



Envision LITTLETON

Our Community. Our Future.

An innovative community engagement
effort to define a vision for our future

Phase 4 – Implementation & Funding Strategies



An aerial photograph of a city street, likely in Denver, Colorado, showing a multi-lane road with cars, surrounded by trees and buildings. In the background, a range of mountains is visible under a cloudy sky. A teal banner is overlaid across the middle of the image.

TRANSPORTATION MASTER PLAN

Pathways to ACTION



Capital Investments



Programs and Initiatives



Regulations and Standards



Partnerships and Coordination



Targeted Planning / Study

Roles and Responsibilities



City Council

As the leader of plan implementation, the key responsibilities of the City Council are to decide and establish priorities, set timeframes by which each action strategy will be initiated and completed, and determine the budget to be made available for implementation efforts. In conjunction with the City Manager, the City Council must also ensure effective coordination among the various groups that are responsible for carrying out the plan's action strategies.

Planning Commission

The Planning Commission makes recommendations to the City Council based on plan principles. The Commission should prepare an Annual Progress Report to ensure plan relevance.



City Management and Staff

City staff manage the day-to-day implementation of the plan. In particular, City staff are responsible for supporting the City Council, Planning Commission and other City boards/commissions.



Pathways to ACTION



Capital Investments

Needs analysis based on
Level of Service previously
defined for each mode

Safety and Access needs
also considered for each
mode

Pathways to ACTION



Capital Investments

Auto and Freight:

- Future Travel Demand (Year 2040) – considers growth throughout the region
- High Injury Network: locations where crashes result in injuries most frequently
- Achieve designs consistent with the proposed Street Type network

43 Projects Identified

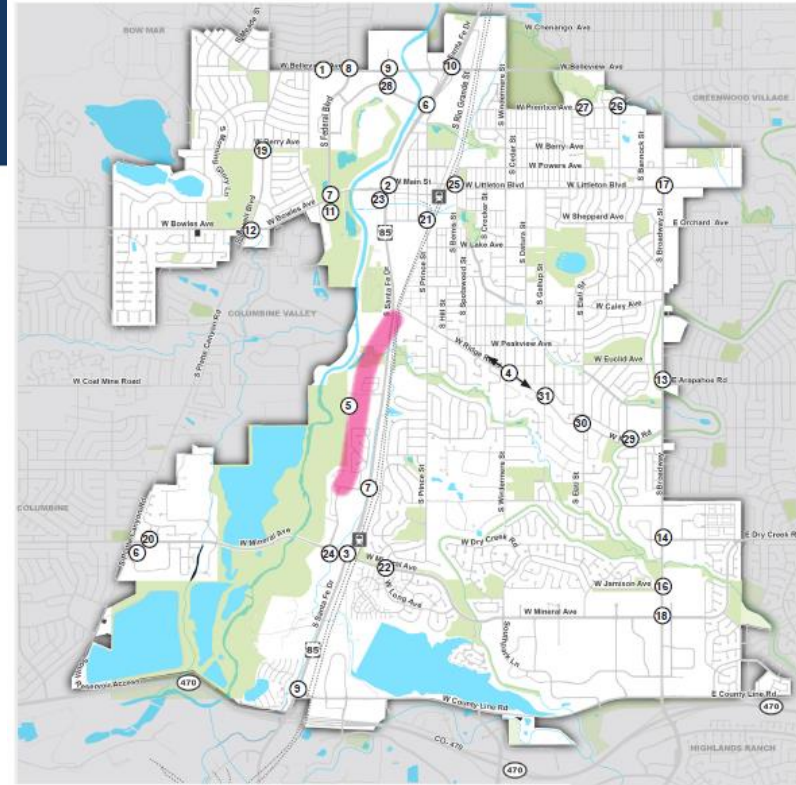
- 6 Miles of roadway widening – Santa Fe and County Line
- 18 Intersection Operation and Safety Improvements
- 2 Intersection Grade-Separations – Bowles and Mineral along Santa Fe
- 14 intersection configuration projects
- Access and Median Improvements

