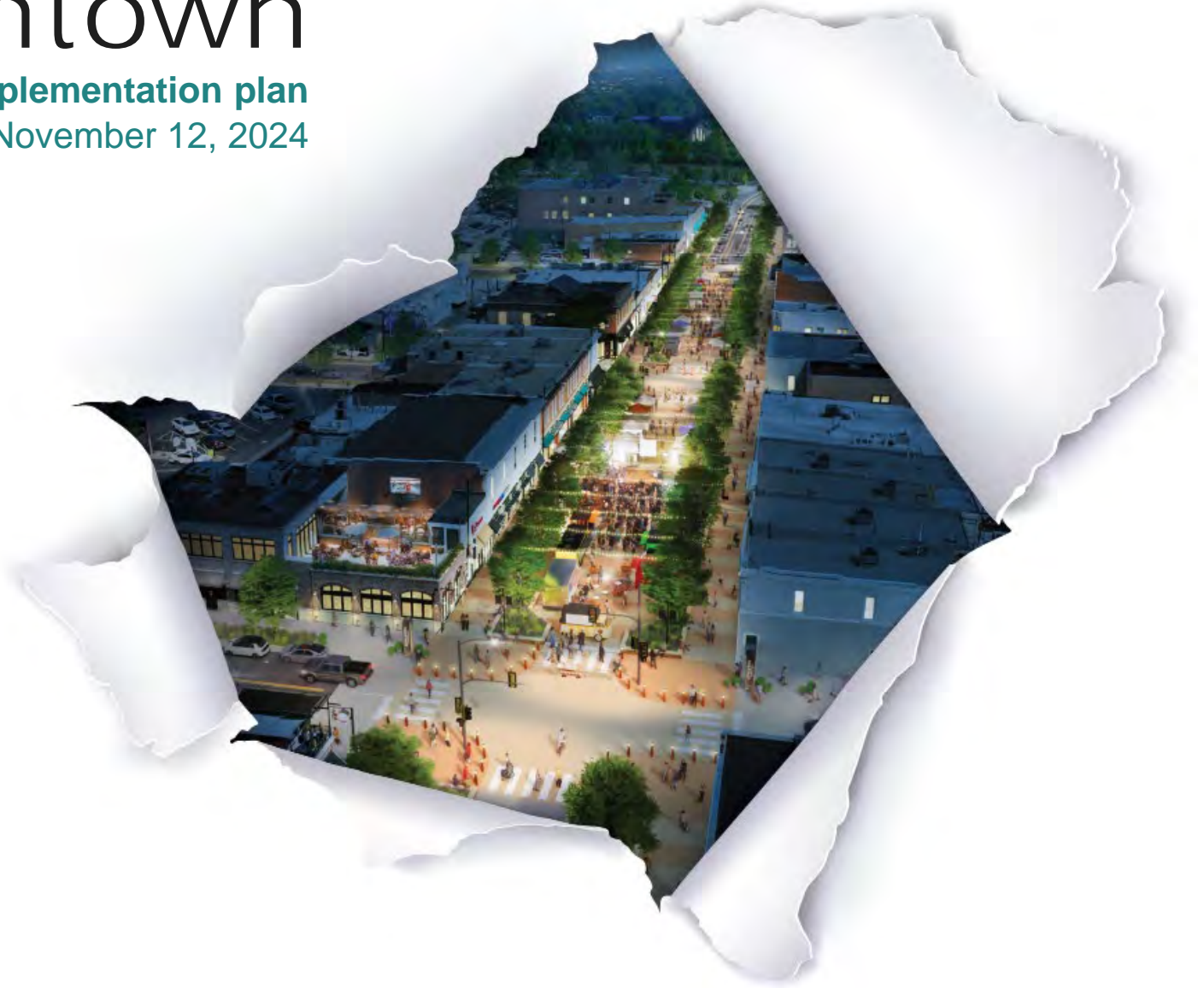


project downtown

preferred alternative and implementation plan

City Council Study Session | November 12, 2024



agenda

what we heard 1

preferred alternative 2

implementation plan 3

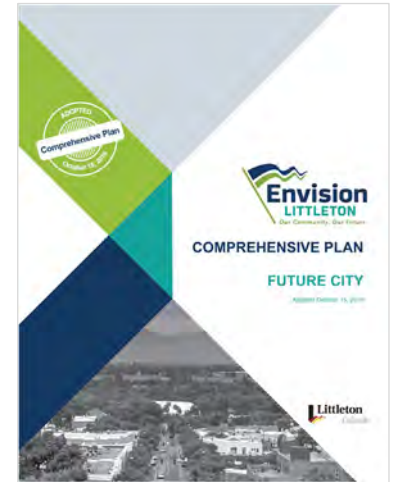
cost estimates 4

questions 5



origins of project downtown

- 3A Sales and Use Tax Increase
- Denver Water replacement along Main Street
- LDDA (Littleton Downtown Development Authority) Plan of Development
- Transportation Management Plan
- Envision Littleton

