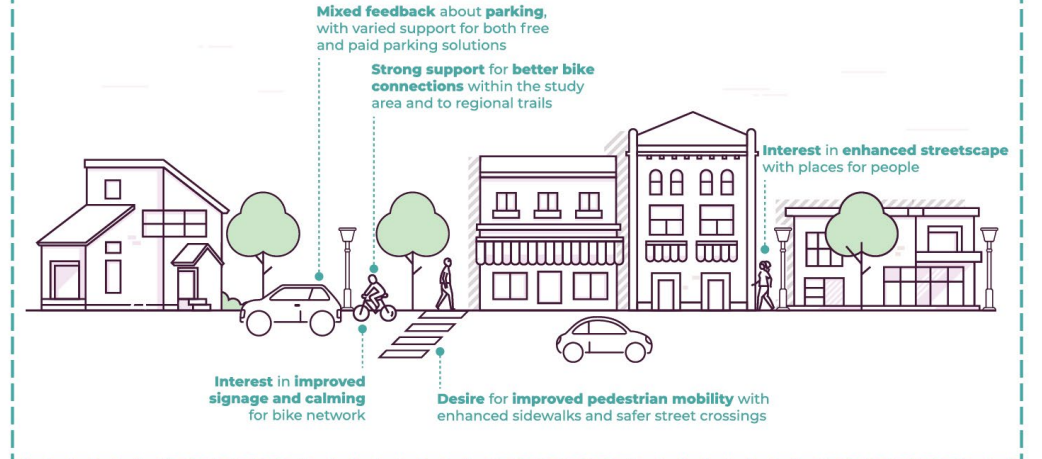
- **Littleton Downtown Development Authority** (May 2023)
- **Littleton Downtown Development Authority** (July 2023)
- **Stakeholder Working Group Meeting** (July 2023); 25 stakeholders
- **City Council Briefing** (July 2023)
- **Community Meeting** (August 2023); 66 attendees
- **Public Survey** (September - November 2023); 675 responses
- **Stakeholder Working Group Meeting** (October 2023); 11 attendees
- **Littleton Downtown Development Authority** (October 2023)
- **Mobility Small Group** (November 2023); 10 attendees
- **Environment Small Group** (November 2023); 11 attendees
- **City Council Briefing** (November 2023)
- 150+ Additional Conversations

Key Takeaways

Placemaking & Activation



Mobility & Connectivity



Safety & Accessibility



Sustainability & Resiliency



Project team member adding comments from the stakeholders



Stakeholders discussing their vision and goals for Downtown Littleton



Opportunities in Downtown Littleton on sticky notes

Concept Alternatives

The project team took the vision and goals identified in the first round of outreach and developed three conceptual alternatives for the future of Downtown Littleton. These alternatives were brought to the public in Spring 2024 to provide feedback on the various elements. With 757 engagement touchpoints through surveys, community meetings, stakeholder groups, and more, the project team connected with the community to discuss their preferences. “The Village” emerged as the most popular concept overall, with elements like the north-south bike connection on Prince Street being well-liked from the Multimodal Network alternative.

755

engagement touchpoints

- Littleton Downtown Development Authority (February 2024)
- Stakeholder Working Group Meeting (April 2024); 11 stakeholders
- Virtual Community Meeting (April 2024); 40 attendees
- Public Open House (April 2024); 40 attendees
- Public Survey (April - May 2024); 664 responses
- City Council Briefing (April 2024)

2

community meetings

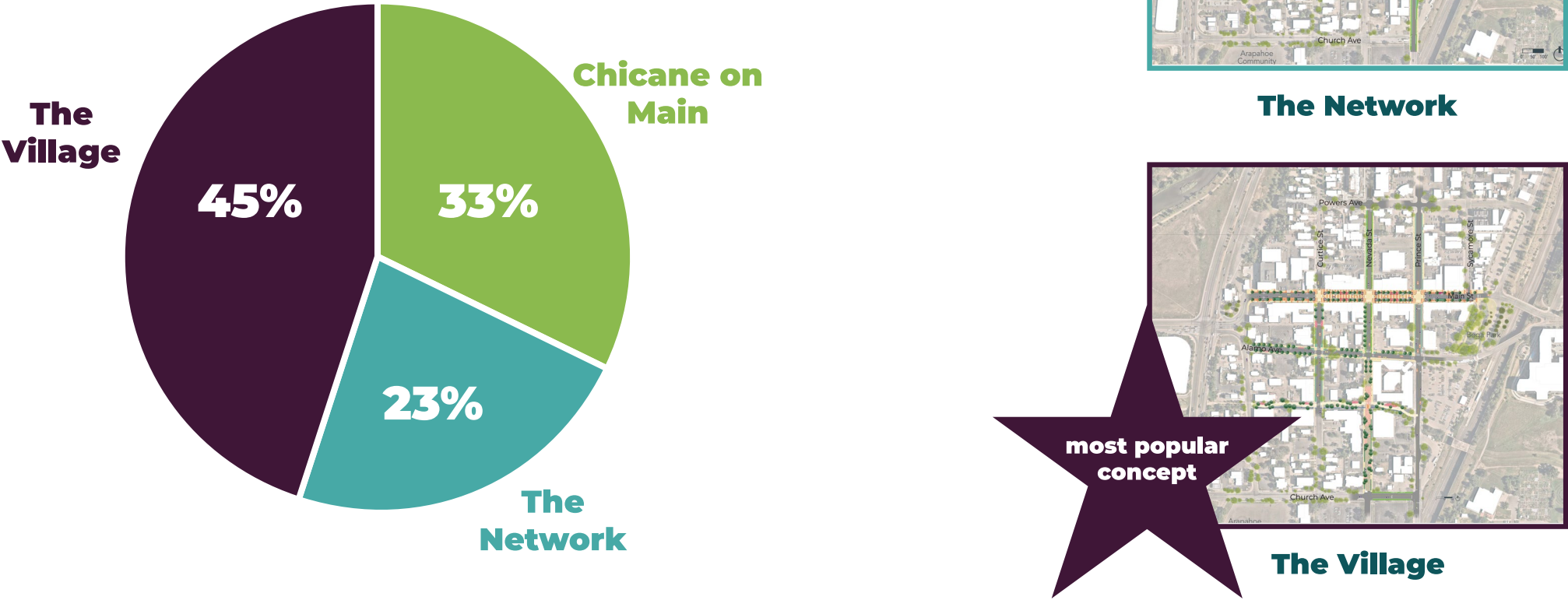
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survey

