

Appendix A |

Vision, Goals and Objectives

The City of Loveland's Comprehensive Plan contains extensive vision statements, goals and objectives regarding bicycle and pedestrian mobility. These statements address a wide range of important activities within the City including community design, transportation, parks and recreation, education and community health. The City's Transportation Plan also defines goals specific to bicycle and pedestrian mobility and implementation. A complete list of all of these bicycle and pedestrian related vision statements, goals, objectives and guiding principles are contained in the following appendix.

City of Loveland Comprehensive Plan

The City Council adopted the 2030 Vision, created by Loveland residents in a series of public workshops. The City of Loveland Comprehensive Plan outlines the following visions, goals and objectives that relate to bicycle and pedestrian forms of transportation.

Vision Statement 1

Loveland is a community that is characterized by welcoming neighborhoods with diverse housing opportunities that create a sense of individual belonging.

COMMUNITY DESIGN

Neighbors will still talk on front porches, walk down neighborhood streets, stroll or read in neighborhood parks, and visit the local barber or dry cleaner.

Most impediments to mobility for persons with disabilities will have been removed. Adequate curb cuts will have been provided on pedestrian routes...

Guiding Principle 1: Foster attractive development that enhances Loveland's built environment and encourage development that is sensitive to the distinctive character of Loveland.

COMMUNITY CHARACTER

Goal 1.3: Encourage development that is sensitive to the character of Loveland.

Objective 1.3.2: Create pedestrian/bike paths that are safe and interconnected to points of attraction (school facilities, retail shops, parks, recreation centers, city and regional trail systems and open spaces) within and adjoining the development.

REDEVELOPMENT AND AREA PLANNING

- The Downtown will have been revitalized as a pedestrian-friendly area with shopping, restaurants, cultural facilities, employment, and housing.
- A pedestrian mall near the Loveland Gallery/Museum will have become a favorite destination and a successful business location.
- Because the Downtown will continue to have a strong residential base, services such as banking, grocery, drug, and hardware stores will have been centrally located near transit stations, which will have been situated so as to be very accessible by pedestrians. While most people will have chosen to come to Downtown by transit, walking, or cycling, sufficient automobile parking will have remained available. Pedestrians will have found it easy to get around in the Downtown.
- The Big Thompson Riverwalk will have connected the redeveloped Old Fairgrounds to the Downtown, linked to the larger Loveland Trail system, and provided a lush green retreat.
- Because the Downtown district has proven extremely popular as a place to live and do business, a new, traditional, urban-style walkable neighborhood will have been built in the area of the revitalized Sugar Factory.

Appendix A | Vision, Goals and Objectives

Guiding Principle 3: Formulate appropriate strategies and policies for geographic areas within Loveland needing redevelopment, renewal, and/or more detailed planning analysis, such as the Downtown, districts, corridors, neighborhoods, community separators, and transit-oriented developments.

General Redevelopment Planning

Goal 3.1: Foster reinvestment in, redevelopment and adaptive reuse of, existing abandoned or underutilized buildings, and vacant and brownfield sites.

Objective 3.1.4: Provide opportunities to retrofit aging single-use commercial and retail developments into walkable, mixed-use communities.

Vision Statement 2

Loveland is a community that embraces the heritage and natural beauty of the region and values its strategic location.

NATURAL AND SENSITIVE AREAS

Guiding Principle 5: Protect regional lands and lands within the Loveland GMA that have important natural resource, recreational, agricultural, and viewshed values from encroachment by the human-built environment.

Management and Access

Goal 5.3: Maintain open lands according to management type, meaning that wildlife areas should remain relatively undisturbed; public access areas should be made available for recreational use; and restorative areas should be slated for enhancement.

Objective 5.3.4: Plan and create a system of natural soft-surface trails within public access areas that link with other partnership trails while respecting wildlife and natural resources.

Vision Statement 3

Loveland is a well-planned and environmentally sensitive community where all citizens are safe, secure and have equal access to services and amenities, including recreational and cultural activities.

PARKS AND RECREATION

The City's recreation facilities and programs, parks, trail system, and golf facilities and programs will have remained an integral part of the community.

