



CONNECT

LOVELAND



EXISTING CONDITIONS

FEHR & PEERS | APRIL 2019





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01

WHERE WE ARE TODAY

Founded along the Colorado Central Railroad and namesake of the Railroad president, the City of Loveland has deep roots as a transportation hub for northern Colorado. Nearly 150 years later, the transportation network in the City has evolved to include major roadways and to host crossroads that serve the mobility and commerce needs of the wider region. Locally, Loveland has enjoyed decades of growth; City boundaries have expanded to form a community that blends historic character with new development.



Connect Loveland, a multifaceted effort to update the City’s street network, transit system, and bicycle and pedestrian facilities, must be underpinned by a thorough understanding of the current transportation network and how it serves both Loveland and connects to the surrounding region. This summary, as well as Connect Loveland, addresses all modes operating within the City—vehicles, bicyclists, pedestrians, and transit. This existing conditions summary also details all aspects of the transportation network, including recent shifts in traffic volumes, safety concerns, the existing bicycle and pedestrian network, and transit service as well as demographic indicators, land use trends, and economic data.

The existing conditions summary:

- Highlights where Loveland’s transportation system is today by describing the existing multimodal networks
- Identifies opportunities for Loveland to offer improved mobility and access for residents and visitors
- Reviews recent City and regional plans that Connect Loveland will update
- Builds off the established policies, goals, objectives, and public input from recent plans
- Analyzes data of the existing state and historical trends of the transportation system including demographics, employment, land use, bicycle and pedestrian facilities, crashes, transit services, and vehicle performance
- Informs key gaps or inefficiencies

Connect Loveland will build on the analysis of existing conditions, to offer a complete vision for what mobility and accessibility in the City will look like in 2040 along with a roadmap for achieving the planned networks. This summary will be a single chapter in the Connect Loveland final document.





02

EXISTING PLANS AND POLICIES

Connect Loveland will update and build off the recommendations, goals, objectives, and vision set by existing plans for all transportation modes. Connect Loveland will identify accomplishments from previous planning efforts, highlight any actions not yet taken, and provide new opportunities for improving local and regional transportation options in Loveland. These existing Plans also included extensive public outreach and stakeholder engagement efforts in order to establish visions for the community, policies and goals. It is important that Connect Loveland considers and is consistent with the priorities and values identified in these planning efforts while also performing its own comprehensive outreach effort acknowledging that these values evolve over time. The City has also grown and implemented a number of recommendations since the adoption of these plans; Connect Loveland will provide updates that reflect these changes and progression. In order to show the progress made since the adoption of these

Plans, Connect Loveland will utilize previously applied performance measures to track implementation and successes for each mode.

A summary of the 2035 Transportation Plan, the 2012 Bicycle and Pedestrian Plan, and the 2009 Transit Plan Update is provided. For each Plan, applications to Connect Loveland are identified, major goals are highlighted, along with recommendations, and proposed performance measures.

In addition, this review of existing plans and policies also summarizes additional local and regional plans, listed below, that have relevance to Connect Loveland:

- 2015 Create Loveland Comprehensive Plan
- 2014 Parks and Recreation Master Plan
- 2009 Transfort Strategic Plan
- 2016 Non-Motorized Plan (NFRMPO)
- 2040 Regional Transportation Plan (NFRMPO)
- 2040 Regional Transit Element (NFRMPO)

2035 TRANSPORTATION PLAN

The 2035 Transportation Plan was adopted in 2012 and served as an update to the 2030 Transportation Plan that had been completed in 2007. The stated goals of this Plan were to: develop policies that recognize the connection between land use and transportation; plan a safe, efficient and continuous multimodal network; develop a transportation plan that respects the physical environment; sustain the economic vitality of the community; balance property access with safety, mobility, and street capacity; maintain acceptable level of service through transportation demand management policies; and consider all reasonable current and future funding sources. Connect Loveland will consider these goals and update them as determined through public outreach and the planning process.

STREETS

The 2035 Plan includes a Street Plan that was assembled with the primary goal of ensuring that any improvements maintain ease of travel while not exceeding an LOS threshold of C (D on State Highways). The Plan sought to achieve this goal by proposing new streets, widening some existing streets, adding through lanes, and adding both center and intersection turn lanes (**Figure 1**). In addition, the Plan recommended more funding for the Pavement Management Program in order to maintain a state of good repair on existing and new facilities.

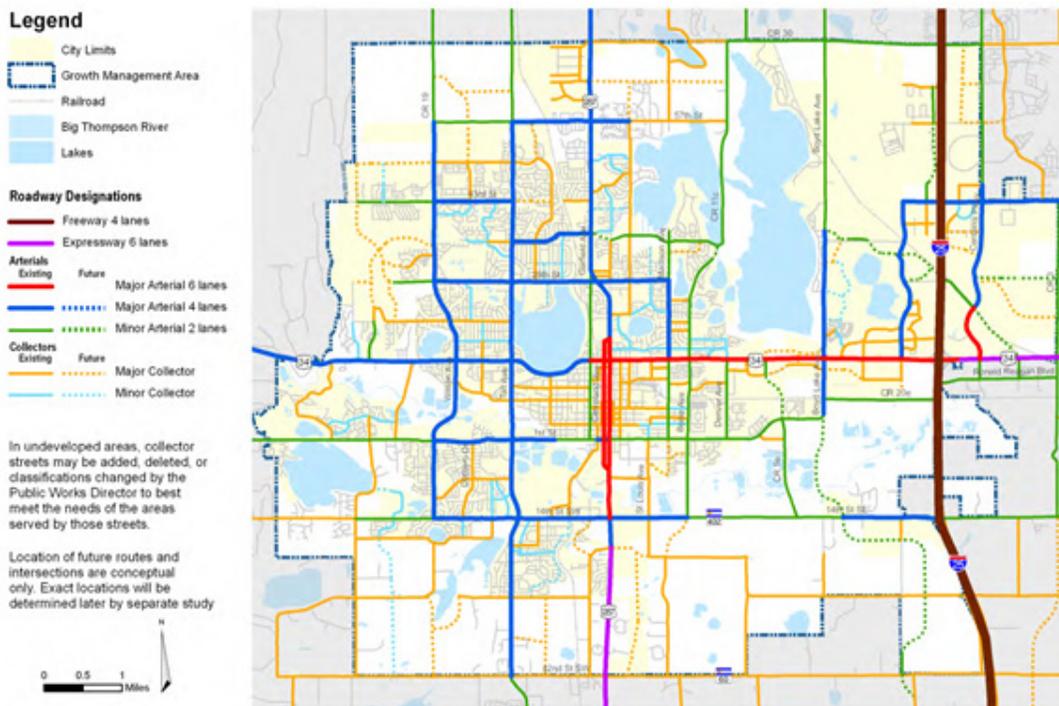


Figure 1. 2035 Loveland Street Plan

MULTIMODAL

The 2035 Transportation Plan primarily refers to the recommendations for additional services and facilities made in the 2009 Transit Plan and 2012 Bicycle and Pedestrian Plan.

EVALUATION

The 2035 Transportation Plan listed performance measures that could be used to evaluate progress towards achieving Plan goals. Performance measures were divided into evaluations for Intelligent Transportation Systems, Travel Demand Management, Transit, Bicycle/Pedestrian improvements, and Street Maintenance. Connect Loveland will work to apply these performance measures as closely as possible, to track progress consistently and transparently over time.

The 2035 Plan applied the following measures to track:

- Overall progress (such as total lane miles, average travel times, total traffic signals)
- Intelligent Transportation (such as total signals served with fiber, visual camera data stations)
- Travel Demand Management (such as SmartTrips participation, vehicle miles avoided)
- Transit (such as passenger ridership, cost per trip, fare revenue)
- Bike/pedestrian (such as total bike facilities, gaps in system percentage, total pedestrian facilities)
- Street maintenance (such as cost per mile to maintain, cost per mile to construct)

2012 BICYCLE AND PEDESTRIAN PLAN

The Loveland 2012 Bicycle and Pedestrian Plan was undertaken to foster quality of life improvements, increase access to transportation for non-drivers, meet latent demand for walking and biking, leverage Loveland's favorable weather and topography, providing better access to a low-cost transportation, and improving economic vitality. Planning efforts were geared towards achieving the following plan goals:

- Provide a safe multimodal network to access destinations.
- Fill in the missing bicycle and pedestrian segments and provide for safe intersection crossings.
- Design and develop a "complete streets" bicycle and pedestrian system that adheres to local, state and national codes.
- Instill bicycle and pedestrian safety, awareness and encouragement through education programs for all levels and abilities for bicyclists, pedestrians and motorists, and promote the appropriate use of traffic and code enforcement.
- Develop a sustainable and reliable source of bicycling and pedestrian funding.

With these goals, the proposed bicycle and pedestrian networks shown in **Figures 2** and **3** were developed.