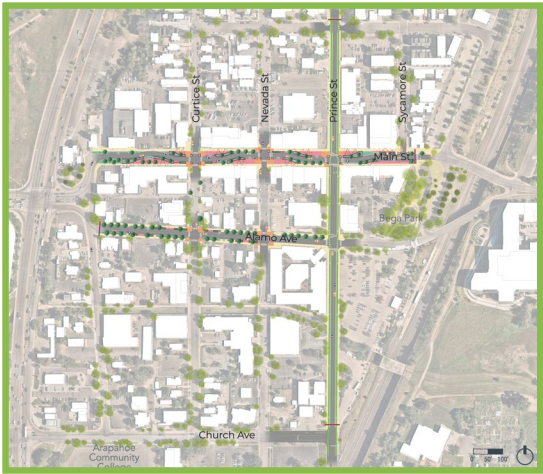
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stakeholder working group

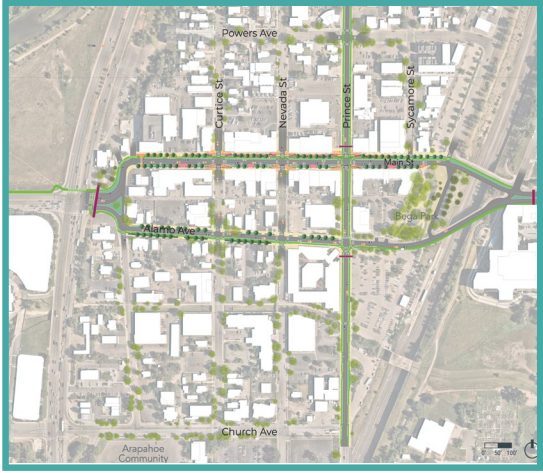
Figure 3: Survey results from the question “Which overall concept do you prefer?”



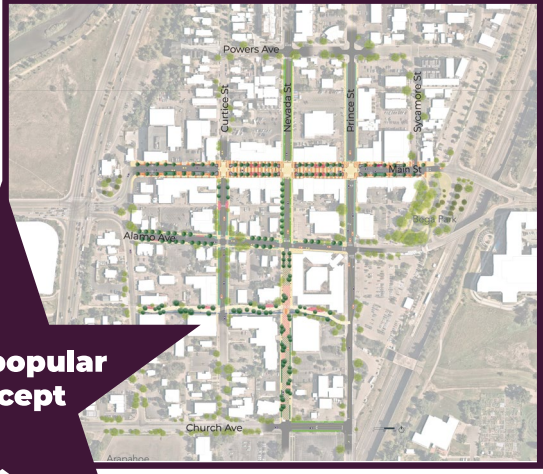
Three Alternatives Presented



Chicane on Main



The Network



Open house participant discussing the Village alternative with a member of the project team



Public open house at Bemis Library



Sticky note comments on the Village alternative

Preferred Alternative and Implementation Plan

Based upon feedback from the stakeholders, LDDA, community, and City Council, the project team blended elements from all three alternatives to develop the preferred alternative. This concept was split into five major projects with associated cost considerations, potential partners and funding sources, and implementation considerations. The public was provided a final opportunity in October 2024 to prioritize major projects identified in the preferred alternative and draft Project Downtown Plan. Through 135 engagement touchpoints, including an open house, stakeholder meetings, and more, the project team explored the community’s priorities for key projects.

135 engagement touchpoints

- Littleton Downtown Development Authority (October 2024)
- Stakeholder Working Group Meeting (October 2024); 9 stakeholders
- Public Open House (October 2024); 125 attendees
- City Council Briefing (November 2024)
- City Council Adoption (November 2024)

Key Takeaways

LDDA Feedback

The project team presented the preferred alternative to the LDDA early on in the final phase of outreach to ensure that the alternatives aligned with the Plan of Development. The LDDA supported the preferred alternative and major projects. They noted that the Alamo Avenue project should be considered as a second priority over Prince Street.

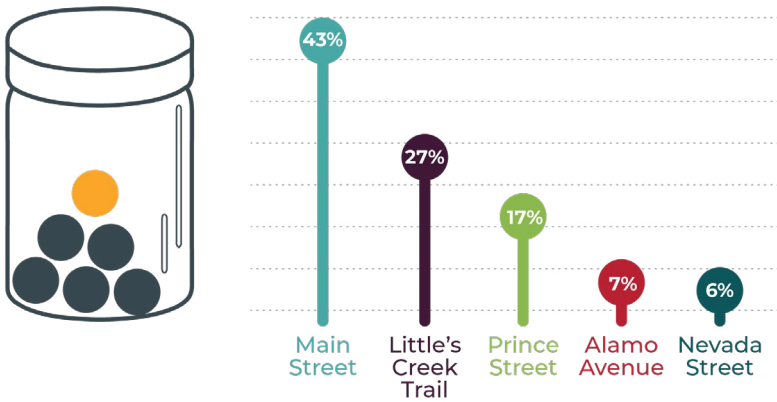
Stakeholder Feedback

The stakeholders generally liked the placemaking and streetscape elements of the preferred alternative. There were mixed opinions about removing parking along Main Street to accommodate expanded pedestrian areas and social spaces. They agreed that a parking management plan is necessary as the project moves into design. The stakeholders supported traffic calming measures and improved accessibility.