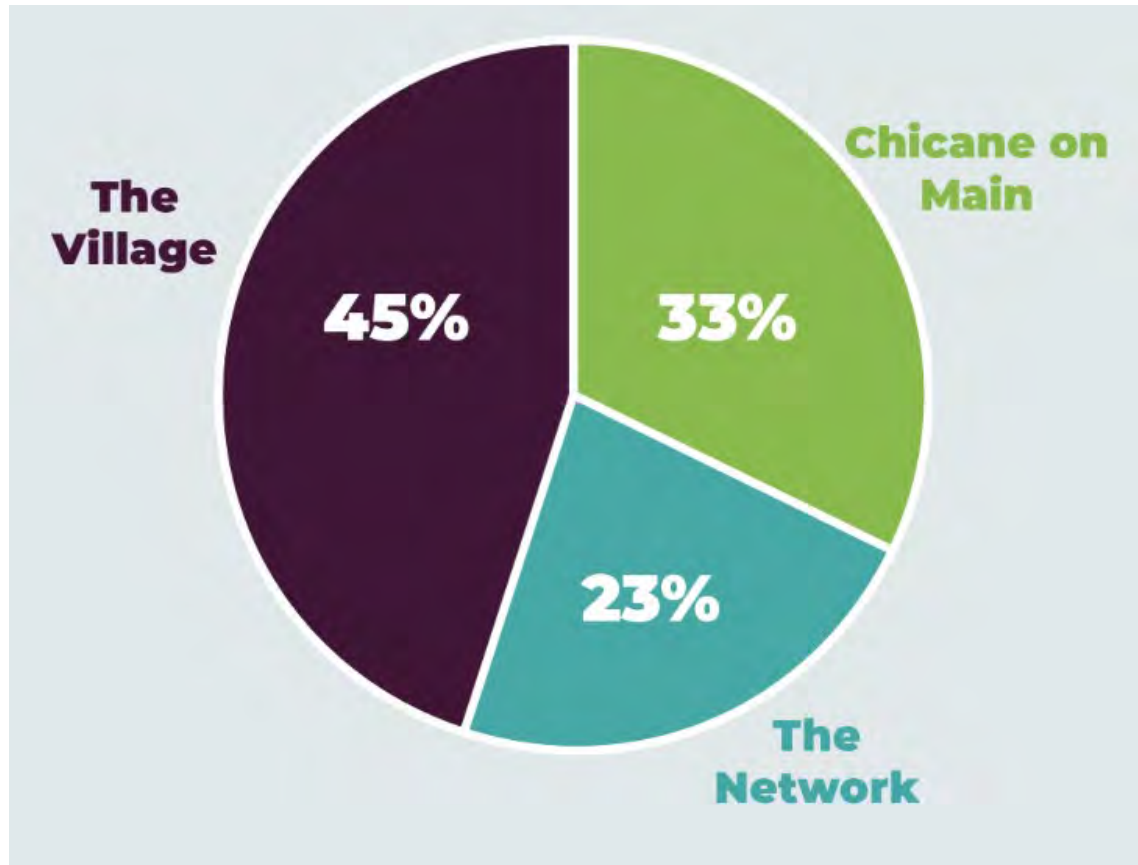


project downtown impact

- Preserves Cultural Heritage and Identity
- Serves as Catalyst for Community Engagement and Interaction
- Future-Proofs Infrastructure
- Enhances Economic Sustainability and Local Business Support
- Enriches Health, Wellness, and the Environment
- Addresses Decades of Underinvestment
- Promotes Holistic and Inclusive Urban Development
- Delivers Legacy Placemaking

what we heard – concept alternatives

Which overall concept do you prefer? (survey question)



- The Village alternative was the most preferred across the public, stakeholders, and LDDA
- Desire for Prince Street as the north-south bike connection
- Stakeholders wanted placemaking elements that were contained to the middle two blocks of Main Street to be expanded to all four

what we heard: village alternative



preferred alternative

major projects

1. Main Street
2. Prince Street
3. Alamo Avenue
4. Nevada Street
5. Little's Creek Trail



main street

existing condition



main street

daytime bird's eye view



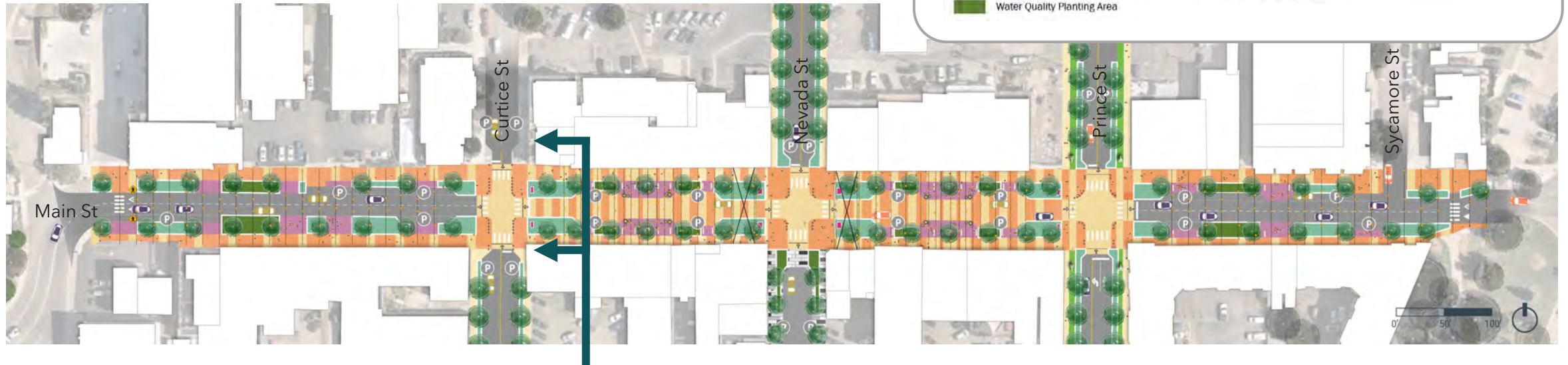
main street

nighttime bird's eye view



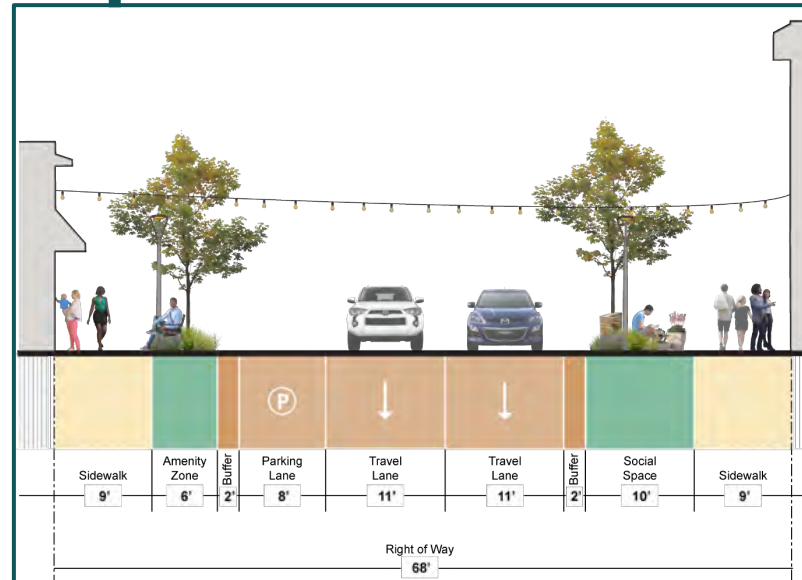
preferred alternative

enhanced main street with temporary closure option



LDDA Goals and Strategies:

- ✓ Beautiful & Welcoming
- ✓ Well-Connected
- ✓ Clean and Safe
- ✓ Business-Friendly and Vibrant