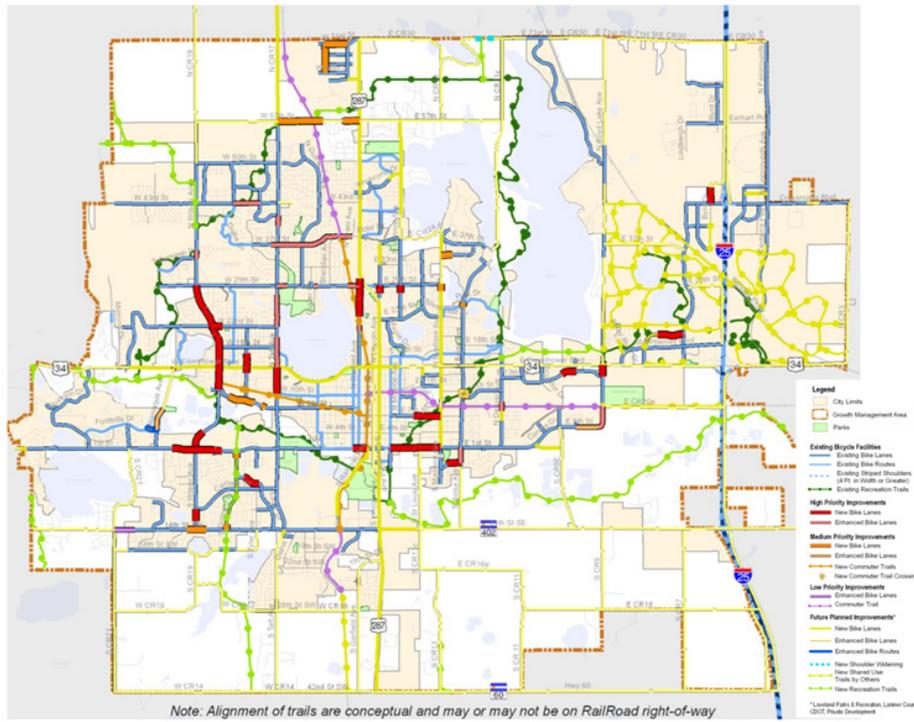


Figure 2. Loveland 2012 Proposed Bicycle Facility Network

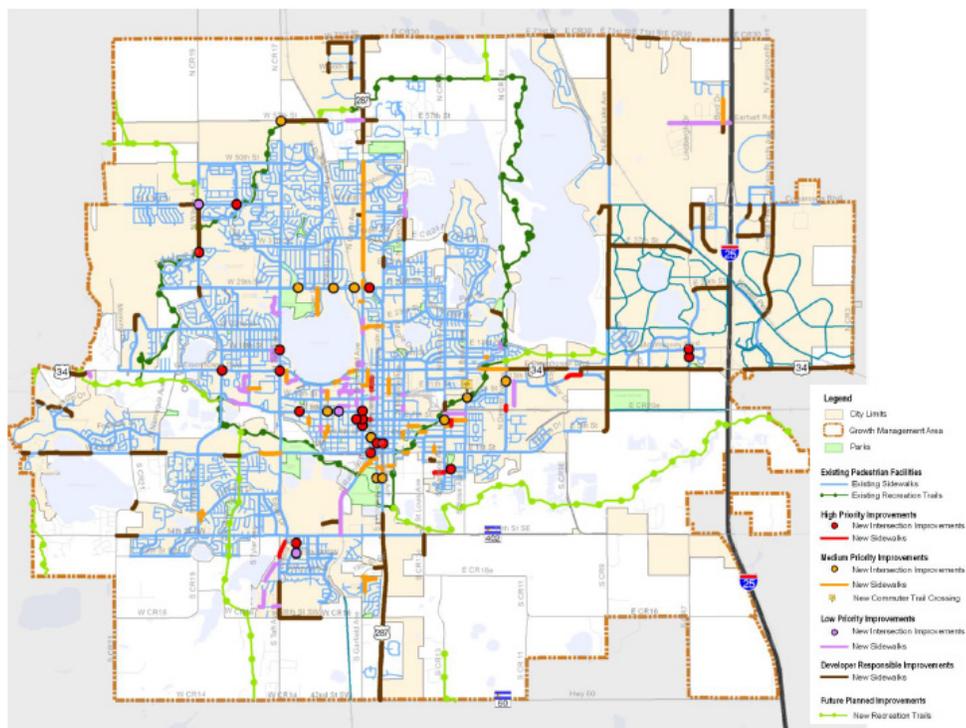


Figure 3. Loveland 2012 Proposed Pedestrian Facilities

In addition to a list of projects, the plan included the following policy recommendations for achieving improvements in the bicycle and pedestrian networks:

1. Code enforcement – by emphasizing enforcement of existing rules, like requiring new developments provide bicycle and pedestrian facility improvements, Loveland can ensure that ongoing efforts to improve multimodal facilities are successful.
2. Coordination – With the 2009 reorganization of the Loveland Public Works Department, a Bicycle and Pedestrian Program Manager position was added. This individual was to be responsible for ensuring bicycle and pedestrian projects came to fruition and was also to be responsible for coordinating planning efforts with other local, regional, and state agencies.
3. Beyond just providing new bicycle and pedestrian facilities, the plan called for placing greater emphasis on the 5 E's: Engineering, Education, Enforcement, Encouragement, and Evaluation.

To evaluate progress on plan goals, the following performance measures were slated to be tracked by the Public Works Department:

- Total bicycle facilities
- Percent change in bicycle facilities
- System missing link percentage
- Total pedestrian facilities
- Percent change in pedestrian facilities
- Percent pedestrian facilities that are ADA-compliant

Connect Loveland will update the 2012 Bicycle and Pedestrian Plan by considering updating goals, policies, and performance measures. It will also determine the facilities implemented since the 2012 Plan in order to inform recommendation and priorities for creating low-stress and connected bicycle and pedestrian networks moving forward.

2009 TRANSIT PLAN UPDATE

The 2009 Transit Plan process was a partnership effort between City of Loveland Transit (COLT), Transfort (the City of Fort Collins transit provider), and the Poudre School District to update the 2004 COLT Transit Plan. The Plan identified five goals:

1. Develop an expanded transit system focused on productivity and performance to serve the Loveland area.
2. Provide enhanced mobility for seniors, youth, disabled, and transit dependent.
3. Develop a public transportation system that reduces roadway related costs for maintenance, right-of-way acquisition, and construction.
4. Provide funding recommendations to fully implement the Transit Plan update.
5. Stimulate the local economy through investment in public transportation infrastructure and operations.

Three phases for transit improvements were recommended. The recommendations highlighted a need to improve both local and regional service by adding routes, facilities, and expanding service span (**Figure 4**). The 2009 Transit Plan included capital and operating expense needs to fulfill the

recommendations of each phase. The implementation timeline was envisioned to take place over seven years and to be monitored using trend analyses and peer system comparisons. The following measures would be used to analyze trends:

- Vehicle hours of service operated
- Vehicle miles of service operated
- Passenger boardings or unlinked trips
- Passenger fares collected
- Operating expenses
- Maintenance road calls
- Incidents
- Passenger complaints

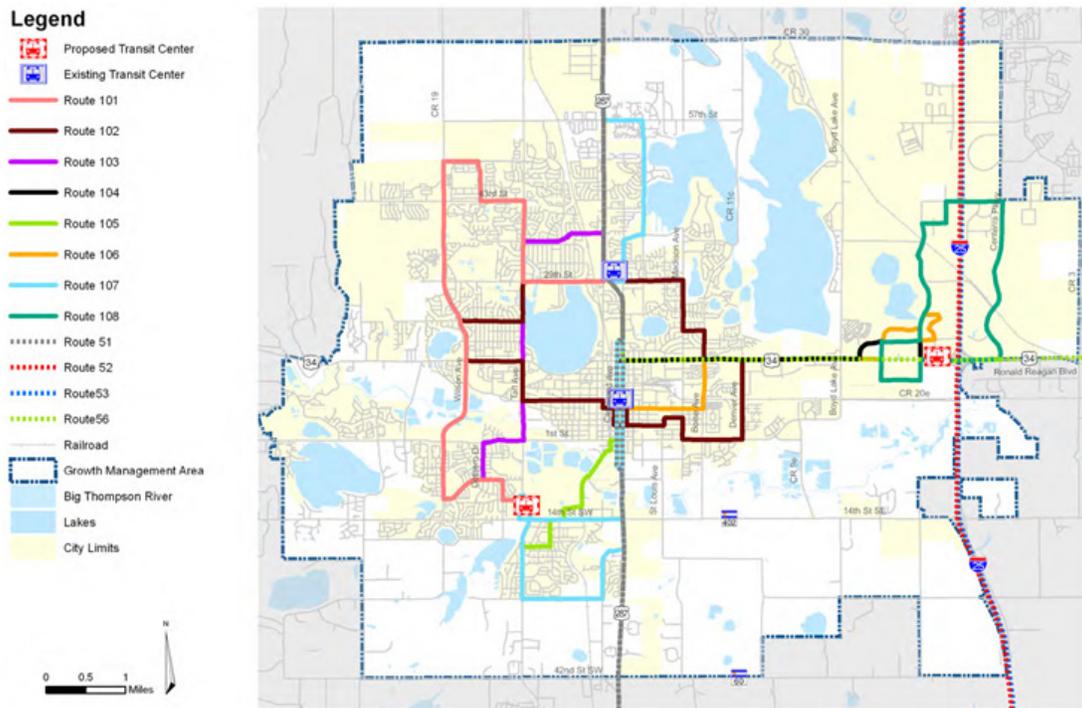


Figure 4. Three phases of improvements in the 2009 Transit Plan Update

A lot has changed in the local and regional transit system over the last decade. Connect Loveland will reassess goals, performance measures, and recommended service improvements in the context of new regional routes, emerging mobility options, and growth of the community.