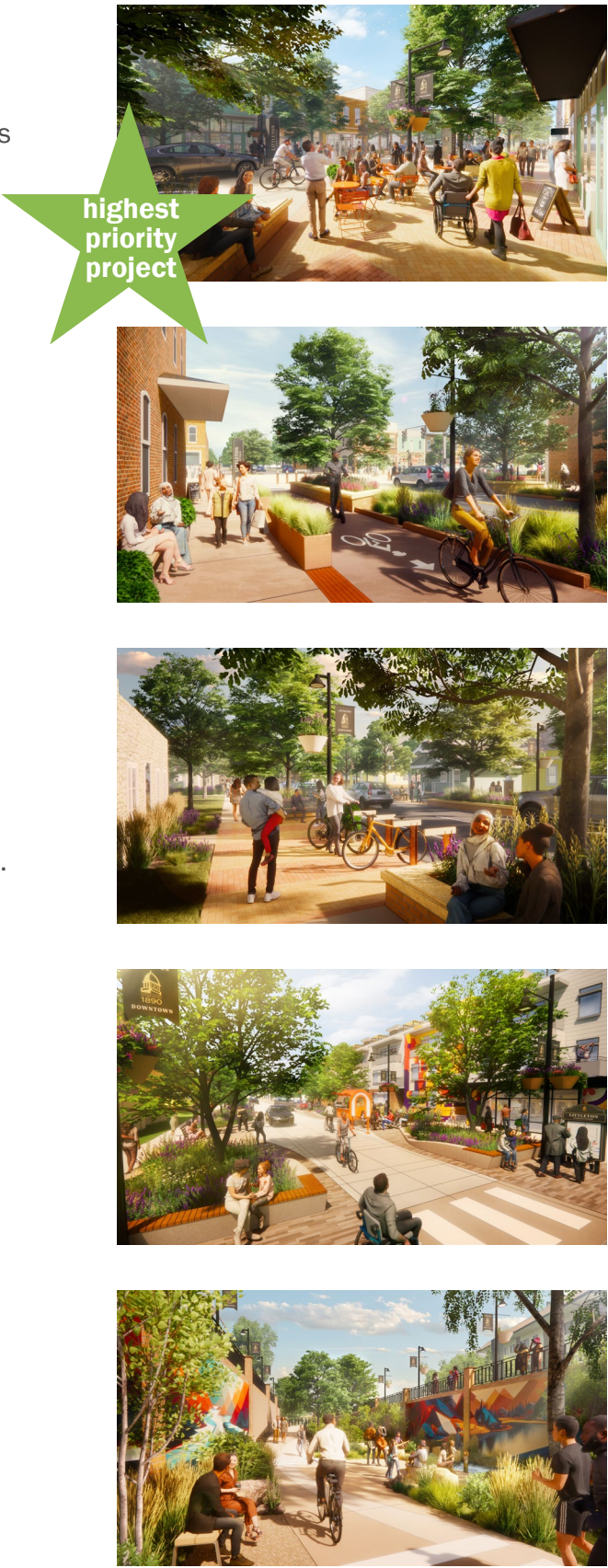
Public Feedback

Members of the public were invited to an open house to review the preferred alternative and prioritize the major projects. This information was also available on an online StoryMap. The open house was promoted through the project website, social media, email blasts, and bookmarks distributed throughout downtown. In general, the public was excited about the preferred alternative and the five major projects. Some concerns about parking loss on Main Street were brought up, but overall the attendees liked the expanded pedestrian and social spaces.

Figure 4: Results from the Gumball Voting Activity of Prioritized Projects



Five Major Projects Presented



Main Street

Prince Street

Alamo Avenue

Nevada Street

Little's Creek



Stakeholders discussing the preferred concept



Members of the public at the Open House



Members of the public at the Open House

PREFERRED ALTERNATIVE

The preferred alternative realizes a transformative vision for Downtown Littleton. It is designed to enhance Littleton's historic charm while fostering a vibrant, pedestrian-friendly environment. This concept is based on the Village alternative that was favored by the public, stakeholders, LDDA, and City staff. The project team modified this concept with feedback from the community, including major changes like Prince Street as the primary north-south bike connection instead of Nevada and expanding the placemaking elements on Main Street to cover all four blocks. The Preferred Alternative is defined by five big ideas, illustrated in the plan view.

Big Idea ① Activated Main Street with option for temporary closure.

Main Street is at the heart of this plan, focusing on placemaking to create inviting, sustainable spaces for residents and visitors to enjoy historic Downtown Littleton. The tree-lined pedestrian-friendly design creates a lively and engaging atmosphere that allows for every day use and temporary street closures for special events.

Big Idea ② Bike and pedestrian focus on Prince Street.

Prince Street connects the downtown core to its northern and southern ends, featuring protected bikeways that provide safe, separated travel for bicyclists. Buffered sidewalks with green spaces and trees enhance the pedestrian experience, while shorter crossings improve walkability. The design balances the needs of bicyclists, pedestrians, and vehicles in a functional, vibrant urban setting.

Big Idea ③ Streetscape enhancements on Alamo Avenue.

The Alamo Avenue streetscape enhances the pedestrian experience with tree-lined, shaded sidewalks and greenery. Sidewalk improvements, special paving, social spaces, lighting, and green infrastructure create a comfortable, inviting atmosphere. Parking is maintained on the north side of the street.

Big Idea ④ Shared street on Nevada Street that connects to Little's Creek.

