

Section 4: Change - 2000 to 2012

Overview

Since the 2020 Transportation Plan was adopted in 2000, Loveland and Northern Colorado have undergone tremendous change. Loveland's population has grown from 50,600 to a count of 66,859 in 2010, according to the US Census and an estimate of 68,825 in 2012. This growth has translated to growth in households, employment, shopping, and many other associated areas as well. From 2000 to 2011, Loveland grew from 28.58 to 35.21 square miles and the overall street system grew from 255 to 330 total centerline miles.

Growth

Population/Residential



As Loveland has grown, the number of housing units has correspondingly grown as well. The 2010 Census found 28,557 units in Loveland, up from 20,300 in 2000. In 2012, there are estimated to be 29,178 housing

units. The average Persons per Household continues to decline slightly from 2.49 (2000) to 2.43 (2007) and to 2.35, according to the 2010 Census. In 2010, the housing stock of Loveland was 68% single family detached separate homes. The recent recession caused the development of new housing units in Loveland to slow radically from its peak in 2006-2007. Also, due to the resulting change in the nature of housing demand, multi-family and attached single family units have

increased as a percentage of new residential construction. (Source: "City of Loveland Annual Data and Assumptions Report, February 22, 2012.")

Commercial/Industrial

Since 2000, a number of new Commercial/Industrial facilities have been constructed or expanded including Medical Center of the Rockies, McKee Medical Center, Heska, and Big Thompson Medical Group Facility. The nationwide recession caused a slowdown in the development of commercial projects in Loveland. The redevelopment of the former Agilent / HP facility as the Rocky Mountain Center for Innovation and Technology, although only in its first stages, appears to have the potential to lead to significant growth in industrial employment in Loveland.

Retail

The recession caused retail sales tax receipts in Loveland to decline considerably. Recently, sales tax collection has begun to grow again. The opening of the Super Wal-Mart on North Hwy 287 has been one of the largest recent additions to Loveland's retail base, to go along with the opening of the Promenade Shops at Centerra in October 2005 and new retail at Taft Avenue and 14th Street SW, and along Eisenhower Boulevard (US 34), east of Madison Avenue (Lowes, Target, Super WalMart, Sportsmen's Warehouse, Home Depot, numerous restaurants and other retail shops of varying sizes), and throughout the City (CO's BMW, Thunder Mountain Harley Davidson, etc).

Financial Considerations

Local Funding

Over the past twelve years, local funding has increased in two areas. Starting in 2003, the City Council has allocated up to \$2,000,000 in General Fund Sales and Use Tax revenues for transportation projects, a significant increase from previous years. Due to the amount of growth occurring in the City, additional Capital

Expansion Fees (Impact Fees required for new development) have been collected and utilized to fund various projects as well as to reimburse development for oversizing portions of projects. Over the past several years, both of these funding areas have decreased. However, it is anticipated that both areas will increase as the economy recovers.

Federal/State Funding

During this same period in which local funding has increased, State and Federal Funding has sharply declined because of no increase in Federal/State Gas Tax and more funds have been directed to maintenance. Based on forecasts, this trend is likely to continue for the foreseeable future.

Transportation Projects Completed

These changes bring both opportunities and challenges, particularly related to transportation. In Loveland, a large number of transportation projects were completed between 2000 and 2012. These include:

- **Taft Avenue**
 - Big Thompson River to old Arkins Branch Railroad, including intersection of Taft and 8th Street – Widening of through lanes, sidewalks and bike lanes and adding turn lanes
 - 43rd Street to 50th Street – widened to 4 lanes with additional turn lanes
 - Taft and 14th Street SW - Additional turn lanes
 - Taft and 43rd & 50th Intersection Improvements and Traffic Signals
 - Taft and 57th Intersection Improvements
 - Taft and Eisenhower Intersection Improvements
 - Taft and 23rd Street SW – Intersection Improvements and Traffic Signal
- **Wilson Avenue**
 - 29th to 50th – Reconstruction and widening to 4 lanes including turn lanes and bike lanes
 - West 18th Street to West 23rd Street - Median Replacement
 - Wilson and 37th – Intersection Improvements and Traffic Signal
 - Wilson and 43rd – Intersection Improvements and Traffic Signal
 - Wilson and Eisenhower - New right-turn lane, median and Traffic Signal Improvements
- 14th St SW to 6th St SW – widened to 4 lanes with sidewalk improvements.
- **43rd Street**
 - Completion of connection between Wilson and Taft
 - Cascade Avenue to Wilson – Constructed ultimate improvements
- **Boise**
 - Connection from 1st Street to Eisenhower
 - Connection from Park Drive to 37th Street
 - Boise and 1st Street – Intersection Improvements and Traffic Signal
 - Boise at Eisenhower – Intersection Improvements
- **Denver Avenue**
 - Connection from 1st Street to Eisenhower
 - Denver and Eisenhower – Intersection Improvements
- **1st Street**
 - Boise to Boyd Lake Avenue – Widening and additional turn lanes
 - Washington Avenue to Boise – Additional turn lanes
 - 1st Street and St. Louis Avenue - New Traffic Signal
 - 1st Street and Denver Avenue – New Traffic Signal
- **Rocky Mountain Avenue**
 - McWhinney Boulevard to Crossroads – completion of connection, widening to 4 lanes, additional turn lanes, new intersections, and landscaped medians
- **Crossroads Boulevard**
 - Rocky Mountain Avenue to I-25 - widen to 4 lanes, additional turn lanes, new intersection at Byrd Drive with Traffic Signal, and landscaped medians
 - New roundabouts at I-25 Ramp intersections
 - I-25 to LCR 5 – Widened to 4 lanes with additional turn lanes and new signal at Clydesdale Parkway
 - Crossroads at LCR 5 – Ultimate Intersection Improvements and Traffic Signal
- **LCR 5 (Fairground Boulevard)**
 - Construction to complete connection to SH 392
- **Centerra Parkway**
 - Construction north of Eisenhower to Crossroads Boulevard including ultimate improvements to Draft Horse Drive

- **Eisenhower (US 34)**
 - East of Wilson – New Median
 - Lincoln to Monroe – widening and addition of bike lanes
 - Madison to Greeley-Loveland Irrigation Canal – new storm sewer and roadway widening
 - Eisenhower at Mountain Lion Drive – New Intersection
 - Eisenhower at Sculptor Drive – New Intersection and Traffic Signal
 - Eisenhower at Hahn’s Peak Drive – New Intersection and Traffic Signal
 - Eisenhower at Centerra Parkway - New intersection, turn lanes, and Traffic Signal
 - Eisenhower at Madison Avenue – New continuous flow intersection
 - Monroe Avenue to Denver – Widened to 6 lanes by restriping
 - US 34 and I-25 Interim Interchange
- **I 4th Street SE (SH 402)**
 - I 4th Street SE at Lincoln - Additional turn lanes and new Traffic Signal
 - Lincoln to St. Louis - Widening, additional turn lanes, and new median
- **Lincoln (US 287)**
 - Lincoln Avenue at I 9th Street SE – New signal
- **Hahn’s Peak Drive - US 34 to Rocky Mountain Ave - New 2 lane arterial**

Planning for Development

One of the key components in the oversight of the transportation system in Loveland is the review and approval of new development. The Transportation Development Review Division of the Public Works Department is responsible for analyzing and evaluating information regarding transportation needs and improvements associated with new land developments proposed within and near the City’s municipal boundaries. The division works very closely with both the Current Planning Division of the Development Services Department and the Project Engineering and Traffic Engineering Divisions of the Public Works Department. These departments collaborate closely with one another and with all other City departments involved in the review of new development projects.

The primary objectives of the Transportation Development Review Division are to:

- Identify facilities necessary to serve transportation needs in the community, and
- Ensure that these facilities are designed and constructed for the safety and convenience of the traveling public.

Other Considerations

Other items affecting change from 2000 to today include:

- **Environmental Requirements** – Focus has increased in this area with respect to discharge of stormwater from construction sites, impacts on historical structures, and items related to Environmental Justice.
- **Americans with Disabilities Act (ADA) Needs** – In the time since the ADA was originally passed, increased emphasis on mobility for a broader cross range of the population has changed the way transportation projects are designed and constructed, in many cases adding to the complexity of projects.
- **Demographics of Loveland Population** – As the Baby-Boomers age, this shift in the population will affect the shape of the community today and going forward. Aging population trends will contribute to additional transit needs and growth in alternative mode selection. The tie between aging, social interaction, and transportation presents a clear opportunity to influence transportation policy and investments.