2015 CREATE LOVELAND COMPREHENSIVE PLAN

The 2015 Comprehensive Plan, entitled “Create Loveland,” considered all aspects of community living in the City of Loveland and was divided into nine plan elements that collectively advance land use practices, planning for strategic areas, market-supported development opportunities, health and safety of the built environment, and a City that is resilient and fiscally successful. Three of the elements, “A Commitment to a Downtown Renaissance,” “Revitalize our Corridors and Gateways,” and “Create a Connected and Accessible Community” all have supporting policies that involve the transportation network.

The policies that are most closely related to the Connect Loveland planning effort are listed below. These policies are applied to Connect Loveland by informing recommendations and priorities of transportation infrastructure programs and policies.

1. Plan a safe, efficient, coordinated and convenient multimodal transportation system.
2. Provide infrastructure to make walking and bicycling convenient and viable for all types of trips and for all ages, abilities, and income levels.
3. Make the COLT bus system a convenient, efficient and functional choice.
4. Establish and maintain convenient connections between neighborhoods and to local destinations.
5. Establish a sustainable financing foundation for a transportation system that provides dependable mode options with the ability to accommodate Loveland’s growth.

There is deep connection between land use and transportation. It is important therefore that Connect Loveland refers to Create Loveland to ensure that the transportation network adequately serves area of growth and instills a focus on community vitality, safety, health, and equity.

2014 PARKS AND RECREATION MASTER PLAN

The 2014 Parks and Recreation Master Plan effort provided a framework for the growth, management, and development of parks, open lands, public grounds, golf courses, recreation facilities, trails, and programs. An analysis of community desires for parks and recreation facilities found certain concerns that overlap with transportation planning efforts:

- Loveland provides fewer trails and pathways than Fort Collins, Longmont, and Boulder
- The community needs an additional 75 miles of trails to support recreation, connectivity, and better access to City parks and community destinations

As a result, the Parks and Recreation Master Plan identified an interconnected trail system that moves beyond the single loop trail towards creating a trail network that provides local and regional access as a key policy initiative. The Master Plan includes a list of policies for advancing trail access like establishing service level guidelines for trails provision (one mile of hard-surfaced trails for every 3,000 residents and one mile of soft-surfaced trails for every 5,000 residents) and constructing trail underpasses at all state/federal highways within the City. Recommendations in Connect Loveland work to reach the targets identified in this Plan, as well as to create a multimodal network

that provides comfortable access to parks and on-street connections to trails.

2009 TRANSFORT STRATEGIC PLAN

Done in collaboration with the City of Loveland Transit agency, the City of Fort Collins Transfort Strategic Plan represented a coordinated effort to update the 2002 Transfort Strategic Operating Plan. Development of the Plan was guided by six goals:

1. Develop an expanded transit system focused on productivity and performance to meet the Transportation Master Plan and City Plan Policies.
2. Meet and exceed the 2008 Climate Action Plan Goal for Transportation CO2 reductions by 2020.
3. Provide enhanced mobility for seniors, youth, disabled, and transit dependent.
4. Develop a public transportation system that reduces roadway related costs for maintenance, right-of-way acquisition, and construction.
5. Provide funding recommendations to fully implement the Transit Strategic Plan.
6. Stimulate the local economy through investment in public transportation infrastructure and operations.

The Transfort Plan shares the same goals as the 2009 Loveland Transit Plan Update, with the added goal of meeting the Fort Collins Climate Action Plan goal for reducing carbon dioxide emissions. Recommended regional transit connections identified in the Loveland 2009 Transit Plan Update are also included in the 2009 Transfort Strategic Plan.

Fort Collins City Council approved an update to the Transfort Strategic Operating Plan and the proposed Transit Plan Update is scheduled to go before City Council for approval in April 2019. If approved, there will be a new set of recommended Transfort service updates that may impact Loveland and should be considered in the Connect Loveland process.

2016 NON-MOTORIZED PLAN (NFRMPO)

The North Front Range Metropolitan Planning Organization (NFRMPO) Non-Motorized Plan, a federally required Regional Transportation Plan, provides a summary of the existing bicycle and pedestrian facilities, design standards, and data in the region. This Plan calls out the 12 Regional Bicycle Corridors, six of which have segments in Loveland. The identified Big Thompson River Trail, Great Western Railroad and rail to trail, the North Loveland/Windsor network, Front Range Trail, Little Thompson River Trail, and the US-34 Trail provide important, key regional connections. They are backed politically and some corridors have dedicated funding sources. In addition to these regional corridors, this plan identifies potential funding sources, equity considerations, and emerging technology and trends in the region.

Connect Loveland should build on these recommendations by working to implement regional trail connections as well on-street facilities that provide comfortable access to these trails.

2040 REGIONAL TRANSPORTATION PLAN (NFRMPO)

The North Front Range Metropolitan Planning Organization (NFRMPO) Regional Transportation Plan serves as one of the 15 federally required Regional Transportation Plans in Colorado. It is the transportation plan for the cities of Evans, Fort Collins, Greeley, and Loveland; the towns of Berthoud, Eaton, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor; and portions of unincorporated Larimer and Weld counties.

The Plan has four main goals:

1. Foster a transportation system that supports economic development and improves residents' quality of life.
2. Provide a transportation system that moves people and goods safely, efficiently, and reliably.
3. Provide a multimodal system that improves accessibility and transportation system continuity.
4. Optimize operations of transportation facilities.

The Plan includes recommendations that have impacts on Loveland including changes to I-25, US-34, US-287, and improved regional trail connections that serve Loveland, specifically the Big Thompson River trail.

2040 REGIONAL TRANSIT ELEMENT (NFRMPO)

As part of the broader Regional Transportation Plan effort, the NFRMPO also develops a Regional Transit Element. The 2040 Transit Element identified nine corridors for future transit service. The following projects would directly impact Loveland:

- Regional bus route between Loveland and Greeley along US-34
- New Bustang route along US-34 through Loveland
- Commuter rail line along I-25 between Fort Collins and Longmont that would serve Loveland





03

DEMOGRAPHIC CONDITIONS AND TRENDS

DEMOGRAPHIC TRENDS

Demographic and housing conditions and trends are summarized in this section to understand the composition of the City's resident base and how recent trends may impact transportation needs. The major demographic findings are:

- The City of Loveland grew in population significantly over the past 40 years, increasing by an average of 1,260 residents per year since 1980. While population growth in the past 10 years has been steady, it has not matched the rate of new residents per year as experienced in the 1990s and early 2000s.
- The composition of the City's population and households has shifted since 2000. The City's residents are now much older on average, and are also older than the Countywide population

average. The number of family households and households with children have decreased significantly over this time.

- The composition of the City's housing stock has not changed as much as the household and family composition. The mix of housing types has only changed slightly, with an increase in attached and multifamily housing units. While the mix of new residential construction has become more evenly split between single family and multifamily since 2010, there has been a concurrent decrease in attached housing development.

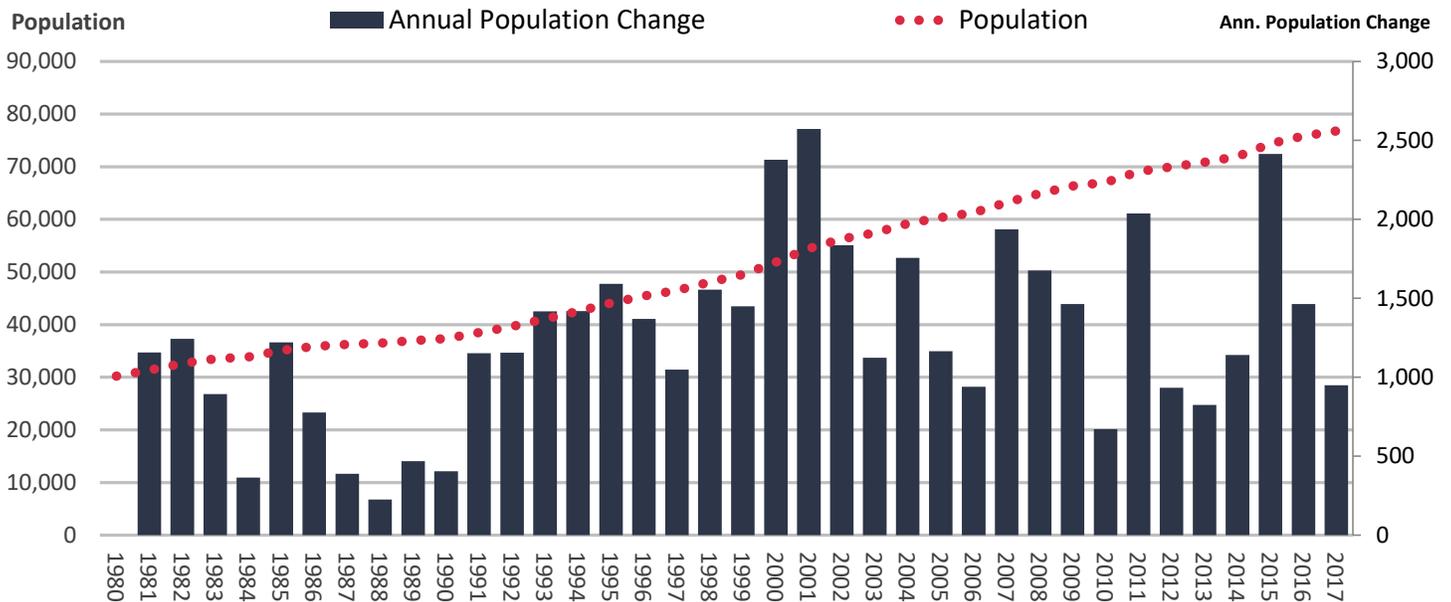
POPULATION AND HOUSEHOLDS

The City of Loveland has a population of 76,700 residents and continues to grow steadily. The City's

population has increased by 46,580 since 1980 - an average of 1,260 new residents per year. The largest period of population growth for the City over this time occurred in the 1990s and early 2000s, as shown in **Figure 5**.