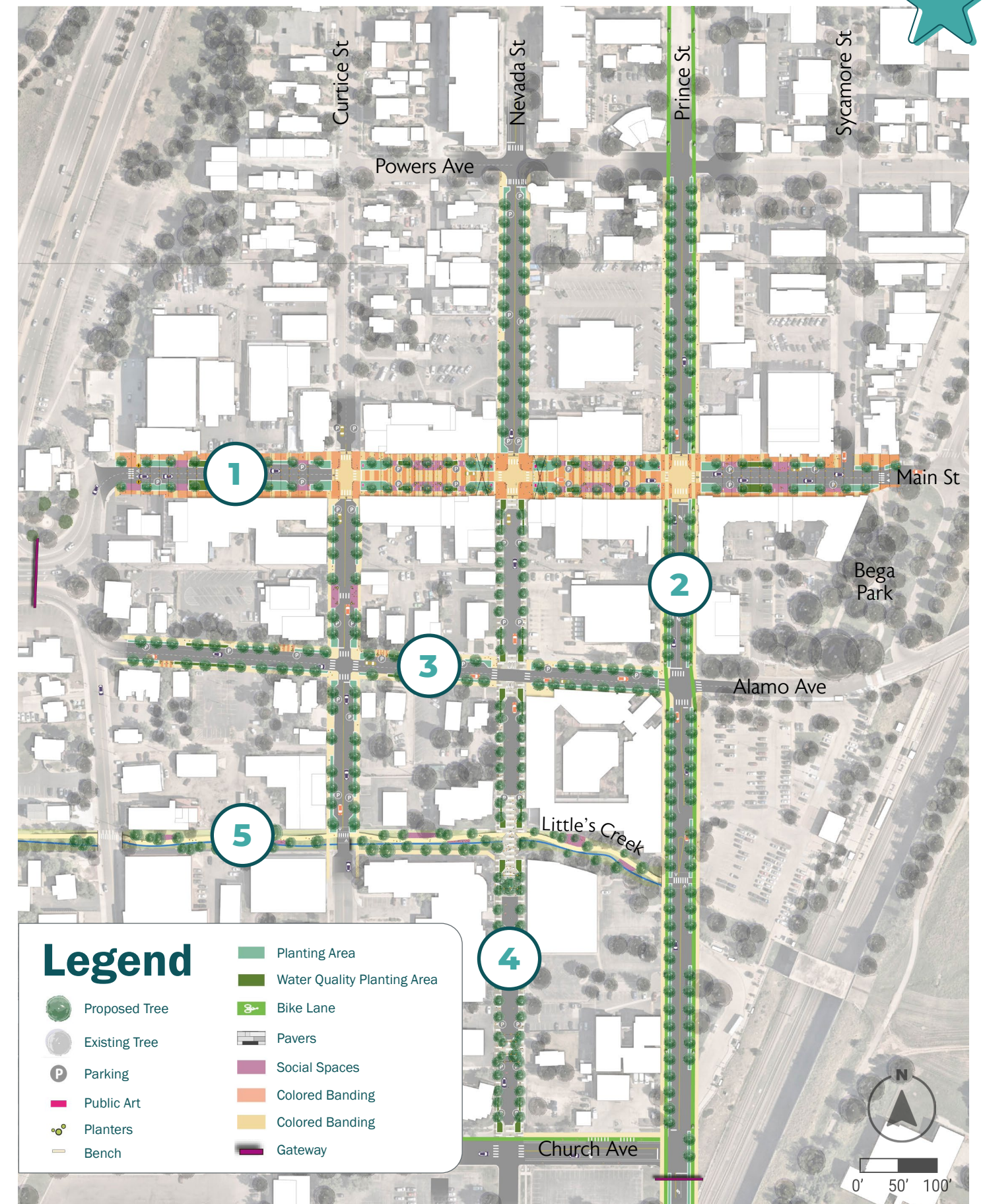
Nevada street is converted into a shared street that blends people traveling by foot, bikes, and vehicles in the same space. With wide sidewalks, seating areas, and interactive public art, it extends Main Street's placemaking elements to create a vibrant, social atmosphere. Envisioned to align with Littleton's Heritage, Arts, Recreation and Tourism program and goals, Nevada Street can support and celebrate art, activation and culture for Littleton and the region alike.

Big Idea ⑤ New trail experience along Little's Creek with a naturalized drainageway and social spaces for people.

Little's Creek integrates the existing creek and trail with new social spaces, celebrating the natural environment and community spirit. Residents and visitors can relax and recreate in the heart of downtown. The enhanced creek corridor serves as a vital link between the South Platte, Mary Carter Greenway Trail and Downtown Littleton.

The major projects are detailed in the following cut sheets, including mobility recommendations and a streetscape palette. The following section, Implementation Plan, details how to execute each of the major projects. Refer to the **Appendix E: Green Infrastructure Toolkit** and **Appendix F: Wayfinding Toolkit** for specific design details.

Figure 4: Plan View - Preferred Alternative Big Ideas



Major Projects

This section summarizes the major projects to accomplish Project Downtown’s vision using cut sheets. These cut sheets outline the key elements, potential partnerships, implementation considerations, cost estimates, and pilot project opportunities. More information about the cross sections of the streets and streetscape recommendations like character and materiality can be found in the Preferred Alternative section of this report. The Implementation Matrix compiles the major projects and includes minor projects that the City can implement using smaller funding sources.

Major Project #1: Main Street from Rapp Street to Rio Grande Street

Central to this plan is Main Street, which prioritizes placemaking and activation to develop welcoming and sustainable environments where both residents and visitors can relax and appreciate the historic charm of Downtown Littleton. The design emphasizes a more pedestrian-friendly environment, incorporating provisions for temporary street closures to accommodate special events. Enhanced crossing points are also included to bolster the pedestrian experience, contributing to a vibrant and interactive community atmosphere.

Key Elements

Rapp Street to Rio Grande Street

- Placemaking and streetscape amenities
- Ability to be closed to traffic for special events
- Expanded pedestrian space
- Green infrastructure
- Decorative overhead lighting
- Parking reduction
- Add new traffic signals
- Removal of right turn lane at Prince Street

Curtice Street to Prince Street

- Raised section
- Curbless street
- Special paving

Rapp Street

- Raised pedestrian crossing with RRFB (Rectangular Rapid Flashing Beacon)

Potential Partners (Funding, Operations, and/or Maintenance)