Pathways to ACTION



Capital Investments

Auto and Freight
\$400 million



TRAILMARK NEIGHBORHOOD



South Platte River
Parkway Extension

0.5 1 Miles

- City of Littleton
- Parks and Open Space
- Water
- Railroads



Pathways to ACTION



Capital Investments

Active Transportation:

- Level of Traffic Stress improvements based on gaps analysis
- High Injury Network: locations where crashes result in injuries most frequently
- Achieve designs consistent with the proposed Street Type network

75 Projects Identified

- 29 Miles bike lanes or paths
- 48 Miles of Sidewalk improvements
- 12 Intersection Operation and Safety Improvements
- 6 Grade-separated crossings

Pathways to ACTION

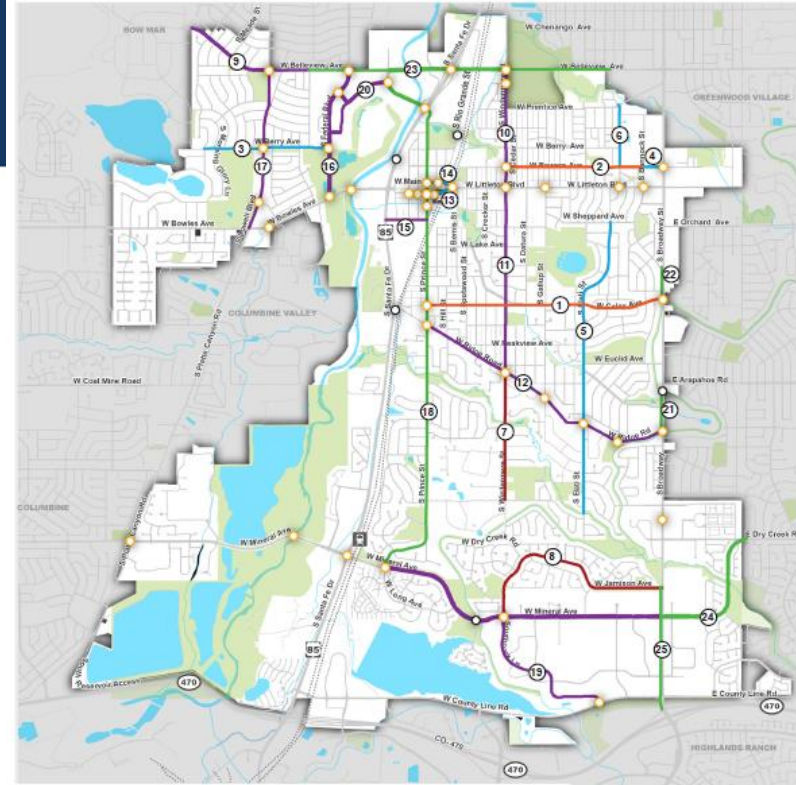


Capital Investments

Active Transportation

\$46 million

ACTIVE TRANSPORTATION PROJECTS



TRAILMARK NEIGHBORHOOD



Recommendations

- Bike Lanes
 - Advisory Bike Lanes
 - Buffered Bike Lanes & Traffic Calming
 - Protected Bike Lanes
 - Shared Use Path
 - Intersection Improvement
 - Grade-Separated Crossing
- City of Littleton
Parks and Open Space
Water
Railroads
- 0.5 1 Miles
- N

Pathways to ACTION



Capital Investments

Transit:

- Focus on Speed and Reliability of transit services
- Enhance transit access
- Enhance transit mobility

16 Projects Identified

- Parking at Mineral
- Bus Rapid Transit on Broadway
- Speed and Reliability improvements on Littleton Blvd and other downtown streets
- First and Last Mile Improvements at LRT stations
- LRT Extension