The City of Loveland accounts for 22 percent of Larimer County’s population, as shown in **Table 1**. Loveland’s share of the County population has remained consistent over the past two decades; however, the City has captured a greater share of County households over this time. The City now has 25 percent of all County households, an increase from 20 percent in 2000. Since 2000, Loveland has captured 28 percent of the population growth and 36 percent of household growth in the County. The City’s population has grown at an annual rate of 1.9 percent since 2010, a decrease from the 2.5 percent growth rate from 2000 to 2010. Current annual growth in the City matches the County’s rate of 1.9 percent.

LOVELAND POPULATION, 1980 TO 2017



Source: CO State Demographer

Figure 5. Loveland Population, 1980 to 2017

LOVELAND POPULATION AND HOUSEHOLDS, 2000 TO 2017

	2000	2010	2017	Change 2000-2017			Change 2010-2017		
				Total	Ann.#	Ann. %	Total	Ann.#	Ann. %
Population									
Loveland	50,608	67,100	76,702	26,094	1,535	2.5%	9,602	1,372	1.9%
Larimer County	251,494	300,637	343,976	92,482	5,440	1.9%	43,339	6,191	1.9%
% of County	20%	22%	22%	28%			22%		
Households									
Loveland	19,741	27,153	33,384	13,643	803	3.1%	6,231	890	3.0%
Larimer County	97,164	123,581	134,709	37,545	2,209	1.9%	11,128	1,590	1.2%
% of County	20%	22%	25%	36%			56%		

Table 1. Larimer County and Loveland Population and Households, 2000 to 2017

Source: US Census Decennial Census and ACS 1-Year; Economic & Planning Systems

INCOME

The average household income in the City of Loveland is \$73,834, lower than the Countywide average of \$89,304. The median household income in the City is shown in **Figure 6**.

LOVELAND HOUSEHOLD INCOME BY RANGE, 2017

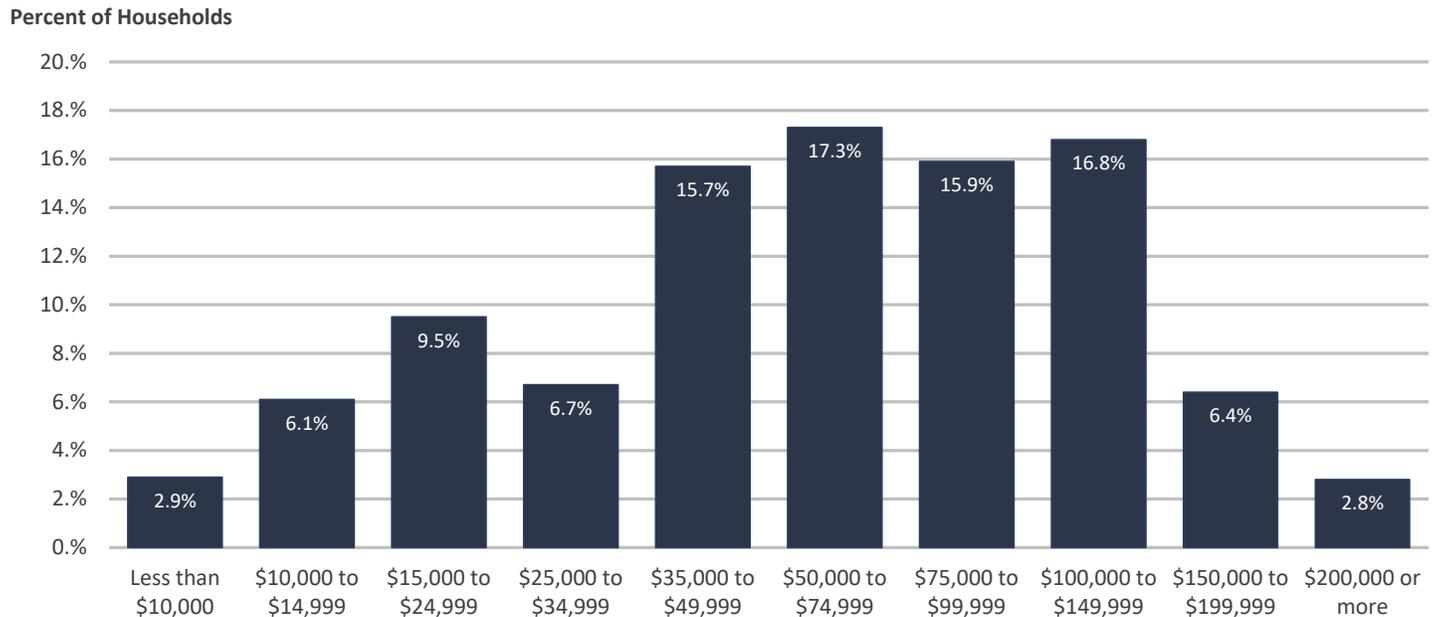
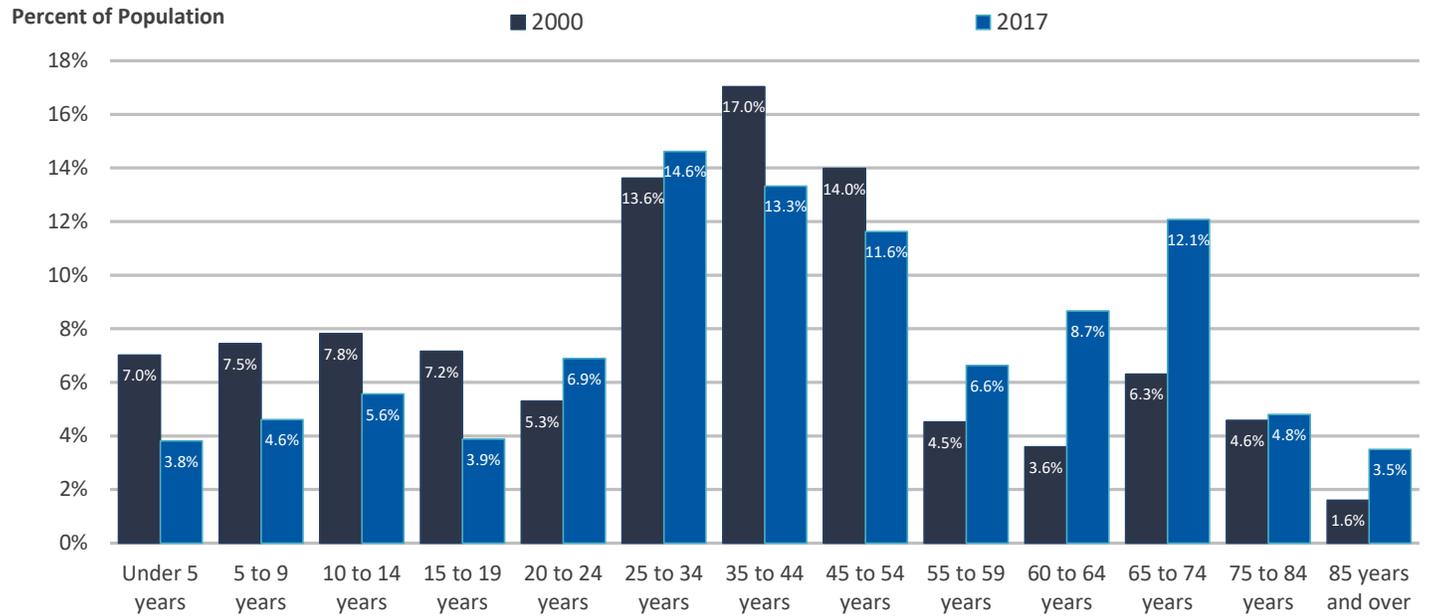


Figure 6. Loveland Household Income by Range, 2017

AGE

The age of Loveland's residents has shifted significantly since 2000. The median age of residents in Loveland today is 43 years; in 2000, the median age was 36 years. Compared to 2000, the City of Loveland has significantly fewer residents under the age of 24 (25 percent of the population today, compared to 35 percent in 2000), and has experienced a similar increase in residents age 45 to 75 years old (39 percent today compared to 28 percent in 2000), as shown in **Figure 7** on the next page.

LOVELAND AGE BY RANGE, 2000 TO 2017



Source: U.S. Census; Economic & Planning Systems

Figure 7. Loveland Age by Range, 2000 to 2017

HOUSING TRENDS

Housing patterns have substantial influence on how people travel. Higher population-density areas that add housing quickly experience different impacts on the transportation network than rural areas. Household composition also makes a difference; non-family households make direct trips from home to their destination, while families need to take trips that involve multiple destinations. Examining housing trends in Loveland can help inform decisions that will be made about transportation during the Connect Loveland process. The City of Loveland had a slightly higher percentage of renter households in 2017 than in 2000, with this figure increasing modestly from 31 percent in 2000 to 33 percent in 2017, as show in Figure 8. Owner-occupied households still represent the majority of households in Loveland.