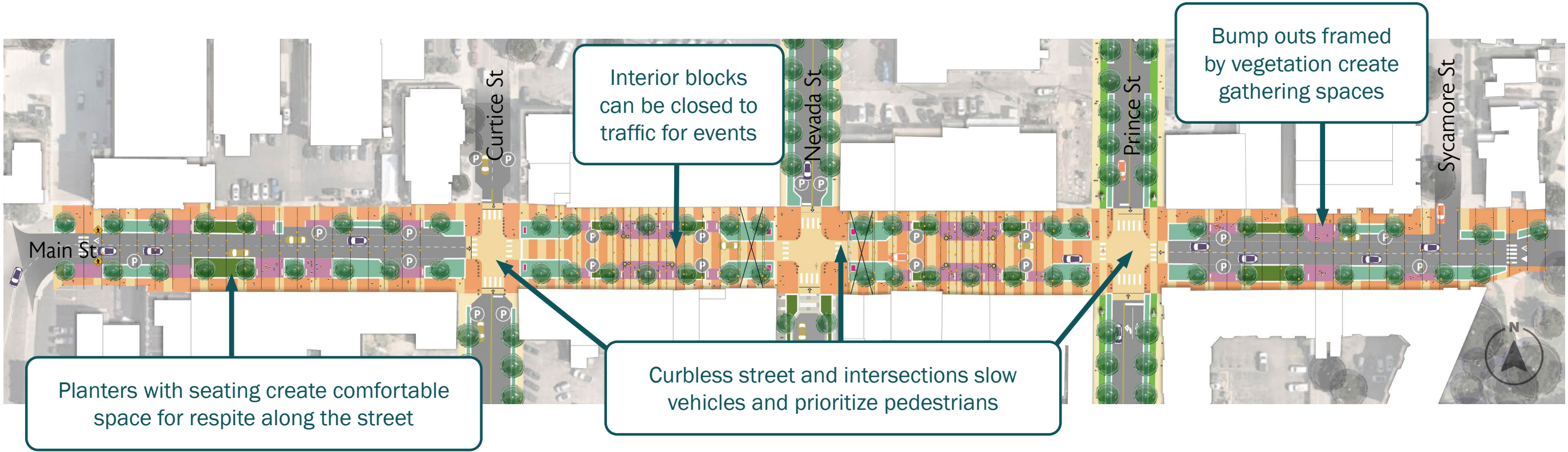
- Littleton Downtown Development Authority (LDDA)
- South Suburban Parks and Trails

Implementation Considerations and Risks

- Aligning expanded social spaces with business locations
- Push back from businesses due to parking reduction
- Construction impacts
- Parking management strategy needed to address parking reduction and options for utilizing existing parking more efficiently

Total Project Cost Estimate
\$36.5 million

Pilot Project Opportunity
Parklets in existing on-street parking spaces (\$\$\$\$)



Major Project #2: Prince Street from Santa Fe Drive to Church Street

Prince Street links the downtown core to the northern and southern ends of downtown and features dedicated north and southbound protected bikeways, ensuring safe and comfortable travel for bicyclists. The bikeway is separated from vehicular traffic, providing a secure space for biking while improving overall traffic safety. Alongside the bikeway, buffered accessible sidewalks create a pleasant pedestrian experience with green amenity zones and trees offering shade. The design also includes shortened, safer pedestrian crossings at intersections to improve walkability. These elements collectively promote a multimodal street that balances the needs of bicyclists, pedestrians, and vehicles in a vibrant urban setting.

Key Elements

- Protected bike lanes
- Buffer between sidewalk and PBL
- Placemaking and streetscape amenities
- Expanded pedestrian space
- Green infrastructure
- Parking removal
- All-way stop control at Berry Street
- Add new sidewalks where missing or in need of repair

Potential Partners (Funding, Operations, and/or Maintenance)

- Littleton Downtown Development Authority (LDDA)
- South Suburban Parks and Trails

Implementation Considerations and Risks

- Push back from businesses and residents due to parking reduction
- Construction impacts
- Parking management strategy needed to address parking reduction and options for utilizing existing parking more efficiently

Total Project Cost Estimate

\$20 million



Pilot Project Opportunities

Paint and post or concrete planter protected bike lanes (\$\$\$\$)

Major Project #3: Alamo Avenue from Rapp Street to Prince Street

The streetscape of Alamo Avenue focuses on enhancing the pedestrian experience through several improvements. The street will be lined with trees and greenery, creating a pleasant and shaded walking environment. Sidewalk improvements, special paving at intersections, and social spaces foster a comfortable and inviting atmosphere for pedestrians. Streetscape improvements also include lighting, green infrastructure, and furnishings, further enhancing the comfort and usability of the area. Additionally, parking is maintained on the north side of the street.

Key Elements

- Expanded pedestrian space and amenity zones
- Increased landscaping and green infrastructure
- Intersection improvements including bulb outs

Potential Partners (Funding, Operations, and/or Maintenance)

- Littleton Downtown Development Authority (LDDA)
- South Suburban Parks and Trails

Implementation Considerations and Risks

- Inventory and replace ash trees
- Push back from businesses due to parking reduction
- Construction impacts
- Parking management strategy needed to address parking reduction and options for utilizing existing parking more efficiently

Total Project Cost Estimate

\$25 million



Pilot Project Opportunities

Paint and post curb extensions (\$\$\$\$)

Major Project #4: Nevada Street from Main Street to Church Avenue

The shared street on Nevada Street encourages a slow traffic environment where pedestrians, bicyclists, and vehicles can coexist safely. The design features special paving that visually distinguishes it from typical roadways, creating a pedestrian-prioritized space. The street is lined with new trees and existing greenery, enhancing the natural feel of the area while providing shade and aesthetic appeal. Green infrastructure and pollinator plantings contribute to the environmental sustainability of the street and offer ecological benefits. The shared street serves as an important connector to Little's Creek and Arapahoe Community College, creating a seamless integration with the surrounding urban fabric. Aligning with Littleton's Heritage, Arts, Recreation, and Tourism goals, the shared street will foster cultural expression and recreational opportunities, while supporting the city's thriving tourism sector.

Key Elements

- Shared street with special paving
- Enhanced pedestrian bridge
- Streetscape and green infrastructure improvements
- Traffic diversion and calming elements
- Placemaking and amenities
- Expanded pedestrian space
- Parking reduction

Potential Partners (Funding, Operations, and/or Maintenance)