- Bump outs create comfortable gathering spaces
- Main Street can be closed to traffic for events
- Curbless street from Curtice to Prince (including intersections)

preferred alternative

enhanced main street with temporary closure option



preferred alternative

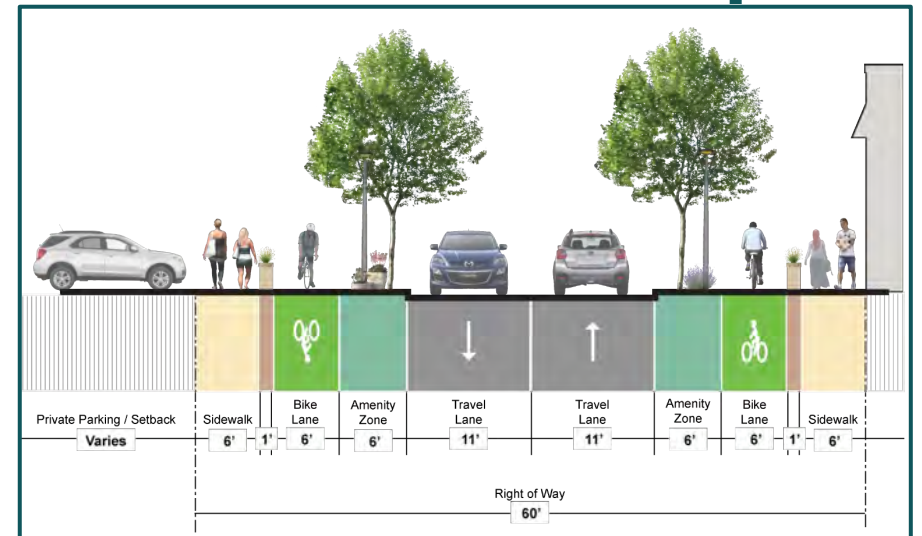
prince street mobility enhancements



LDDA Goals and Strategies:

- ✓ Beautiful & Welcoming
- ✓ Well-Connected
- ✓ Clean and Safe
- ✓ Business-Friendly and Vibrant

- Dedicated off-street north- and southbound protected bikeways
- Widened sidewalks
- Streetscape improvements and amenities



preferred alternative

prince street mobility enhancements



alamo avenue & main street

existing condition



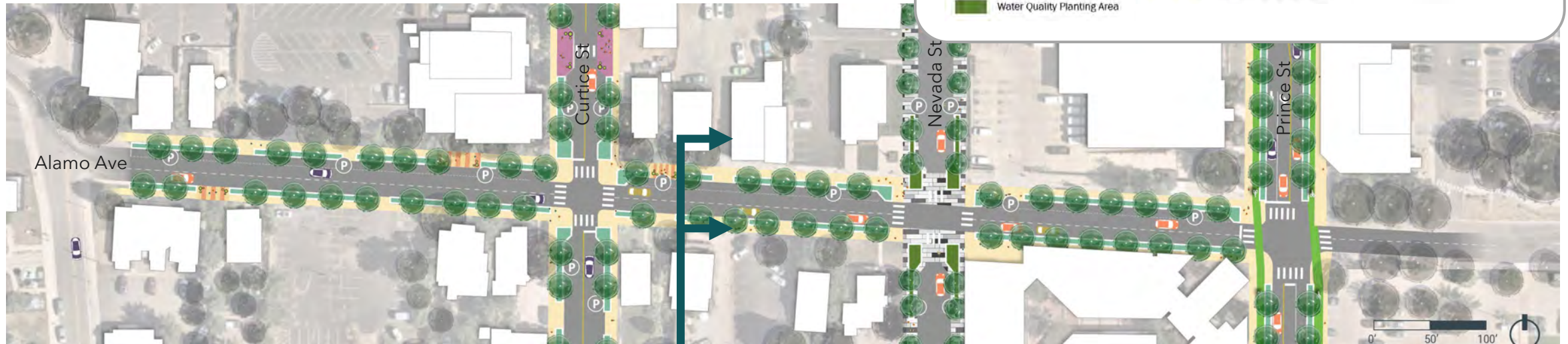
alamo avenue & main street

daytime bird's eye view



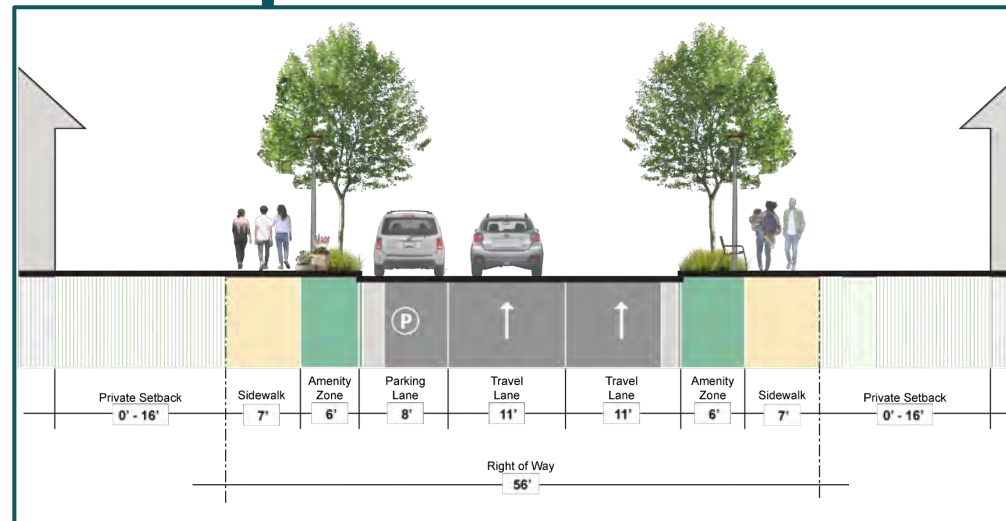
preferred alternative

alamo avenue enhancements



LDDA Goals and Strategies:

- ✓ Beautiful & Welcoming
- ✓ Well-Connected
- ✓ Clean and Safe
- ✓ Business-Friendly and Vibrant



- Streetscape improvements including lighting, green infrastructure, special paving at intersections, and furnishings
- Parking maintained on north side