LOVELAND HOUSING TENURE, 2000 TO 2017

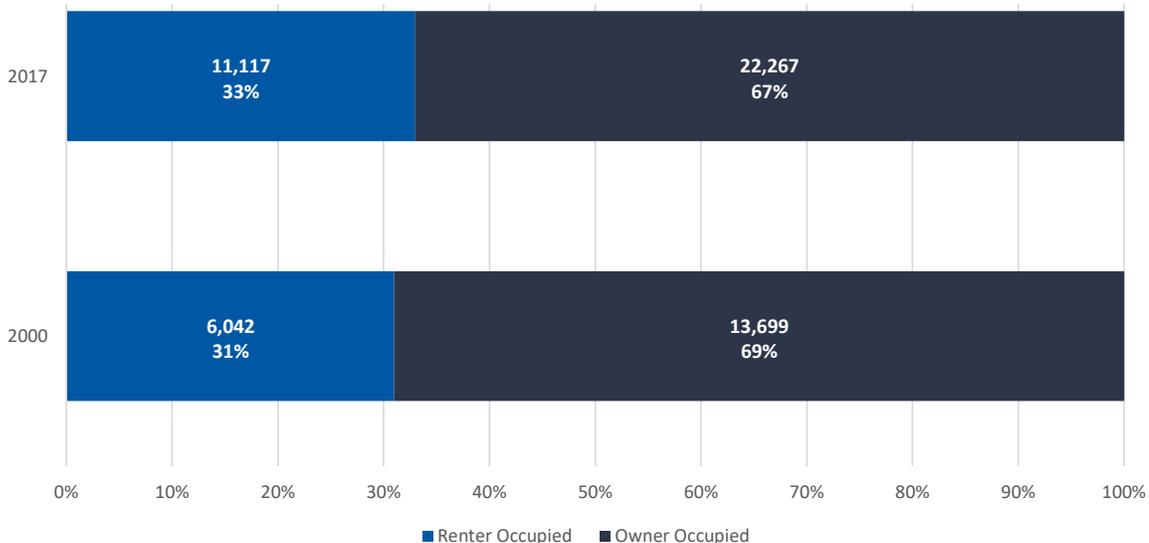


Figure 8. Loveland Housing Tenure, 2000 to 2017

HOUSING COMPOSITION

The average household size in the City of Loveland has decreased significantly since 2000. The average household size was 2.55 persons per household in 2000 and has decreased to 2.28, as shown in **Table 2**. In 2000 the City had a larger average household size than the County, however the average household size in Loveland is now lower than the County average size of 2.48.

LOVELAND HOUSEHOLD SIZE, 2000 TO 2017

Description	2000	2017
Loveland	2.55	2.28
Larimer County	2.52	2.48

Source: US Census; Economic & Planning Systems

Table 2. Loveland Household Size, 2000 to 2017

The split between family and non-family households in Loveland has changed over the past 17 years. In 2000, 71 percent of households were considered family households (2 or more related people in same household). This percentage has decreased to 60 percent, as shown in **Table 3**.

LARIMER COUNTY AND LOVELAND HOUSEHOLD COMPOSITION, 2000 TO 2017

Description	2000	2017	2000-2017				
			Total	Ann. #	Ann. %		
Loveland							
Family Households	14,037	71%	19,907	60%	5,870	345	2.1%
Non-Family Households	5,704	29%	13,477	40%	7,773	457	5.2%
Households with Individuals under 18	7,377	37%	6,578	20%	-799	-47	-0.7%
Larimer County							
Family Households	63,197	65%	80,859	60%	17,662	1,039	1.5%
Non-Family Households	33,967	35%	53,850	40%	19,883	1,170	2.7%
Households with Individuals under 18	32,451	33%	32,091	24%	-360	-21	-0.1%

Source: US Census; Economic & Planning Systems

Table 3. Larimer County and Loveland Household Composition, 2000 to 2017

The mix of housing in the City of Loveland has changed slightly since 2000. Multifamily and single family attached housing units now make up a slightly greater share of the overall housing mix, accounting for 31 percent of all housing units compared to 27 percent in 2000, as shown **Table 4**. Examples of attached housing units are apartment style homes where multiple households have adjoining walls. This contrasts with detached housing, which is a single home on a parcel of land. The housing mix in Loveland is similar to the overall mix in the County.

LARIMER COUNTY AND LOVELAND HOUSING STRUCTURE BY UNITS, 2000 TO 2017

Description	2000		2017		2000-2017		
	Total	Ann. #	Total	Ann. #	Total	Ann. #	Ann. %
Loveland							
Single Family Detached	14,250	70%	24,290	67%	10,040	591	3.2%
Single Family Attached	2,244	11%	4,577	13%	2,333	137	4.3%
Multifamily (3+ units)	3,303	16%	6,698	19%	3,395	200	4.2%
Mobile Home, Boat, RV, Van, etc.	<u>524</u>	<u>3%</u>	<u>614</u>	<u>2%</u>	<u>90</u>	<u>5</u>	<u>0.9%</u>
Total	20,321	100%	36,179	100%	15,858	933	3.5%
Larimer County							
Single Family Detached	69,824	66%	100,652	68%	30,828	1,813	2.2%
Single Family Attached	9,557	9%	12,944	9%	3,387	199	1.8%
Multifamily (3+ units)	19,450	18%	28,610	19%	9,160	539	2.3%
Mobile Home, Boat, RV, Van, etc.	<u>6,561</u>	<u>6%</u>	<u>6,346</u>	<u>4%</u>	<u>-215</u>	<u>-13</u>	<u>-0.2%</u>
Total	105,392	100%	148,552	100%	43,160	2,539	2.0%

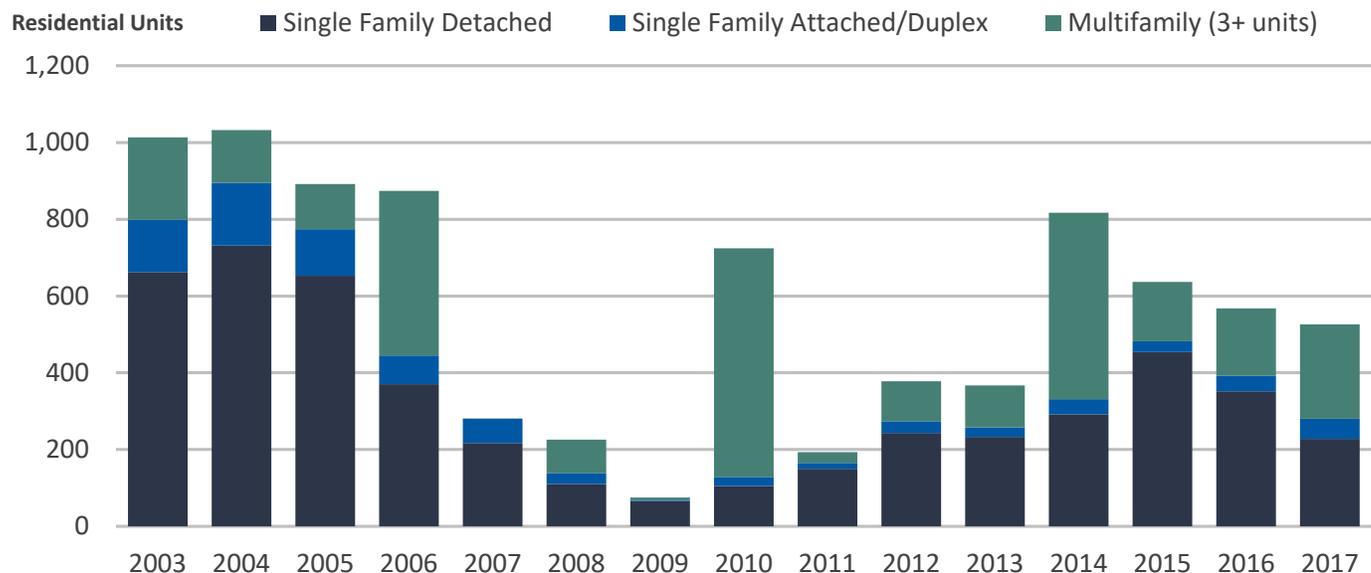
Table 4. Larimer County and Loveland Housing Structure by Units, 2000 to 2017

Source: US Census; Economic & Planning Systems

HOUSING DEVELOPMENT TRENDS

Housing development in Loveland decreased significantly in 2007 due to the national economic recession, as shown in **Figure 9**. Housing construction has increased since 2014, but still significantly less than experienced prior to 2007. Single family homes have accounted for 57 percent of the permitted units in the City of Loveland since 2003. Despite recent recovery, the rate of housing development in the City is still lower than the rate experienced in the early 2000s. From 2003 to 2006 the City of Loveland permitted an average of over 950 units per year, however since 2014 the average has been only 637 units per year.

RESIDENTIAL BUILDING PERMITS, 2003 TO 2017



Source: Economic & Planning Systems

Figure 9. Residential Building Permits, 2003 to 2017



04

EMPLOYMENT CONDITIONS AND TRENDS

The economic and employment conditions and recent trends in the City of Loveland and Larimer County are summarized below. The major findings from analysis of the economic base, employment trends, and non-residential development trends are:

- The Larimer County economy is growing at a strong rate. Larimer County has added nearly 5,000 jobs per year since 2010. The amount of annual job growth is greater than that experienced in the 1990s.
- Loveland is a major retail and health care hub serving northern Colorado. Employment in these industries is growing at greater rates than other industries. Loveland also has a large concentration of manufacturing jobs.
- The I-25 Corridor has become the center of economic activity within the Larimer and Weld County region. The portions of Loveland along I-25 have become a major economic center for the northern Colorado region. The intersection of I-25 and US-34 has become a major attractor of retail and industrial space as the area is the most attractive location for businesses serving the region. The region has increased in logistics and distribution-oriented uses and development types as the region. The I-25 corridor provides the major link between communities and has attracted more development activity. Northern Loveland has also attracted additional industrial and retail development serving both the Loveland and Fort Collins communities.