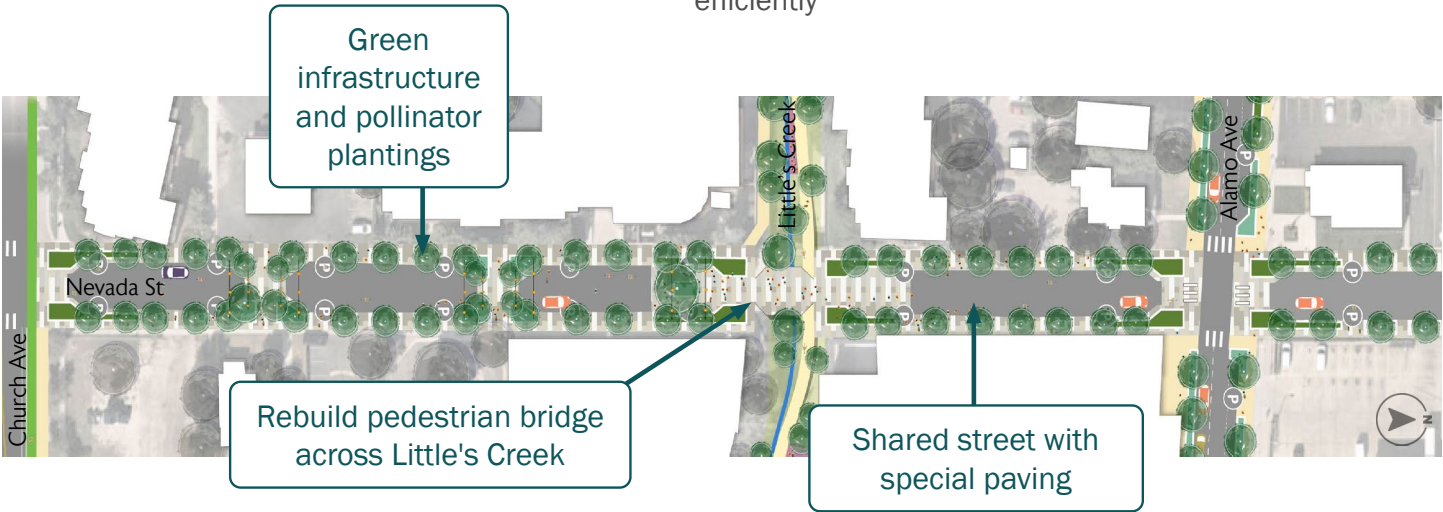
- Littleton Downtown Development Authority (LDDA)
- South Suburban Parks and Trails

Implementation Considerations and Risks

- Parking reduction
- Drainage considerations with curbless street
- Traffic calming and diversion
- Push back from businesses due to parking reduction
- Construction impacts
- Impact of future development on activation
- Parking management strategy needed to address parking reduction and options for utilizing existing parking more efficiently

Total Project Cost Estimate

\$12 million



Pilot Project Opportunities

Shared street pilot with traffic diversion and calming, social and play elements (\$\$\$\$)

Major Project #5: Little's Creek from Santa Fe Drive to Railroad

The enhancements to Little's Creek focus on transforming it into a multipurpose, community-friendly space that connects people to nature. The path offers a comfortable, shared space for both bikes and pedestrians, seamlessly integrating with the natural surroundings. Play elements, seating, and art create informal gathering areas where people can rest, socialize, and interact, blending functionality with playful design. Colorful murals along the walls add to the lighthearted atmosphere, making it an inviting and creative space for all ages. Terraced landscaping leads down to the naturalized creek, harmonizing the built and natural environments. Gathering spots along the path encourage social interaction and relaxation, while enhanced lighting improves safety and visibility, ensuring a welcoming space both day and night.

Key Elements

- Multipurpose trail
- Enhanced at grade crossings
- Placemaking and play elements
- Green infrastructure

Potential Partners (Funding, Operations, and/or Maintenance)

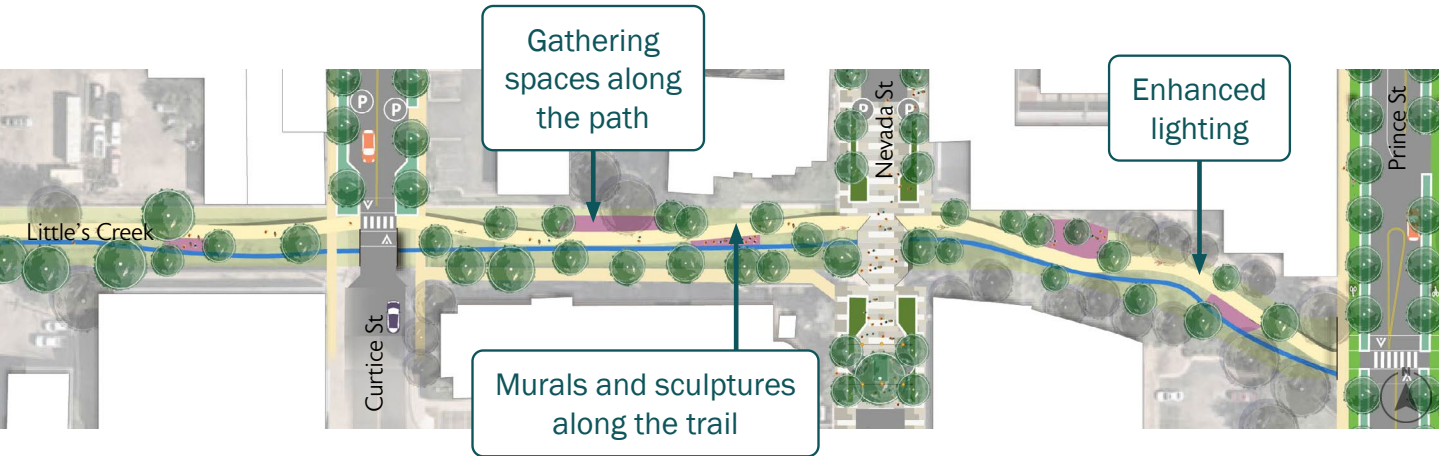
- Littleton Downtown Development Authority (LDDA)
- Arapahoe County Open Space Grant
- South Suburban Parks and Trails
- Mile High Flood District

Implementation Considerations and Risks

- Floodway impacts
- Construction impacts
- Right-of-way acquisition
- Parking management strategy needed to address parking reduction and options for utilizing existing parking more efficiently

Total Project Cost Estimate

\$55 million



Pilot Project Opportunities

Temporary art installations and seating areas (\$\$\$\$)

Implementation Matrix

The implementation map and matrix outline five major projects and many minor projects for the City to realize the vision of Project Downtown. These projects focus on enhancing public spaces, connectivity, and placemaking throughout the study area.

Figure 23 provides an overview of the priority streets where major improvements will occur, such as Main Street, Little's Creek, and Alamo Avenue, which are central to fostering a more walkable and vibrant downtown. Each project is strategically prioritized to support the overall goals of placemaking, accessibility, and sustainability, ensuring that the downtown core continues to thrive for years to come.