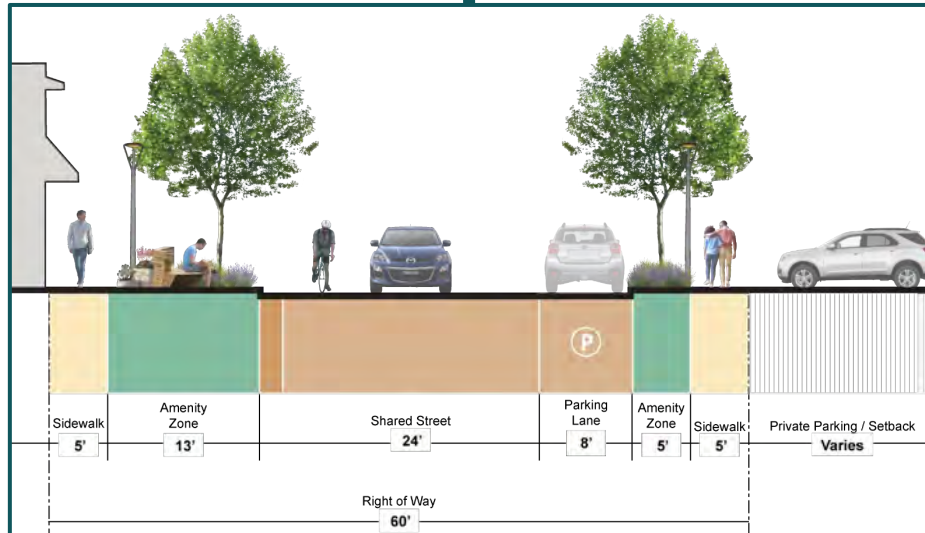
preferred alternative

alamo avenue enhancements



preferred alternative

nevada shared street



- Shared street with special paving
- Rebuild pedestrian bridge across Little's Creek
- Green infrastructure and pollinator plantings

LDDA Goals and Strategies:

- ✓ Beautiful & Welcoming
- ✓ Well-Connected
- ✓ Clean and Safe
- ✓ Business-Friendly and Vibrant

preferred alternative

nevada shared street



little's creek

existing condition



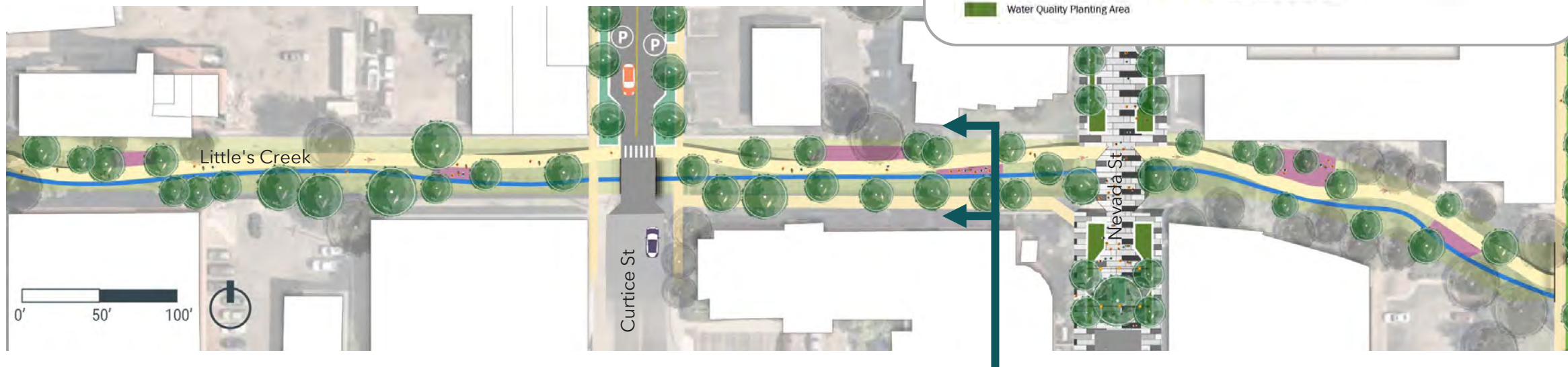
little's creek

daytime bird's eye view



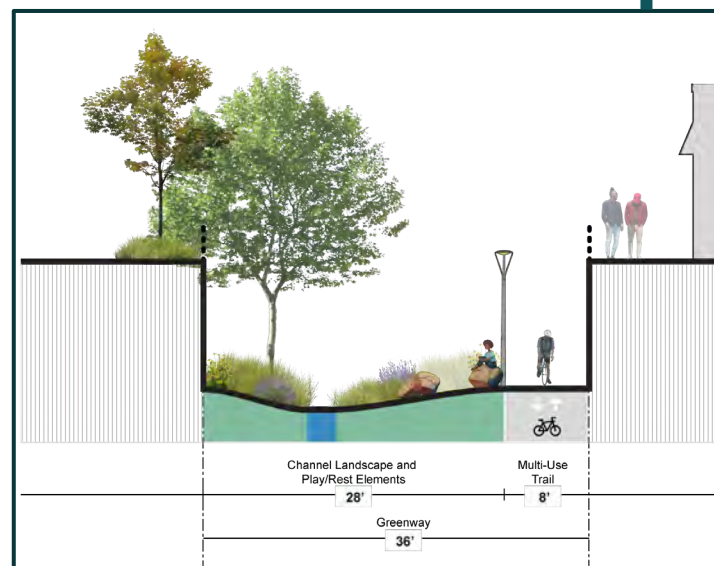
preferred alternative

little's creek trail enhancements



LDDA Goals and Strategies:

- ✓ Beautiful & Welcoming
- ✓ Well-Connected
- ✓ Clean and Safe
- ✓ Business-Friendly and Vibrant



- Gathering spaces along the path
- Naturalized channel
- Murals and sculptures along the trail
- Enhanced lighting