Parks and trails will have played an important part in Loveland's quality of life, with recreational opportunities available for all. Programmed and drop-in use recreation for a variety of age groups will have remained affordable and accessible, thereby allowing Loveland residents to lead healthy and active lives. The Loveland Trail system will have remained just one example of drop-in recreational activity - providing places to jog, walk, and bike within all four quadrants of the City. The trail system will have supplemented commuter routes and connected recreational resources to other areas of interest in the city and surrounding area. A family bike ride to Boyd Lake or around the Loveland Trail will have remained a favorite weekend activity.

Guiding Principle 6: Ensure that the City's recreation facilities and programs, parks, trail system, and golf facilities and programs remain an integral part of the community through an abundance of offerings, both structured and unstructured, that satisfy the community's leisure-time needs.

Trails

Goal 6.3: Complete the Loveland trail system as an off-road, non-motorized path which is used by bikers, joggers and walkers, and that capitalizes on the natural environment.

Objective 6.3.1: Provide trail facilities necessary or desirable to meet the future needs of the community.

Objective 6.3.2: Evaluate the established trails levels-of-service to ensure that they meet the needs of the community.

Appendix A | Vision, Goals and Objectives

Objective 6.3.3: Ensure that trail facilities are provided in a timely, orderly, and cost-effective manner.

Objective 6.3.4: Coordinate the provision of trails facilities with other local governments, special districts, state government and the Thompson R2-J School District as appropriate.

Recreation Facilities

Goal 6.4: Promote the health and welfare of the community by providing indoor recreational facility(s), accessible by auto, city transportation, and/or the Loveland Trail, which offers structured and unstructured recreational opportunities as well as a social gathering place for Loveland residents.

POLICE

Loveland will have remained a safe community with a low crime rate. Residents will have continued to feel safe walking anywhere in the city.

Guiding Principle 8A: Provide, establish, and sustain innovative community policing programs in accordance with nationally-recognized accreditation standards and maintain the necessary facilities to enable those programs.

Programs and Activities

Goal 8A.3: Provide programs and activities that engage the community, enhancing public safety, and promote community-based problem solving.

Objective 8A.3.5: Increase the community's perception of safety by maintaining such programs as the "take home" car plan and by engaging in education campaigns.

Objective 8A.3.6: Maintain resource officer and related programs in schools.

FIRE AND RESCUE

Governing boards of emergency services will have supported various community focused health and safety programs for the underserved and at-risk populations such as seniors and youth.

Guiding Principal 8B: Protect life and property through adequate and strategically-located fire and rescue facilities coupled with a wide range of emergency fire and rescue-related services and programs.

General

Goal 8B.1: Review and periodically update the Fire and Rescue Strategic Plan.

Objective 8B.1.2: Explore additional regional planning opportunities related to Fire/Rescue and Public Safety and integrate them into local planning efforts.

LAND USE AND THE ENVIRONMENT

Neighborhoods will have been designed to offer their residents a variety of amenities within walking distance.

Most large neighborhoods developed since the year 2000 will have included mixed-use neighborhood centers, pedestrian-friendly, neighborhood-scale shopping, recreation and cultural facilities, natural open spaces and trails, schools, and places of worship.

Innovative land use planning policies coupled with flexible zoning codes will have encouraged the creation of small clusters of shopping and employment accessible to transportation and neighborhoods. By integrating new neighborhoods and older, more traditional ones with the trail infrastructure, Loveland will have become a city that is truly walkable and aesthetically pleasing.

Guiding Principle 9: Guide the development of the community within the Loveland Growth Management Area in order to meet present and future needs, while protecting the health, safety, order, convenience, prosperity, energy and resource conservation, and the general welfare of the citizenry.

Appendix A | Vision, Goals and Objectives

Future Land Use Pattern

Goal 9.2: Provide a general pattern for the location, distribution and character of the future land uses within Loveland's Growth Management Area.

Objective 9.2.3: Include development of multi-use activity centers at the regional, community (Downtown), and neighborhood levels as a part of the Land Use Plan.

Objective 9.2.5: Encourage the development of multi-use, high-quality employment districts where campus-type settings are appropriate, particularly along the transportation corridors of I-25, US 34, and south side of SH 402.

Vision Statement 4

Loveland is a community with an integrated system of technology, utility and transportation networks that supports a vital economy; and that coordinates with the plans of other regional governmental entities.

REGIONAL PLANNING, TRANSPORTATION, AND AIR QUALITY

The City will have fully supported and participated in regional multimodal transportation and air quality maintenance efforts.