Pathways to ACTION

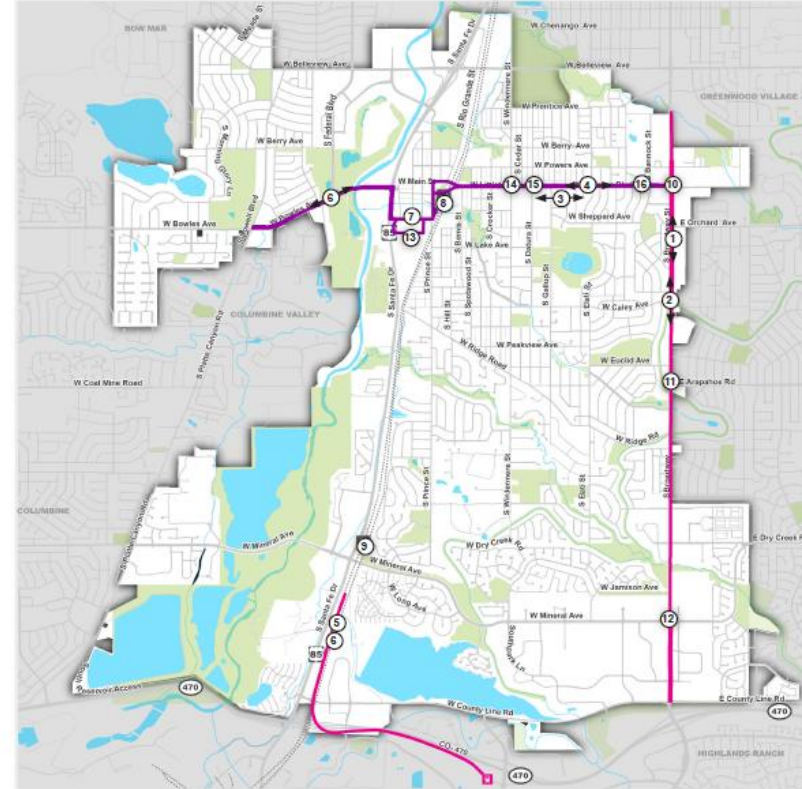


Capital Investments

Transit

\$232 million

TRANSIT PROJECTS



TRAILMARK NEIGHBORHOOD



0.5 1 Miles

- City of Littleton
- Parks and Open Space
- Water
- Railroads



Implementation Planning

Local Projects: projects that would be funded with Littleton resources or with grant support

Regional Projects: projects that would benefit the region beyond the City of Littleton boundary

Two conceptual funding scenarios for regional projects:

- **Maximum Federal Participation:**
 - Transit Projects: 50% Federal; 25% Regional; 25% Local (City of Littleton)
 - Active Transportation and Auto Projects: 80% Federal; 10% state/regional; and 10% local (City of Littleton)
- **Moderate Federal Participation:**
 - Transit Projects: 40% Federal; 30% Regional; 30% Local (City of Littleton)
 - Active Transportation and Auto Projects: 50% Federal; 25% state/regional; and 25% local (City of Littleton)

Implementation Planning

Total need: \$678 million

City contribution assuming Regional and Federal Partnerships:

- **Max Federal Scenario:** new City of Littleton Funding Needed **\$188 M**
- **Moderate Federal Scenario:** new City of Littleton Funding Needed **\$252 M**

How do we pay for it?

Implementation Planning

Time to chase Federal and Regional Dollars

Federal:

- Discretionary/Competitive Grants
- Federal Formula Programs
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives (TA)
- Congestion Mitigation and Air Quality (CMAQ)
- State Multimodal Transportation Options Fund (MMOF)

Implementation Planning

Time to chase Federal and Regional Dollars

State:

- Highway Safety Improvement Program
- Traffic Signal and Ramp Metering Program
- FASTER Safety
- Regional Priority Program
- Transportation Alternatives Program
- Surface Transportation Program – Metro
- Congestion Mitigation & Air Quality