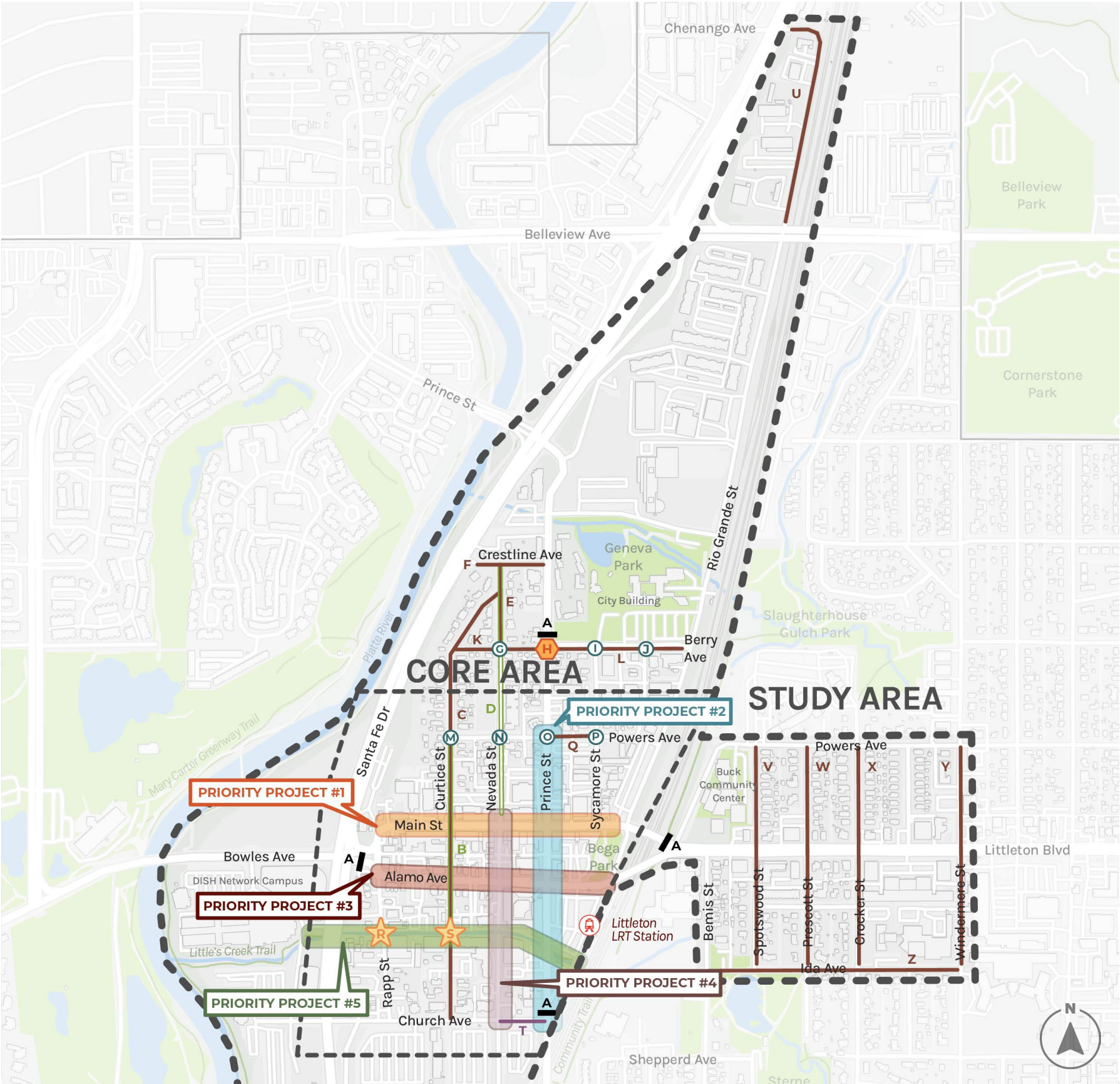
The Implementation Matrix provides a summary of each project, a high-level cost estimate, potential partnerships, and pilot projects.

To review ongoing projects in the study areas as of Fall 2024, see **Figure 4: Ongoing Projects Map**.

Legend

-  Major project
-  Curb ramp
-  Gateway
-  New or upgraded sidewalk
-  Streetscape improvements
-  Protected bike lane
-  Intersection reconfiguration
-  Rectangular Rapid Flashing Beacon

Figure 5: Implementation Map of Projects



Major Projects Summary Table

Priority	Project Corridor	Extents	Key Elements	Estimated Cost	Funding Opportunities	Potential Partners	Implementation Considerations and Risks	Pilot Projects
1	Main Street	Rapp Street to Rio Grande Street	Rapp Street to Rio Grande Street - Raised intersections - Placemaking and streetscape amenities - Ability to be closed to traffic for special events - Expanded pedestrian space - Green infrastructure - Decorative overhead lighting - Parking reduction Curtice Street to Prince Street - Curbless street - Special paving Rapp Street - Raised pedestrian crossing with RRFB (Rectangular Rapid Flashing Beacons)	\$36.5 million	- Littleton Capital Projects Fund - Littleton 3A Sales Tax Capital Improvement Fund - LDDA - CDOT Revitalizing Main Streets - USDOT Transportation Alternatives Set-Aside Program		- Parking reduction - Expanded social spaces locations - Push back from businesses - Construction impacts	Parklets in existing on-street parking spaces (\$\$\$\$)
2	Prince Street	Powers Avenue to Church Street	- Protected bike lanes - Buffer between sidewalk and PBL - Traffic calming elements - Placemaking and streetscape amenities - Expanded pedestrian space - Green infrastructure - Parking removal	\$20 million	- OEDIT Colorado Community Revitalization Grant - DRCOG TIP - DRCOG STP - CMAQ - ATIIP	- Littleton Downtown Development Authority (LDDA) - South Suburban Parks and Trails	- Parking removal - Push back from businesses and residents - Construction impact	Paint and post or concrete planter protected bike lanes (\$\$\$\$)
3	Alamo Avenue	Rapp Street to Prince Street	- Expanded pedestrian space and amenity zones - Increased landscaping and green infrastructure - Intersection improvements including bulb outs	\$25 million	- COP Debt Service - GO Bond - Projects for Public Spaces - Community Placemaking Grants		- Inventory and replace ash trees - Push back from businesses - Construction impacts	Paint and post curb extensions (\$\$\$\$)
4	Nevada Street	Main Street to Church Avenue	- Shared street with special paving - Enhanced pedestrian bridge - Streetscape and green infrastructure improvements - Traffic calming elements - Placemaking and streetscape amenities - Expanded pedestrian space - Parking reduction	\$12 million	National Endowment for the Arts - Our Town Grants		- Parking reduction - Drainage considerations with curbless street - Traffic calming and diversion - Push back from businesses - Construction impacts - Impact of future development on activation	Shared street pilot with traffic diversion and calming, social and play elements (\$\$\$\$)
5	Little's Creek	Santa Fe Drive to Railroad	- Multipurpose trail - Enhanced at grade crossings - Placemaking and play elements - Green infrastructure	\$55 million	- All of the above - Arapahoe County Open Space Grant and Shareback Program - DOLA Climate Resilience Challenge	- All of the above - Mile High Flood District	- Floodway impacts - Construction impacts - Right-of-way acquisition	Temporary art installations and seating areas (\$\$\$\$)