Guiding Principle 10A: Recognize Loveland's importance and impact as a major urban area within the Northern Colorado region and support regional multi-modal transportation options and air quality maintenance efforts.

General

Goal 10A.1: Engage in regional planning where appropriate in order to address problems of a regional nature and/or to seek efficiencies in service provision.

Objective 10A.1.2: Seek opportunities to coordinate with other local governments, special districts, school districts, and state and federal agencies on the provision of community facilities that have multi-jurisdictional impacts.

Regional Transportation and Air Quality Planning

Goal 10A.2: Coordinate the recommendations of the region's Transportation Plan prepared by the North Front Range Metropolitan Planning Organization (NFRMPO) with the recommendations of the City's Transportation Plan.

Objective 10A.2.1: Assist in defining the current transportation system in the North Front Range and forecast the need to 2030.

Objective 10A.2.2: Identify the regional transportation needs of Loveland.

Objective 10A.2.3: Anticipate the revenues available to the area and assist in ensuring that monies are allocated according to Federal Highway Administration, Federal Transit Administration and Colorado Department of Transportation requirements.

LOCAL TRANSPORTATION

The City will have planned a safe, efficient, continuous, coordinated, and convenient multi-modal transportation system that will have served the current needs of the community and will have established the foundation for a transportation system that will be sustainable for future generations.

Local transportation infrastructure, including roads, transit, and trails, will have been provided in a timely and efficient manner as Loveland grows. The policies that require that growth pay for itself will have enabled the City's finances to remain stable. Infrastructure provision will have kept pace with growth, and will have served both older and newer neighborhoods.

Loveland will have developed an efficient, truly multi-modal transportation system providing quality and flexible transportation choices, both regionally and locally.

Most through-traffic will have been confined to major roads and parkways, while residential areas will have remained relatively free of high volumes of traffic. This will have also allowed pedestrians to walk and bike safely within their neighborhoods.

Appendix A | Vision, Goals and Objectives

Locally, people will have remained able to get around Loveland easily via public transit, foot, bicycle, or car as compared to other communities of its size.

Parking in the Downtown will have remained convenient in most locations because the public will have taken full advantage of multiple modes of transportation.

Guiding Principle 10B: Plan a safe, efficient, continuous, coordinated, and convenient multi-modal transportation system that serves the current needs of the community and establishes the foundation for a transportation system that is sustainable for future generations.

General

Goal 10B.1: Review and periodically update all components of the 2020 Transportation Master Plan.

Objective 10B.1.1: Review and amend the 2020 Transportation Master Plan as appropriate.

Objective 10B.1.2: Engage in broad-based community involvement such that each individual in the community is aware of pertinent transportation-related issues and their role in finding solutions.

Objective 10B.1.3: Acknowledge the interdependent relationship between land use and transportation and attempt, through the process of ongoing review, monitoring, and revision, to negate the “cycle of impacts” one has on the other.

Objective 10B.1.4: Evaluate the costs and potential impacts associated with the various modes of surface transportation.

Objective 10B.1.5: Determine the purpose, time, destinations, physical improvements, and policies needed to achieve a given level-of-service and the costs and implication associated with that determination.

Objective 10B.1.6: Continue to monitor the growth patterns within the community in order to design and construct infrastructure improvements that address long-term needs concerning growth, land use, and sustainability.

Objective 10B.1.7: Investigate the impacts constructing new infrastructure has on maintenance and operations activities and costs.

Objective 10B.1.8: Investigate all reasonable options for financing capital, operations, and maintenance costs for transportation and develop an implementation strategy that recognizes current funding realities and limitations.

Traffic Circulation

Goal 10B.3: Maintain the overall ease of travel as the city grows while meeting or exceeding the level-of-service expectations.

Objective 10B.3.1: Provide a street network necessary or desirable to meet the future needs of the community.

Objective 10B.3.2: Evaluate the established street levels-of-service to ensure that they meet the needs of the community.

Objective 10B.3.3: Ensure that streets are provided in a timely, orderly, and cost-effective manner.

Objective 10B.3.4: Coordinate the provision of the street network with other local governments, state and federal government, and special districts, as appropriate.

Bicycle and Pedestrian Circulation

Goal 10B.4: Plan and implement improvements to existing street and trail facilities that are presently suitable for pedestrians and bicycles and develop an expanded system of pedestrian and bicycle-friendly roads and trails for Loveland’s future (see also Trails in GP6)

Objective 10B.4.1: Provide bicycle and pedestrian facilities necessary or desirable to meet the future needs of the community.