Implementation Planning

Moderate Federal Scenario: new City of Littleton Funding Needed **\$252 M**

- Increase sales tax:

Scenario 2 - Moderate Federal Participation	Costs	Federal	State/Regional	City of Littleton
Local Projects	\$94.8			\$94.8
Regional Projects	\$583.0	\$268.5	\$157.3	\$157.3
Total	\$677.8	\$268.5	\$157.3	\$252.0
Potential New Sales Tax (cash basis)	0.25%	0.50%	0.75%	1%
Annual Estimates	\$2.80	\$5.60	\$8.50	\$11.30
Number of years to cover City's share of costs on a pay-go basis	90.0	45.0	29.7	22.3
Potential New Sales Tax (issue bonds)				
Conceptual Amount of Bonds Issued	\$36	\$72	\$108	\$145
% share of City's Funding Needs	14%	29%	43%	58%

Implementation Planning

Moderate Federal Scenario: new City of Littleton Funding Needed **\$244 M**

- **Other potential local sources:**
 - Increase Mill Levy for Transportation Capital
 - Regional Transportation Authority (RTA)
 - Local Improvement Districts (LID)
 - Metropolitan District

Implementation Planning

Still may be a shortfall, so prioritizing projects will be key

- Priorities based on Objectives
- Projects scored and objectives weighted
- Weighting based on public, stakeholder, staff and Joint Leadership input

Detailed tables found in Implementation chapter

Top 15 Projects based on Objectives

ID	Project Type	Corridor	Intersection or Segment	Description	Cost (2019 Dollars)	Evaluation Score
A5	Auto Capacity	South Platte River Pkwy	Corridor Wide (Excluding ROW)	Extend South Platte River Pkwy to Vinewood Dr on the north as a 2- lane Mixed Use Connector with Pedestrian and Bicycle Priorities.	\$8,000,000	438
BP47	Active Transportation	Santa Fe Dr	Berry Ave	Grade-Separated	\$6,000,000	438
BP48	Active Transportation	Santa Fe Dr	Ridge Rd	Grade-Separated	\$6,000,000	438
A23	Auto Capacity	Santa Fe Dr	Bowles Ave	Reconfigure into expressway with grade-separated interchange	\$150,000,000	431
A24	Auto Capacity	Santa Fe Dr	Mineral Ave	Reconfigure into expressway with grade-separated interchange	\$75,000,000	431
T1	Transit	Broadway	Corridor Wide	BRT	\$64,000,000	403
BP31	Active Transportation	Mary Carter Greenway	Bowles Ave	Bridge Widening	\$1,000,000	391
BP21	Active Transportation	Broadway	High Line Canal Trail south of Arapahoe Rd to Ridge Road	Shared Use Path	\$150,000	368
BP22	Active Transportation	Broadway	Bannock St to Caley Ave	Shared Use Path	\$120,000	368
BP23	Active Transportation	Bellevue Ave	Irving St to Fox St	Shared Use Path	\$1,535,000	368
BP24	Active Transportation	Mineral Ave	Broadway to E Dry Creek Rd	Shared Use Path	\$545,000	368
BP25	Active Transportation	Broadway	Jamison Ave to City Limits	Shared Use Path	\$450,000	368
BP75	Active Transportation	Elati St	Highline Canal	Improve Connection	\$50,000	340
BP9	Active Transportation	Bellevue Ave	City Limits/Prospect Rd to Irving St	Protected Bike Lane	\$280,000	326
BP10	Active Transportation	Windermere St	City Limits/Layton Ave to Littleton Blvd	Protected Bike Lane	\$230,000	326

An aerial photograph of a city street, likely in Denver, Colorado, showing a wide road with multiple lanes, surrounded by dense trees and urban buildings. In the background, a range of mountains is visible under a cloudy sky. A teal rectangular box is overlaid on the image, containing the word "QUESTIONS?".

QUESTIONS?

Thank you!