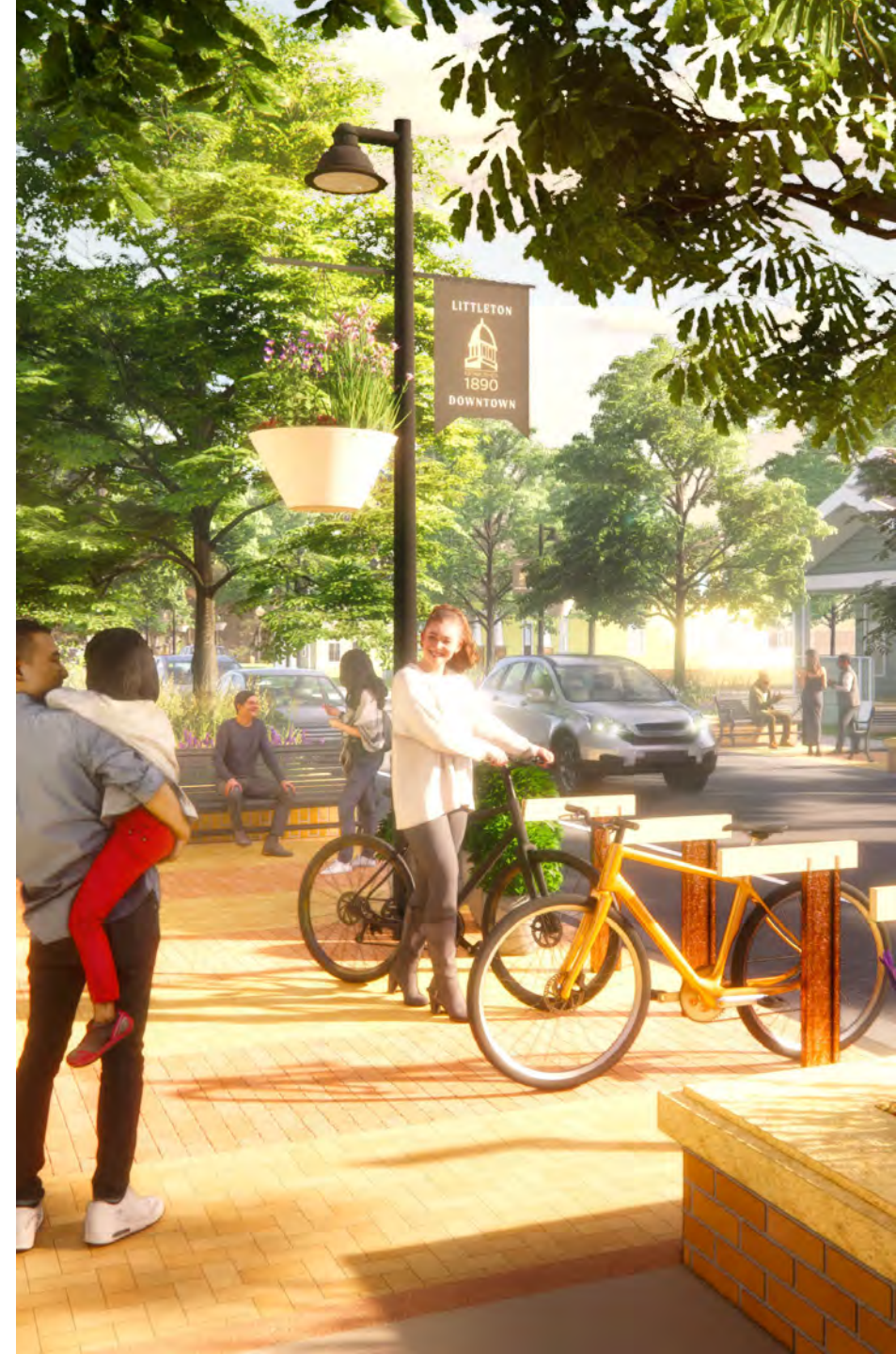
preferred alternative

little's creek trail enhancements



implementation plan

- Funding Opportunities
- Major Project Cutsheets
 - Project description
 - Key elements
 - Total project cost estimates
 - Potential partners
 - Implementation considerations and risks
 - Pilot project opportunities
- Implementation Matrix and Map
 - Minor projects such as gateways, new sidewalks, curb extensions, daylighting, and RRFBs



implementation plan – Example Cut Sheet

Major Project Cut Sheets

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 redesign 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

- 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
- Add new traffic signals
- Removal of right turn lane at Prince Street

Curtice Street to Prince Street

- Curbless street
 - Special paving
- ##### Rapp Street
- Raised pedestrian crossing with RRFB (Rectangular Rapid Flashing Beacons)

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

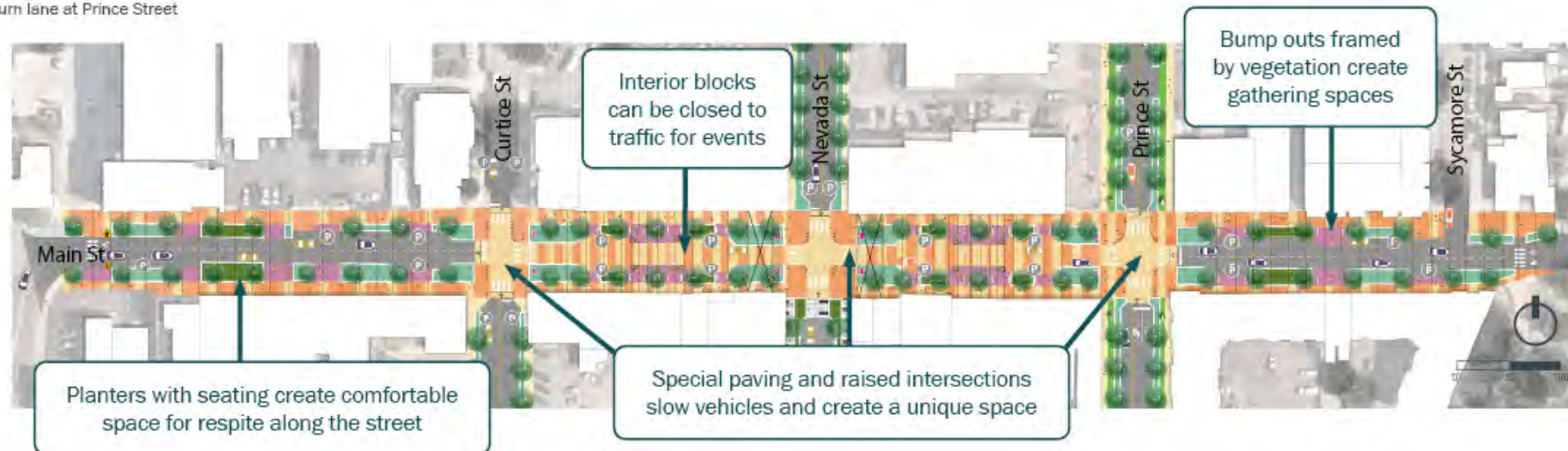
- Littleton Downtown Development Authority (LDDA)
- South Suburban Parks and Trails