Objective 10B.4.3: Ensure that bicycle and pedestrian facilities are provided in a timely, orderly, and cost effective manner.

Objective 10B.4.4: Coordinate the provision of bicycle and pedestrian facilities among various government departments, and with other local governments, state and federal government, special districts, and the Thompson R2-J School District, as appropriate.

Appendix A | Vision, Goals and Objectives

Transportation Demand Management

Goal 10B.6: Plan and implement transportation demand management (TDM) programs that seek to change travel behavior, encourage residents to recognize the impacts of driving alone, and encourage residents to choose alternative modes or means of travel.

Objective 10B.6.1: Seek opportunities to reduce the proportion of trips that are taken in single-occupancy vehicles.

FORT COLLINS - LOVELAND AIRPORT

The airport will have remained easily accessible by transit, car, or bicycle for customers and employees.

Vision Statement 5

Loveland is a community that is a continuously developing partnership of citizens, business, health, and educational communities; with a stable and diverse economic base that offers ample employment and business opportunities to all.

EDUCATION – GENERAL

A system of education will have been provided that meets the needs of the entire community.

While the Thompson R2-J School District, and various private schools, will have remained focused on pre-K-to-12 core education, other educational institutions within the Loveland community will have provided a variety of learning opportunities, including college preparation, cultural and athletic enrichment, high-quality trade, vocational, and continuing education, and business programs.

Guiding Principle 14: Foster a system of education that meets the needs of the entire community

General

Goal 14.1: Continue to seek opportunities for cooperation among the City service providers, including the Loveland Public Library, and all public and private education providers.

Objective 14.1.1: Continue to seek opportunities for Thompson R2-J School District, Aims Community College, Front Range Community College, other education providers and partners, and the City to co-locate and share facilities at new and existing school sites.

Objective 14.1.2: Continue cooperation on education programs offered through the City, the school district, private education providers, and homeschool providers.

Objective 14.1.3: Continue to promote partnerships between the community's high schools and post-secondary education providers to create an interconnected learning community.

ELEMENTARY AND SECONDARY EDUCATION

A system of elementary and secondary education will have been provided that meets the needs of the entire community by teaching basic skills and creativity/critical thinking, creating a sense of safety and belonging, and facilitating the school-to-life transition.

Partnerships will have existed between the City, the school district, businesses, higher education, community members, community groups, and arts groups.

Guiding Principle 14A: Foster a system of elementary and secondary education that meets the needs of the entire community by teaching basic skills and creativity/critical thinking, by creating a sense of safety and belonging, and by facilitating the school-to-life transition.

Basic Skills

Goal 14A.1: Teach basic skills with parent, staff, and community support.

Objective 14A.1.2: Demonstrate proficiency on alternative assessments beyond CSAP and become successful lifelong learners.

Safety and Sense of Belonging

Goal 14A.3: Create an educational environment that promotes safety and a sense of belonging

Appendix A | Vision, Goals and Objectives

Objective 14A.3.4: Encourage the community to accept the responsibility for developing the means by which each child will arrive at school ready to learn.

School-to-Life Transition

Goal 14A.4: Facilitate school-to-life transition through school-to-life education programs.

Educational Facilities

Goal 14A.5: Provide the elementary and secondary education community facilities desirable and necessary to support the existing and future land use patterns and the overall needs of the community.

Objective 14A.5.6: Consider neighborhood standards and character when planning school sites.

Objective 14A.5.8: Promote safe walking routes to schools by working with appropriate agencies.

Objective 14A.5.9: Explore opportunities to co-locate and share facilities with the City, other educational institutions, corporations and non-profit groups.

POST-SECONDARY AND CONTINUING EDUCATION

A wide range of post-secondary and continuing education opportunities will have been developed that meet the academic, career technical, and lifelong education needs of the entire community.

Guiding Principle 14B: Foster the development of post-secondary education opportunities that meet the academic, career technical, and lifelong education needs of the entire community.

Lifelong Learning

Goal 14B.4: Maintain and foster community and lifelong learning opportunities for the personal enrichment of Loveland's citizens.

Objective 14B.4.1: Promote the offering of a wide variety of lifelong learning opportunities in the arts, music, culture, sports, recreation, and other areas of personal enrichment.