REGIONAL ECONOMIC BASE

The Fort-Collins-Loveland Metropolitan Statistical Area (MSA) had 173,000 jobs as of the end of 2018. Employment in the MSA (which consists of Larimer County) has grown quickly at 3.3 percent annually since 2010, adding nearly 5,000 jobs per year over this time as shown in **Figure 10**. While the rate of employment growth from 2010 to 2018 is lower than the MSA experienced in the 1990s, the annual amount of new jobs added to the MSA over this time is greater than job growth in the 1990s. Employment growth has outpaced housing growth in the County since 2010, indicating that employees of new jobs are living outside of the County .

FORT COLLINS-LOVELAND MSA EMPLOYMENT CHANGE, 1990 TO 2018

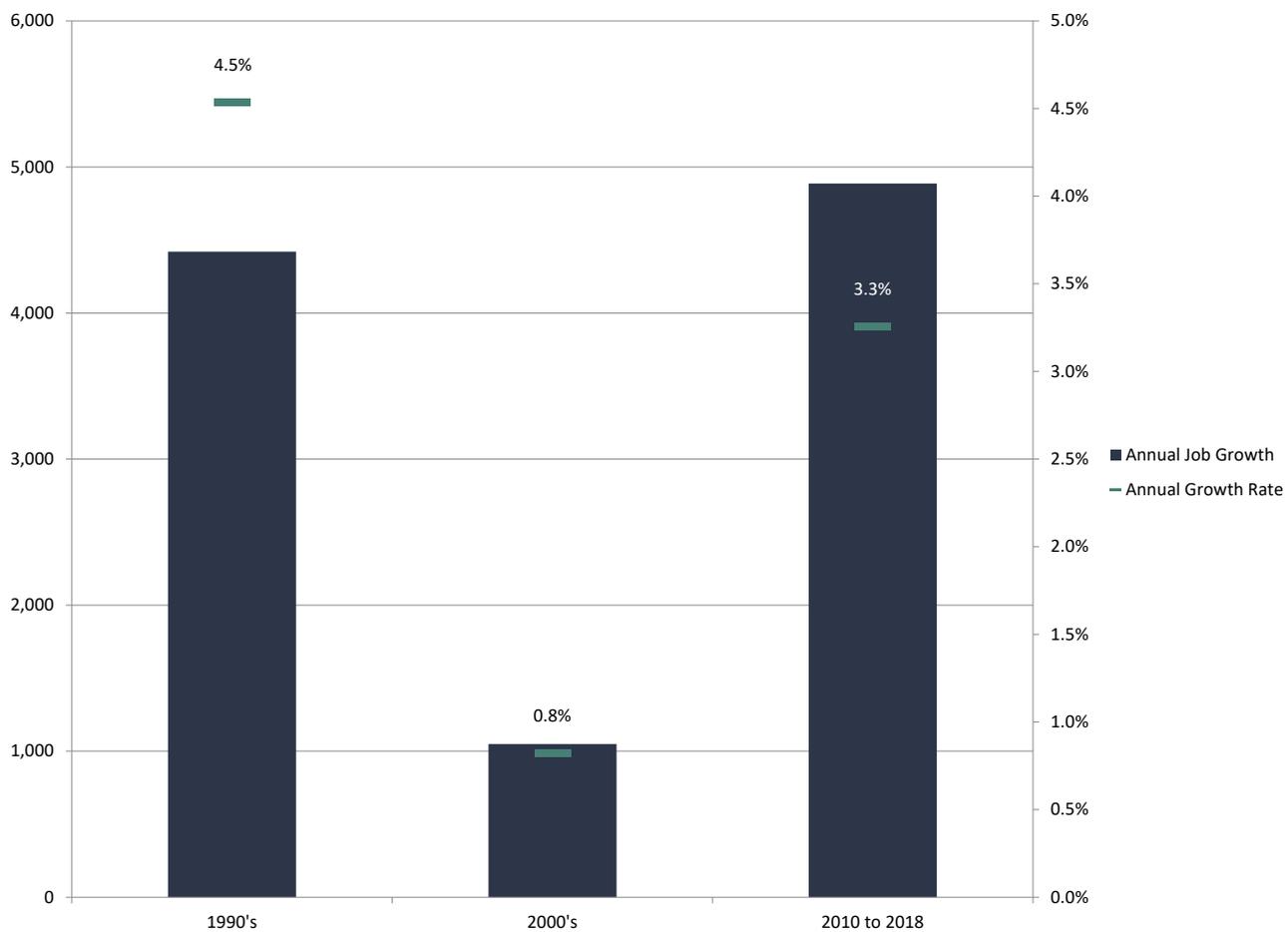


Figure 10. Fort Collins-Loveland MSA Employment Change, 1990 to 2018

The largest employment industries in the MSA are health care, retail trade, accommodations and food service, education, and manufacturing, as shown in **Figure 11** on the next page. The Fort Collins and Loveland area is a major health care, retail, and service hub for northern Colorado and southern Wyoming.

FORT COLLINS-LOVELAND MSA PERCENT EMPLOYMENT BY INDUSTRY

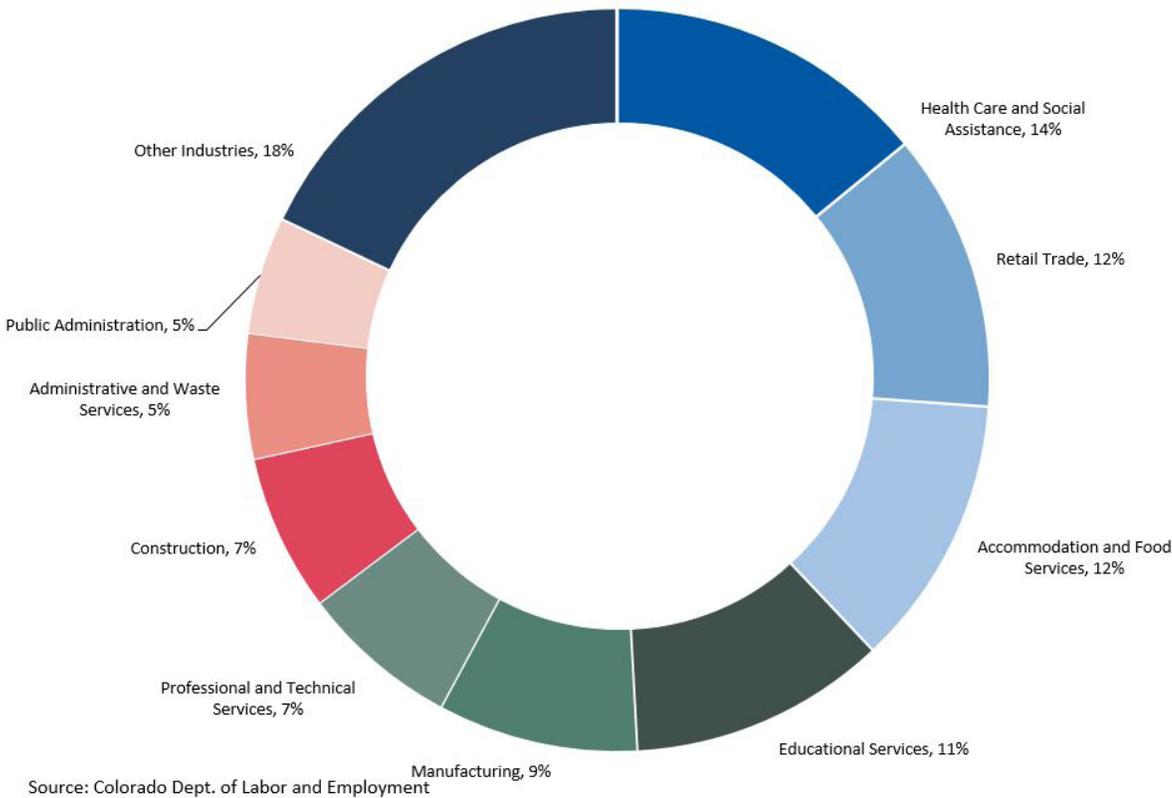


Figure 11. Fort Collins-Loveland MSA Percent Employment by Industry

The average annual wage in Larimer County was \$50,236 in 2017. The economic base in the County has relatively evenly distributed wages. The average annual wages of the County’s major industries are shown in **Figure 12.**