Implementation Considerations and Risks

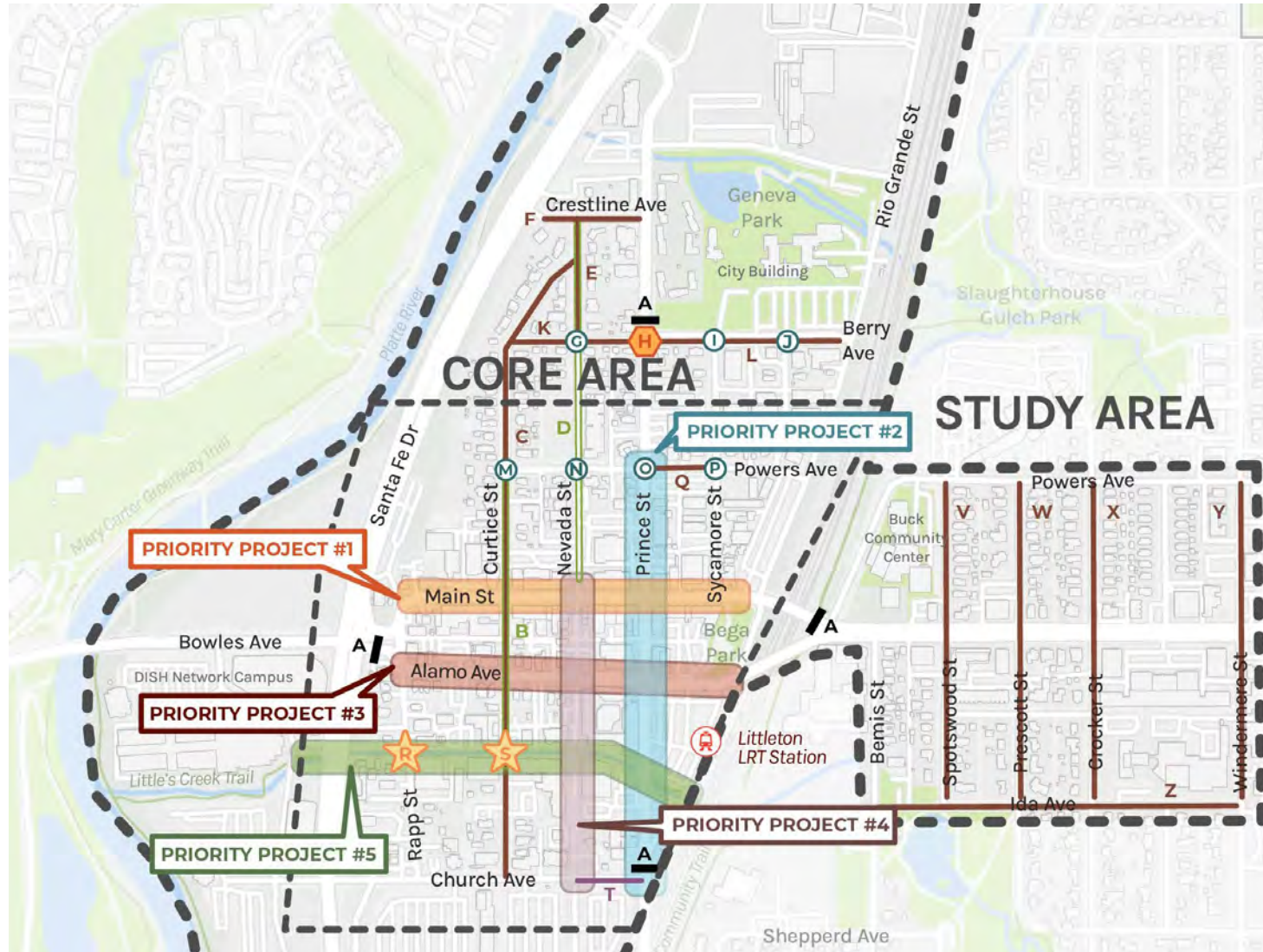
- Aligning expanded social spaces with business locations
- Push back from businesses due to parking reduction
- Construction impacts

Total Project Cost Estimate
\$36.5 million






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



implementation plan – Projects Map



Legend

- Priority Project #3 Major project
-  Curb ramp
-  Gateway
-  New sidewalk
-  Streetscape improvements
-  Protected bike lane
-  Intersection reconfiguration
-  Rectangular Rapid Flashing Beacon

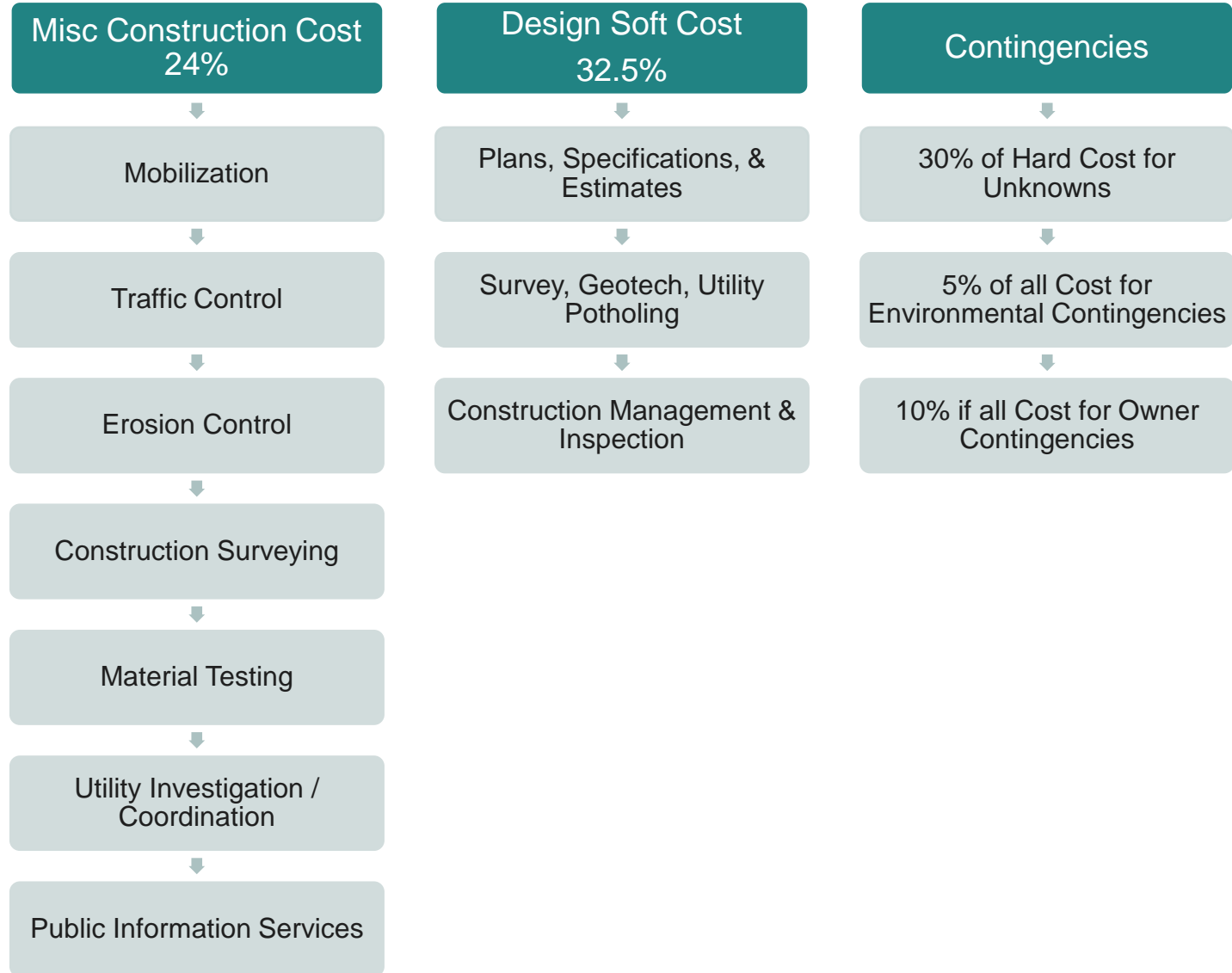
implementation plan – Major Projects Matrix