Expanded Educational Opportunities

Goal 14B.5: Expand educational opportunities to address gaps in the community's current education provision and meet future needs.

Programs and Activities

Goal 14C.3: Provide a diverse collection of resources, services, and activities that inform, educate, entertain, culturally enrich, bridge the past to the future, and connect one community resource with another.

IMPLEMENTATION PROGRAM

The community recognizes that all levels of government, along with the nonprofit and private sectors, will have played an important role in creating and implementing those policies and strategies that support the responsible growth and development of the community.

All plan elements will have been updated and readopted on a schedule such that no plan element will have been more than five years old.

The City will have continuously monitored the community's quality of life through the evaluation of a core set of community indicators. New policies and programs will have been instituted, and existing ones will have been modified in response to this indicator monitoring process.

Guiding Principle 15: Recognize that all levels of government, along with the nonprofit and private sectors, play an important role in creating and implementing those policies and practices that support the responsible growth and development of the community.

General Plan Implementation

Goal 15.1: Achieve the goals and objectives, policies, and programs established in the Comprehensive Master Plan through both a short- and long-range program of implementation of specific public and private actions.

Appendix A | Vision, Goals and Objectives

Objective 15.1.1: Include a Program of Implementation section in the General Plan Element that describes all public and private implementation tools available, or potentially available, to the community and how they are applied.

Objective 15.1.2: Include an Implementation Schedule in the General Plan Element that sets forth the responsibilities, costs, resources, and timeframes to accomplish the objectives contained in the Comprehensive Master Plan.

Objective 15.1.3: Ensure that all public implementation tools (codes, regulations, programs, etc.) and development-related processes are constantly monitored for their effectiveness and revised as necessary.

Plan Element Implementation

Goal 15.2: Ensure that each element of the Comprehensive Master Plan (the Plan) is consistent with the guiding principles, goals and objectives established in the General Plan; is updated in a timely fashion; is formally adopted in accordance with the City's approved adoption and amendment procedures; and contains an implementation schedule of actions to be taken.

Objective 15.2.1: Recommend that all plan elements (except those noted as exceptions in the Plan) be adopted by the City Council in accordance with the approved amendment process.

Objective 15.2.2: Ensure that individual plan element purpose statements, goals, objectives, strategies, policies and programs are consistent with those in the General Plan.

Objective 15.2.3: Establish a consistent organizational framework for all adopted plan element documents, including purpose statements, goals, objectives, strategies, policies and programs and apply this framework when such plan elements are substantively amended.

Objective 15.2.4: Establish a consistent implementation schedule framework for all adopted plan element documents and apply this framework when such plan elements are substantively amended.

Community Indicators

Goal 15.3: Develop a core set of community indicators for the purpose of assessing the community's progress toward achieving the goals and objective contained in the Comprehensive Master Plan.

Objective 15.3.1: Enhance the City's data gathering and evaluation capabilities through participation in the Larimer County COMPASS program.

Objective 15.3.2: Monitor community quality of life and community indicators using the City's annual community survey instrument and individual surveys conducted by departments, boards, commissions, and other agencies.

Objective 15.3.3: Establish a benchmark system for monitoring progress toward the goals and objectives contained in the General Plan.

Vision Statement 6

Loveland is a community that encourages active public involvement and is responsive to the health and human services needs of its citizens.

COMMUNITY HEALTH PLANNING

Loveland will have remained a healthy community – a place where its citizens will have lived a healthy lifestyle, will have been well-informed about health issues, and will have access to quality preventive, medical, and mental health services.

Proactive neighborhood planning will have meant that neighborhoods remain walkable, active-living communities with an integrated system of trails. People will have been able to walk or bike to many destinations. Seniors, in particular, will have enjoyed walking for many daily errands or to visit friends. Youth will have remained able to get around town easily, with many still using a bicycle on safe paths to get to school.

Guiding Principle 16: Ensure that Loveland is a healthy community whose citizens live a healthy lifestyle, are well-informed about health issues, and have access to preventive, medical, and mental health programs and services.

Appendix A | Vision, Goals and Objectives

Active and Safe Living

Goal 16.1: Encourage all citizens to lead an active and safe lifestyle by incorporating active and safe living concepts into land use, transportation, community facilities, and parks and recreation policies, guidelines, codes and regulations.

