

Section 9: Recommendations

The 2020 Transportation Plan was the City of Loveland's first major transportation planning effort aimed at identifying the City's needs from 2000 through the City's projected build out. The 2035 Transportation Plan represents a further update to that plan building on the 2030 Transportation Plan, and as such, additional opportunities for continuing improvement have been identified. This section outlines those forthcoming plan improvements, as well as the newly defined public participation program.

Short-Term Strategic Plans

Several critical areas require sub-level strategic plans for defining and improving plan conditions in both the short and long term. The following plans will be developed with public participation

Vibrant Corridors Strategic Plan

The tone of a community for both visitors and residents is often defined by the most highly traveled corridors in a City. Based on this premise, and working with the City's Community Development and Cultural Services arms, the most prominent corridors in the City will be evaluated for aesthetic issues and plans will be defined for the enhancement of these corridors.



The goal of this planning will be to define a vision for the vibrancy of these areas, including landscaping, visual art, welcoming character, and consistency with the City's personality. These efforts will be based upon the visions defined in the community's Comprehensive Master Plan. Based upon this evaluation and plan, programming will begin to develop initiatives aimed at aiding existing property owners and new development in contributing to the vibrancy of these corridors.

Street/Pavement Maintenance Strategic Plan

The City of Loveland tracks all pavement surfaces in the City for level of performance. This plan will define the steps necessary, expenditures required, and financing options for maintaining and upgrading existing roadways. This plan will further build on the outstanding program already in place at the City.



Bicycle & Pedestrian Plan

Defining the City of the future for multi-modal transportation is essential to building an interconnected network for bicycle and pedestrian transportation. This initial plan was developed and adopted on May 1, 2012. Periodic updates to this plan will be necessary to keep it current. Like other components of this Plan, ongoing community engagement to continuously grow and improve the system, plus build bicycling participation and education is essential. Demographic changes in the community will drive additional pedestrian improvements as our population ages and less people drive and seek other modes of travel.

Railroad Crossings Strategic Plan

Loveland has 24 railroad crossings, only 76% of which are currently either grade separated or protected with gates and/or signals. Investments in crossing infrastructure are shared between rail companies and the City of Loveland. With increasing frequency nationwide of railroad and pedestrian or vehicle interactions, the necessity to define the rail crossing issues and build a strategic plan for improvements with our rail partners is essential. No such plan has been previously developed in Loveland.



Public Participation Program

Since 2000 the City of Loveland has significantly redefined public participation in the transportation planning process including not just macro planning at the City-wide level but also neighborhood planning at the project level. These efforts include traffic calming, route planning, transit planning, and the City's Comprehensive Master Plan. The City of Loveland has also added a citizen Transportation Advisory Board (TAB) to guide the public input process.

Using this model, the City will seek input on the individual strategic plans to be defined in the next steps of the transportation master planning process, transit related system changes and improvements, neighborhood issues associated with projects, and general feedback and input on transportation efforts. The City will also continue to be a supporting player in public participation programs by the Colorado Department of Transportation (CDOT) and the North Front Range Metropolitan Planning Organization (NFR MPO), as well as our neighboring communities and Larimer County.