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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • Curbless street • Special paving Rapp Street <ul style="list-style-type: none"> • Raised pedestrian crossing with RRFB (Rectangular Rapid Flashing Beacons) 	\$36.5 million	<ul style="list-style-type: none"> • Littleton Capital Projects Fund • Littleton 3A Sales Tax Capital Improvement Fund • LDDA • CDOT Revitalizing Main Streets • USDOT Transportation Alternatives Set-Aside Program 		<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Protected bike lanes • Buffer between sidewalk and PBL • Traffic calming elements • Placemaking and streetscape amenities • Expanded pedestrian space • Green infrastructure • Parking removal 	\$20 million	<ul style="list-style-type: none"> • OEDIT Colorado Community Revitalization Grant • DRCOG TIP • DRCOG STP • CMAQ • ATIP • COP Debt Service • GO Bond • Projects for Public Spaces - Community Placemaking Grants • National Endowment for the Arts - Our Town Grants 	<ul style="list-style-type: none"> • Littleton Downtown Development Authority (LDDA) • South Suburban Parks and Trails 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Expanded pedestrian space and amenity zones • Increased landscaping and green infrastructure • Intersection improvements including bulb outs 	\$25 million			<ul style="list-style-type: none"> • Inventory and replace ash trees • Push back from businesses • Construction impacts 	Paint and post curb extensions (\$\$\$\$)
4	Nevada Street	Main Street to Church Avenue	<ul style="list-style-type: none"> • 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			<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Multipurpose trail • Enhanced at grade crossings • Placemaking and play elements • Green infrastructure 	\$55 million	<ul style="list-style-type: none"> • All of the above • Arapahoe County Open Space Grant and Shareback Program • DOLA Climate Resilience Challenge 	<ul style="list-style-type: none"> • All of the above • Mile High Flood District 	<ul style="list-style-type: none"> • Floodway impacts • Construction impacts • Right-of-way acquisition 	Temporary art installations and seating areas (\$\$\$\$)

cost estimates



cost estimates



cost estimates

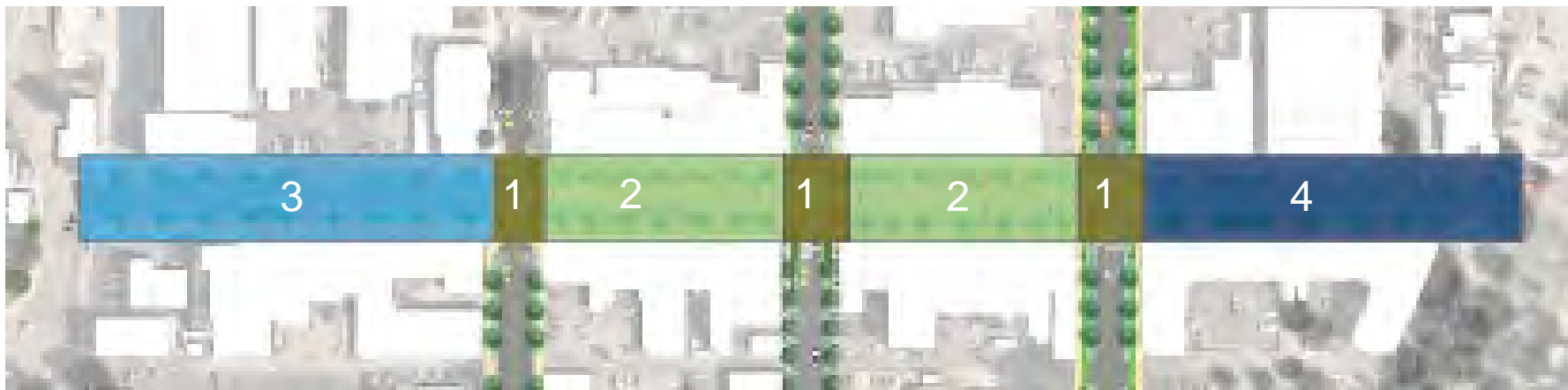
Priority #	Project	Extents	Total Cost Estimate
1	Main Street	Curtice Street to Prince Street	\$19M
		Rapp Street to Curtice Street	\$9M
		Prince Street to Rio Grande Street	\$8.5M
2	Prince Street	Santa Fe Drive to Church Avenue	\$20M
3	Alamo Avenue	Rapp Street to Littleton Boulevard	\$25M
4	Nevada Street	Main Street to Church Avenue	\$12M
5	Little's Creek	Santa Fe Drive to Prince Street	\$50M

Main Street
Total = \$36.5M

Notes:

- No escalation incorporated into cost estimates
- ROW acquisition not included

cost estimates – main street diagram



Curtice Street to Prince Street Improvements

1

Major intersection and signal improvements (3)