Objective 16.1.1: Integrate active living concepts and pedestrian safety into transportation planning by implementing the pedestrian and bicycle components of the Transportation Master Plan and related policies found in other documents.

Objective 16.1.2: Continue to consider active living and pedestrian safety in land use planning and community design decisions.

Objective 16.1.3: Integrate active living concepts and pedestrian safety into the access to, design, and siting of community facilities, including school sites.

Objective 16.1.4: Continue to develop programs and activities that promote active living and enhance pedestrian and bicycle safety.

Programs and Activities

Goal 16.4: Continue to create and implement innovative preventive health and wellness programs.

Objective 16.4.1: Create and support innovative preventive healthcare and wellness programs and partnerships that target health promotion, prevention, education, safety, wellness, and disease management for all ages and communities.

HUMAN SERVICES PLANNING

The needed network of human services and outreach will have been provided to ensure that all citizens, including special populations, will be able to achieve their full potential, and will be self-sufficient.

Guiding Principle 17: Provide the needed network of human services and outreach to ensure that all citizens, including special populations, can achieve their full potential and be self-sufficient.

Community Belonging

Goal 17.3: Promote a sense of safety and belonging for all sectors of Loveland’s community, particularly those limited or marginalized by age; by economic disadvantage or mental or physical health disabilities; by citizenship status, by gender and sexual orientation; or by cultural, educational or language barriers.

Objective 17.3.2: Identify barriers to full participation in the community and access to amenities and services, including public transportation which makes access possible.

PUBLIC PARTICIPATION

Meaningful public participation processes that engage, empower, inform, and educate citizens will have encouraged community and stakeholder collaboration in the decision-making process.

The planning, design, and use of public facilities in 2030 will have been an increasingly community-driven process. Architects will have been able use software tools to show the city multiple possibilities, while allowing citizens to take a “virtual walk-through” and comment on what they see. As a result, the construction of public facilities such as plazas, parks, recreation centers, and transportation systems will have been more responsive to users’ needs.

Guiding Principle 18: Engage, empower, inform, and educate citizens through meaningful public participation processes that encourage community and stakeholder collaboration in the decision-making process.

General

Goal 18.1: Keep the Public Participation Plan current.

Objective 18.1.2: Continue to use the Public Participation Plan to inform public participation activities of individual departments.

Community Engagement

Goal 18.2: Engage the public in active participation in planning-related initiatives.

Appendix A | Vision, Goals and Objectives

Objective 18.2.1: Provide effective information to the public in a proactive, timely, clear, concise, visually appealing, and jargon- and acronym-free manner.

Objective 18.2.2: Involve a wide cross-section of the community through outreach efforts.

Objective 18.2.3: Involve citizens in all phases of the planning and/or plan update process so that they have a chance to give meaningful and informed input.

Objective 18.3.4: Seek opportunities for staff to join decision-makers when they formally engage the public in two-way communication.

Public Participation Tools

Goal 18.5: Maximize the use of those tools that allow for two-way communication between the public and city government.

Objective 18.5.2: Use community surveys for citizen input and to monitor community indicators.

General Plan Appendix A: Compilation of Strategies and Policies

This City of Loveland's Comprehensive Plan Appendix contains a listing of strategies or policies that:

- should be considered for future use in a plan element/component that is not currently in place;
- was too discrete to be included as an objective; and/or
- would likely be implemented well beyond the General Plan's 10-year horizon.

The numbering system used below mirrors the one used in the organizational framework so that the strategies can be aligned with their respective guiding principles, goals, and objectives in future area and functional plan documents or updates.

Strategy 3.3.1.5: Seek planning opportunities to connect the Downtown to the Big Thompson River.

Strategy 3.3.2.4: Seek opportunities for turning arterial roadways (such as US 402) into tree-lined boulevards through corridor planning and/or partnership with CDOT.

Strategy 3.3.4.6: Identify opportunities to create fully-accessible pedestrian networks, including sidewalks, trails, pedestrian pass-through connections, and safe street crossings in existing neighborhoods.

Strategy 3.3.5.2: Encourage a mix of uses within the area of transit station(s) and along major transit routes at a scale, intensity, and density that will produce a high level of pedestrian activity and reduce dependence on the automobile.

Strategy 3.3.5.3: Enhance the physical and aesthetic quality of the area surrounding the transit station(s), with specific attention given to the needs of pedestrian and transit users.