Minor Projects Summary Table

ID	Project Corridor	Extents	Key Elements	Estimated Cost	Pilot Projects
A	Gateways	Bowles Avenue, Littleton Boulevard, Prince Street (Berry), Prince Street (Church)	Public art gateway and landscape improvements	dependent on materials chosen	N/A
B	Curtice Street	Powers Avenue to Little's Creek	Increase landscaping and street trees, expanded pedestrian space, amenity zones, streetscape amenities, green infrastructure, midblock crossing	\$7M	N/A
C		Crestline Avenue to Church Avenue	Install standard width detached sidewalks where missing and street trees where feasible	\$250/LF plus tree cost	N/A
D	Nevada Street	Main Street to Crestline Street	Increase landscaping and street trees, expanded pedestrian space, add amenity zones where missing, streetscape amenities, green infrastructure	\$9M	N/A
E		Crestline Avenue to Berry Avenue	Install standard width sidewalks where missing and street trees where feasible	\$250/LF plus tree cost	N/A
F	Crestline Avenue	Santa Fe Drive to Prince Street	Install standard width sidewalks on the north and south sides of the roadway and street trees where feasible	\$250/LF plus tree cost	N/A
G	Berry Avenue	Nevada Street	Install curb extensions on NW, NE, SE and SW corners.	\$800K	Paint and post until concrete is financially feasible
H		Prince Street	Convert to all-way stop control intersection. Combine WB right turn lane and through lane to make space for curb extensions on NW, NE, SE and NE corners of Berry Avenue only. No curb extensions on Prince Street.	\$650K	
I		Sycamore Street	Install curb extensions on NW, NE, SE and NE corners.	\$800K	
J		Hill Street	Install curb extensions on NW, NE, SE and SW corners.	\$800K	
K		Curtice Street to Prince Street	Install standard width sidewalks on the north and south sides of the roadway and street trees where feasible	\$250/LF plus tree cost	N/A
L		Prince Street to Rio Grande Street	Install standard width detached sidewalks on the south side of the roadway and street trees where feasible	\$250/LF plus tree cost	N/A
M	Powers Street	Curtice Street	Install curb extensions on SE and NE corners.	\$450K	Paint and post until concrete is financially feasible
N		Nevada Street	Install curb extensions on NW, NE, SE and SW corners.	\$800K	
O		Prince Street	Install curb extensions on NW, NE, SE and SW corners of Powers Street only. No curb extensions on Prince Street.	\$650K	
P		Sycamore Street	Install curb extensions on NW, NE, SE and SW corners.	\$800K	
Q		Prince Street to Sycamore Street	Upgrade to standard width detached sidewalks and street trees where feasible	\$250/LF plus tree cost	N/A

ID	Project Corridor	Extents	Key Elements	Estimated Cost	Pilot Projects
R	Little's Creek Trail	Rapp Street	Install raised crossing and Rectangular Rapid Flashing Beacon (RRFB)	\$125K	N/A
S		Curtice Street	Install raised crossing and Rectangular Rapid Flashing Beacon (RRFB)	\$125K	N/A
T	Church Street	Rapp Street to Prince Street	Upgrade buffered bike lane to protected bike lane (paint and post)	\$150K	N/A
U	Rio Grande Street	Santa Fe Boulevard to Belleview Avenue	Install standard width detached sidewalks on west side and street trees where feasible	\$250/LF plus tree cost	N/A
V	Spotswood Street	Powers Avenue to Ida Avenue	Upgrade sidewalks to standard width detached sidewalks and street trees where feasible	\$250/LF plus tree cost	N/A
W	Prescott Street	Powers Avenue to Ida Avenue	Upgrade sidewalks to standard width detached sidewalks and street trees where feasible	\$250/LF plus tree cost	N/A
X	Crocker Street	Powers Avenue to Ida Avenue	Upgrade sidewalks to standard width detached sidewalks and street trees where feasible	\$250/LF plus tree cost	N/A
Y	Windermere Street	Powers Avenue to Ida Avenue	Upgrade sidewalks to standard width detached sidewalks and street trees where feasible	\$250/LF plus tree cost	N/A
Z	Ida Avenue	Bemis Street to Windermere Street	Upgrade sidewalks to standard width detached sidewalks and street trees where feasible	\$250/LF plus tree cost	N/A
AA	Daylighting	Whole Project Area	Remove parking or daylight intersections throughout Downtown Littleton. Remove one car length or provide a clear zone of at least 20' from a marked or unmarked crosswalk.	\$5K per intersection	No Parking signs at intersections until bulb outs are installed
BB	ADA ramps	Whole Project Area	Upgrade curb ramps to meet ADA requirements	\$7K/ramp	N/A
CC	Parking Management Plan	Whole Project Area	Develop a parking management plan to address parking concerns and needs in the study area, both during and after construction	N/A	N/A
DD	Bega Park Master Plan	Bega Park	Develop a master plan for Bega Park, aligning with Project Downtown and the LDDA Plan of Development	N/A	N/A