2

Roadway, streetscape, lighting, and sidewalk improvements (600 LF)

Rapp Street to Curtice Street

3

Roadway, streetscape, lighting, and sidewalk improvements (650 LF)

Prince Street to Rio Grande Street

4

Roadway, streetscape, lighting, and sidewalk improvements (500 LF)

funding pathways for Main St. (\$36.5 M in 2024)

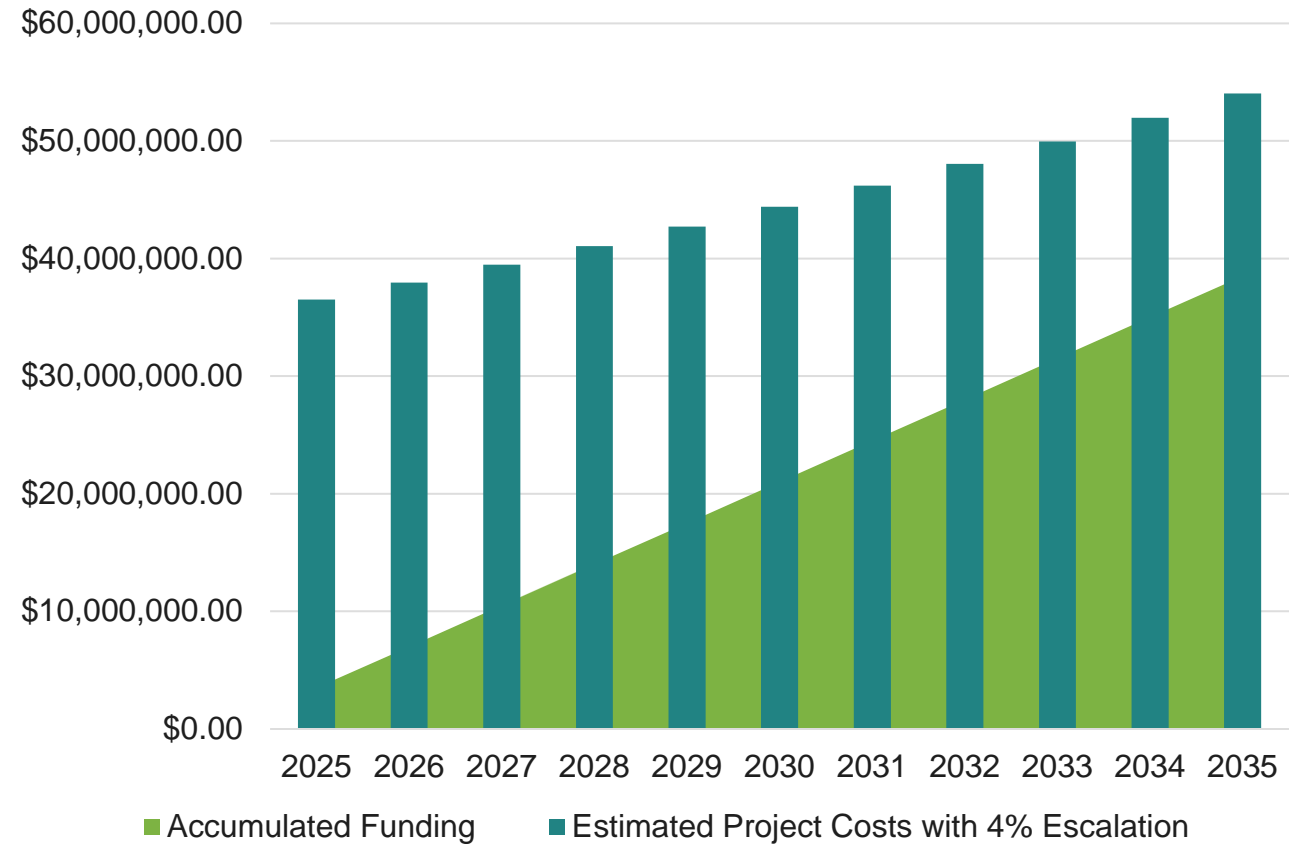
Debt Service
Accelerated Phase I Implementation

2025 Phase I
Design

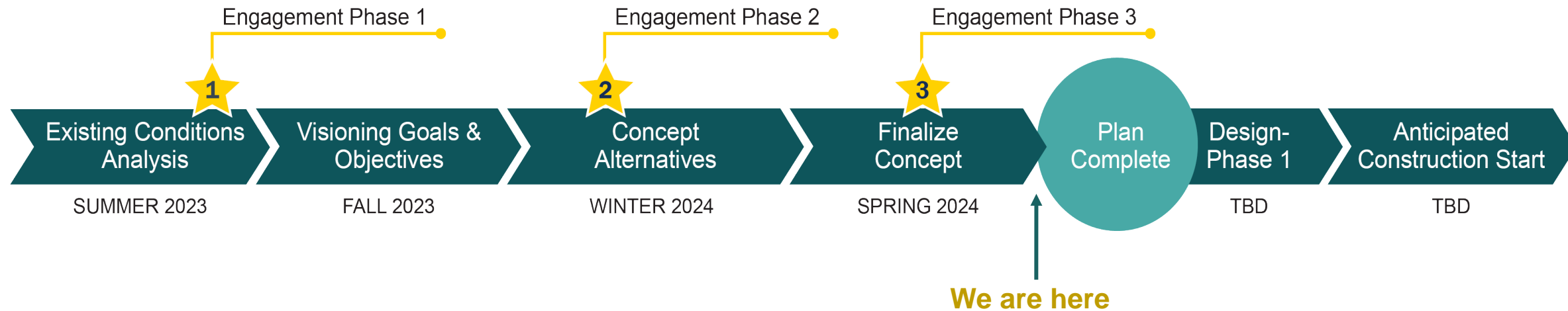


2026 Phase I
Construction

Long-term Cash Funding
Delayed Implementation and Diminished Buying Power



project schedule / milestones



recommended next steps

November 19: **City Council Consideration to Adopt Long-Range Concept Plan**

Additional research/refinement of plan for final decisions on Phase 1

- Pursue 30% design for Main St. phase to refine cost estimate with options for “finish” levels (e.g.; platinum, gold, silver analogy) – Early April study session
- Debt financing options and strategies– January 2025

Council decision on scope and financing strategy – Late April 2025

Anticipated 2025 (May-Dec): **Complete Phase 1 Design**

- Will include an economic impact analysis and parking management study

questions?
thank you!