Strategy 3.3.5.4: Provide for increased and improved pedestrian circulation in the area of transit station(s) that encourage walking and bicycling as alternative forms of transit station access.

Strategy 3.3.5.5: Improve the ability of passengers to transfer easily between transportation modes.

PARKS AND RECREATION

Strategy 6.3.1.1: Plan and create a secondary system of fully accessible soft-surface trails that link with partnership trails as trail corridors, resources, and priorities permit.

Strategy 6.3.1.2: Ensure that the Loveland trail system encircles the City, provides convenient access to many neighborhoods (residents), and connects recreational resources and areas of interest in the City and surrounding area.

Appendix A | Vision, Goals and Objectives

CULTURAL SERVICES

Strategy 7.2.2.4: Assess the feasibility of a 5th street pedestrian plaza.

LOCAL TRANSPORTATION

Strategy 10B.6.1.2: Engage in coordinated regional transportation demand management (TDM) marketing and education campaigns.

Strategy 10B.6.1.3: Encourage and support voluntary employer-based transportation demand management (TDM) programs.

Strategy 10B.6.1.4: Encourage local development of bicycle and pedestrian facilities and TDM-friendly land use planning.

COMMUNITY HEALTH PLANNING

Strategy 16.1.1.1: Assess pedestrian and bicycle safety and make specific improvements to unsafe areas.

Strategy 16.1.1.2: Seek new funding sources for capital improvements that promote active living and pedestrian safety.

Strategy 16.1.1.3: Provide safe and convenient pedestrian access to all transit stops, using the concept of “pedestrian sheds” to assess pedestrian access.

Strategy 16.1.2.1: Incorporate fully accessible and unobstructed pedestrian ways into planning for residential neighborhoods and commercial developments, using the concept of “pedestrian sheds” to assess pedestrian access.

Strategy 16.1.2.2: Accommodate persons with disabilities and citizens of all ages through appropriate design of traffic crossing signals and pedestrian facilities.

Strategy 16.1.3.1: Incorporate fully accessible and unobstructed pedestrian ways into school facilities planning through cooperation between the Thompson R2-J School District and the City.

Strategy 16.1.3.2: Promote safe walking routes to schools by working with appropriate agencies, including the Thompson R2-J School Board.

Strategy 16.1.3.3: Provide persons with disabilities easy and unobstructed access to sidewalks, crosswalks, parking lots, streets, parks, restrooms, and other public and private facilities.

City of Loveland Transportation Plan

The City developed the Transportation Plan with citizen input on specific goals. Developing a shared vision for the future and the transportation system necessary to support that vision was an essential step in the planning process. The goal statements are a verbal expression of each aspect of the vision for the future. The following are the Transportation Plan’s goals associated with bicycle and pedestrian modes of transportation.

Transportation Plan Goals

Recognize the important relationship between land use and transportation and develop appropriate policies that promote a long-term sustainable transportation system.

Plan a safe, efficient, continuous, coordinated and convenient multi-modal transportation system that serves the needs of the community now and establishes the foundation for a transportation system that is sustainable for future generations.

Develop transportation plans and policies that recognize the importance and value of the physical environment.

Develop transportation plans that sustain the economic vitality of the community consistent with the Loveland Comprehensive Master Plan.

Develop street access policies that balance the needs of property access with safety, community mobility, and street capacity.

Develop long-term travel demand management policies that will allow the street system to maintain acceptable service levels far into the future.

Investigate all reasonable funding strategies and develop a plan and an implementation strategy that recognizes current funding realities and limitations.

Bicycle & Pedestrian/TDM Strategic Plan

Defining the City of the future for multi-modal transportation is essential to building an interconnected network for bicycle and pedestrian transportation. This plan will revisit the model utilized to define how and where facilities are placed, the cost to upgrade the existing system to that standard and a plan for implementation.

To analyze existing conditions and evaluate improvements, six measurements are considered when planning or evaluating a pedestrian system. The Pedestrian Plan calls for the continued upgrade of existing pedestrian areas through existing sidewalk replacement policies, enhancement funds, and a percentage of the street capital budget. Future pedestrian facilities will be funded primarily through development activity, as new development proposals will be held to the standards adopted under the City's codes, standards and policy statements. This ensures that the minimum acceptable service for each type of pedestrian district is attained during construction.