FORT COLLINS-LOVELAND MSA AVERAGE ANNUAL WAGES BY INDUSTRY, 2017

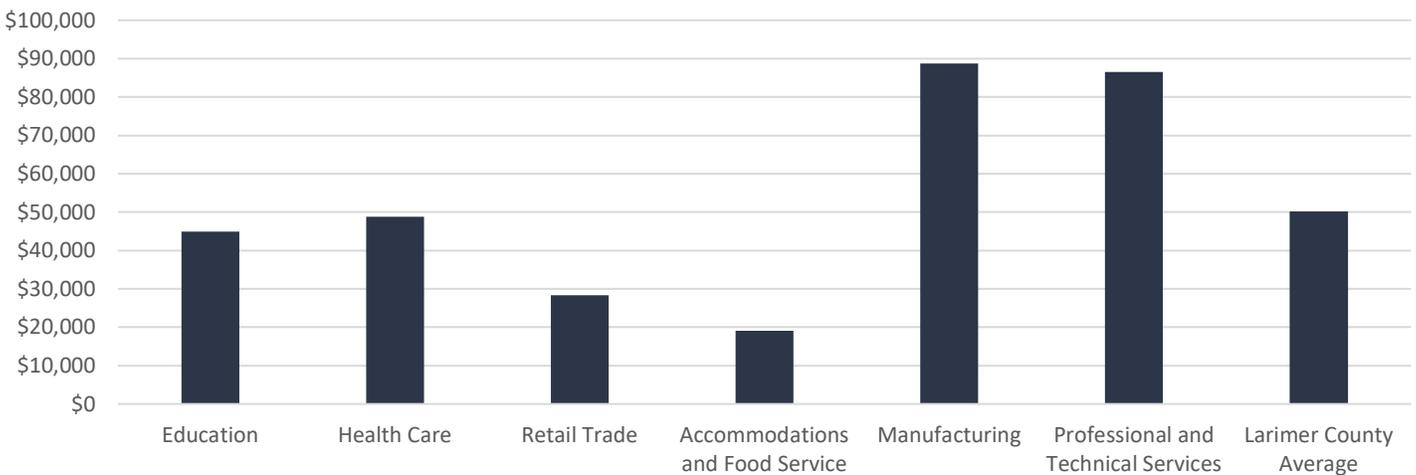
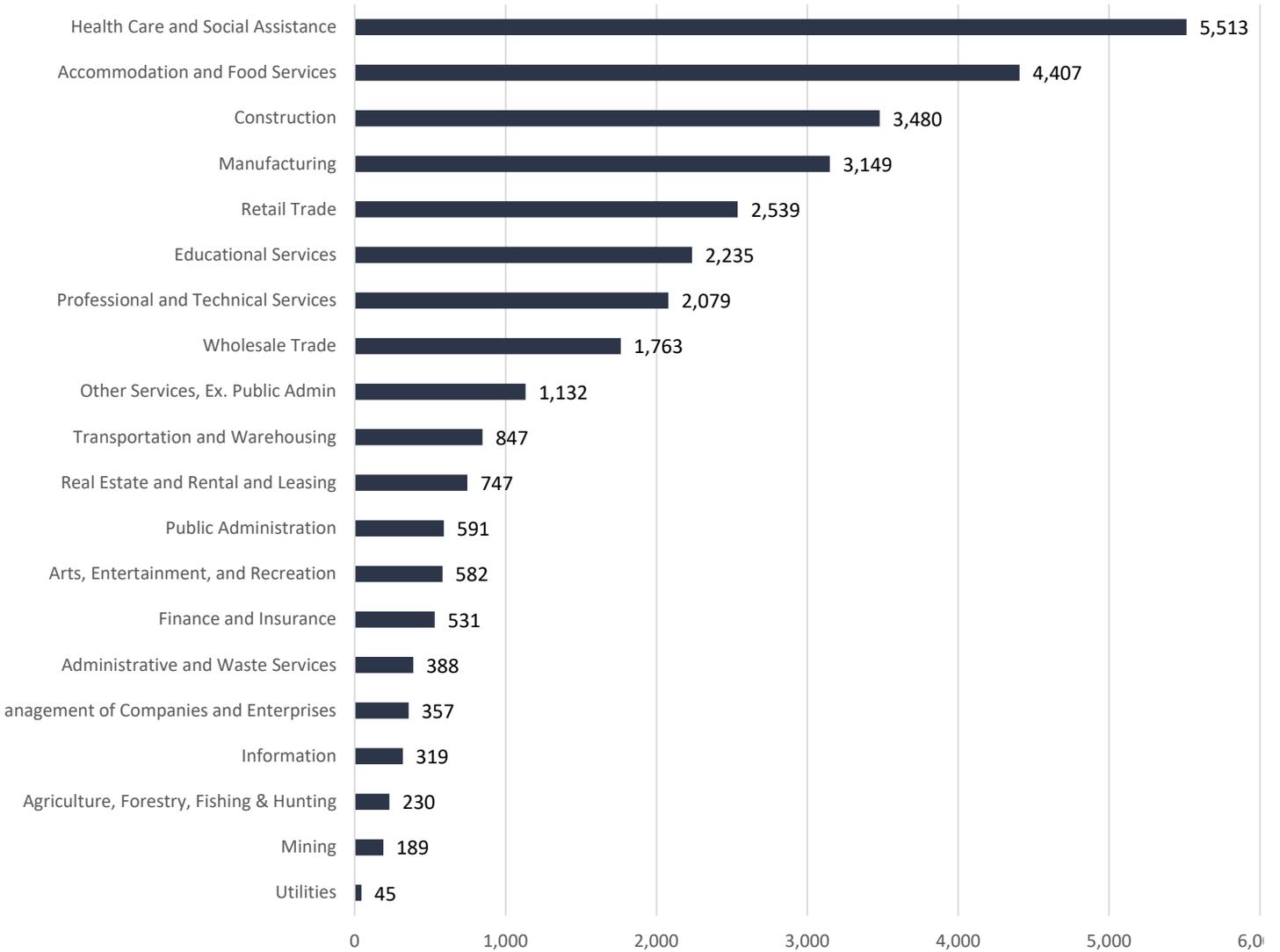


Figure 12. Fort Collins-Loveland MSA Average Annual Wages by Industry, 2017

The change in employment by industry in Larimer County from 2010 to 2017 is shown in **Figure 13**. The health care industry grew the most since 2010, adding over 5,500 new jobs. There was continued growth in the retail and service sectors (retail trade and accommodations and food service), with these two sectors combined adding nearly 6,950 new jobs.

LARIMER COUNTY EMPLOYMENT CHANGE BY INDUSTRY, 2010 TO 2017



Source: Colorado Dept. of Labor and Employment

Figure 13. Larimer County Employment Change by Industry, 2010 to 2017

LOVELAND ECONOMIC BASE

Loveland’s employment base is similar to the larger Larimer County economy. Retail trade and health care are the largest industries and each account for 15 percent of employment in the City, as shown in **Figure 14**. These industries are anchored by large concentrations of employment along I-25 developed over the past 10 years including the UC Health Hospital and Shops at Centerra regional shopping center. Manufacturing and Accommodation and Food Services are the next largest industries in the City, each accounting for 11 percent of total employment.

CITY OF LOVELAND PERCENT EMPLOYMENT BY INDUSTRY, 2018

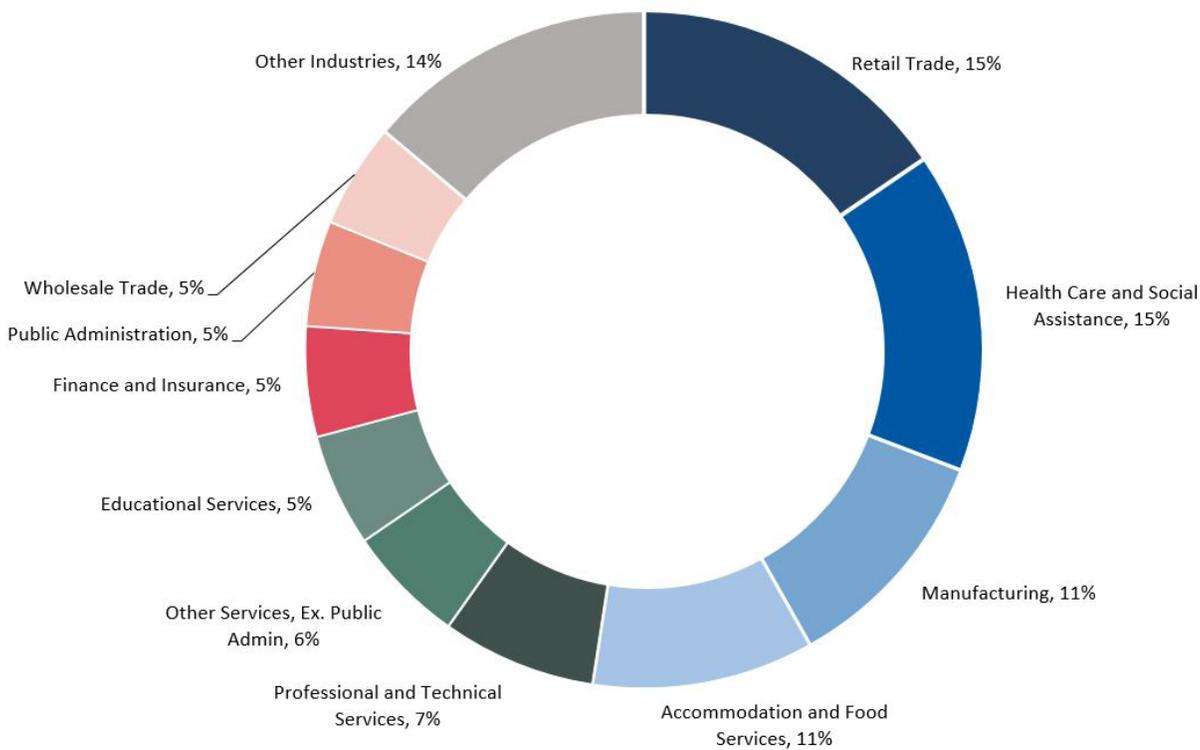
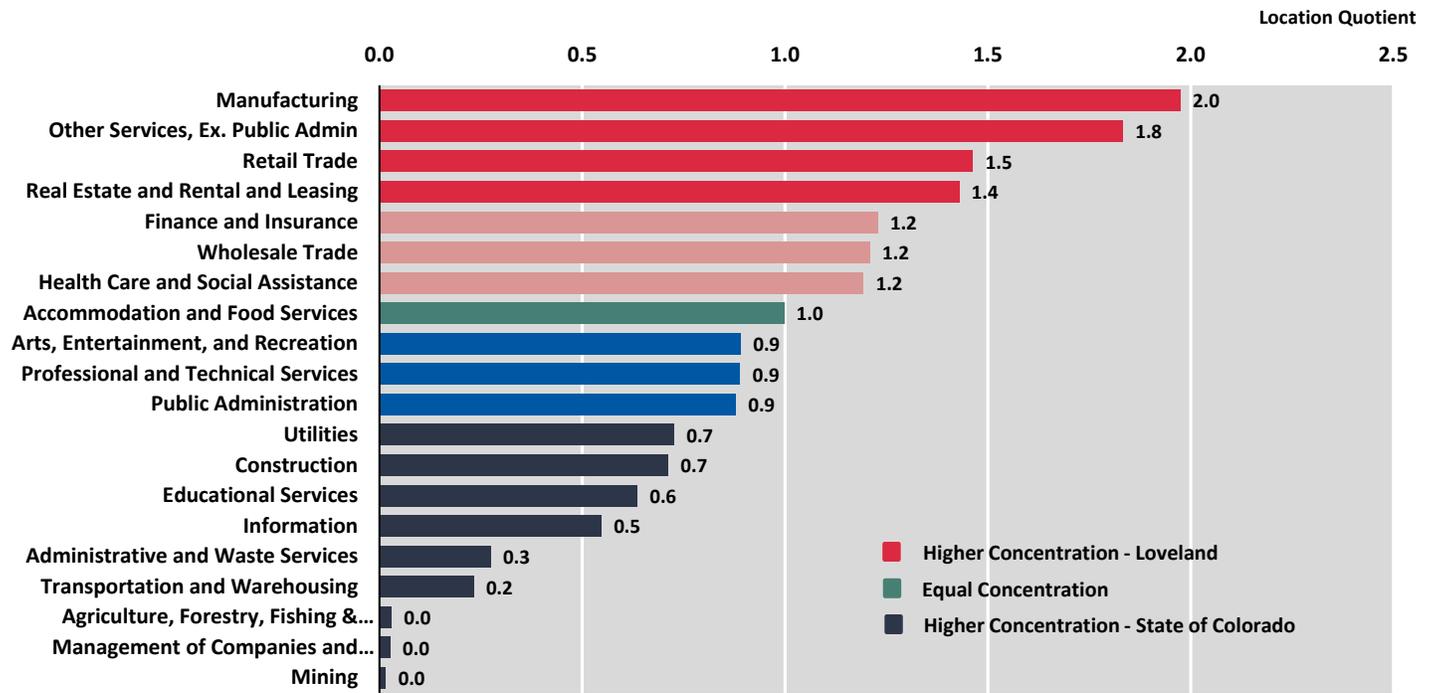


Figure 14. City of Loveland Percent Employment by Industry, 2018

The City of Loveland has higher than average concentrations of employment in manufacturing, retail trade, and other services industries. The proportion of manufacturing jobs in Loveland is twice the proportion found in the State of Colorado as whole, as illustrated by the manufacturing industry’s 2.0 location quotient shown in **Figure 15**. A location quotient shows how concentrated an industry is in a particular area relative to the national average.

LOVELAND LOCATION QUOTIENT BY INDUSTRY, 2018



Source: ESRI

Figure 15. Loveland Location Quotient by Industry, 2018

NON-RESIDENTIAL DEVELOPMENT TRENDS

Loveland has 2.9 million square feet of office space, which is about 25 percent of Larimer County’s total office inventory, as shown in **Table 5**. Between 2008 and 2018, Loveland added over 700,000 square feet of new office development, accounting for 44 percent of Countywide development. Loveland contains about 32 percent of total retail space in Larimer County, with 6.5 million square feet. From 2008 to 2018 Loveland added 390,000 square feet of new retail development – 15 percent of Countywide growth. Loveland’s average retail vacancy rate is slightly lower than the county at 3.9 percent.

The City has 8.4 million square feet of industrial and flex space, approximately 38 percent of the total inventory in Larimer County. In the 10-year time period from 2008 to 2018, Loveland added about 800,000 square feet of new industrial and flex development, accounting for 40 percent of Countywide growth. In 2018, the average vacancy rate for industrial and flex space was 13.2 percent, over twice as high as the County, which had an average vacancy rate of 6.4 percent. The higher vacancy rate corresponds with new industrial development increasing in Loveland, likely reflecting new space being absorbed by the market.

COMMERCIAL INVENTORY SUMMARY, 2018

Description	Loveland	% of County	Larimer County
Office			
Inventory (sq. ft.)	2,909,272	25%	11,601,842
New Development (2008-2018)	716,989	44%	1,633,656
Average Rental Rate	\$16.47		\$16.19
Average Vacancy Rate	6.8%		3.7%
Retail			
Inventory (sq. ft.)	6,525,175	32%	20,091,719
New Development (2008-2018)	390,214	15%	2,659,733
Average Rental Rate	\$17.00		\$19.67
Average Vacancy Rate	3.9%		4.3%
Industrial/Flex			
Inventory (sq. ft.)	8,396,343	38%	22,029,227
New Development (2008-2018)	862,000	40%	2,135,683
Average Rental Rate	\$9.85		\$10.04
Average Vacancy Rate	13.2%		6.4%

Source: CoStar; Economic & Planning Systems

Table 5. Commercial Inventory Summary, 2018

OFFICE DEVELOPMENT

From 2008 to 2018, Loveland added 716,989 square feet of office space, an annual average of 65,181 square feet of new inventory, as shown in **Figure 16**. Larimer County added 1,633,656 square feet of office space over this time - an annual average of 148,514 square feet of new space. While office construction has decreased annually since the peak of development in 2008, in 2016 and 2017 development began to increase again, reaching similar levels to 2008 and 2009 construction. New office development in the region has clustered around the I-25 and US-34 interchange. Since 2008, the City added 33 new office developments, the majority of which were less than 50,000 square feet.

OFFICE CONSTRUCTION, 2008-2018

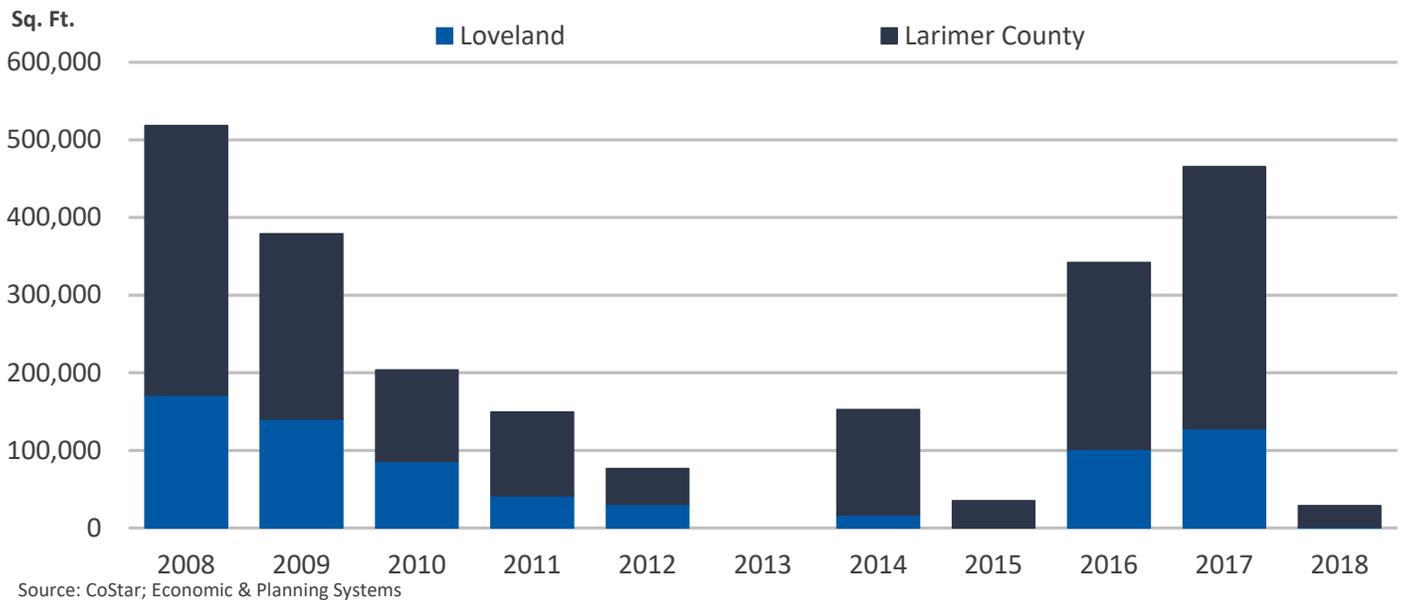


Figure 16. Office Construction, 2008-2018

RETAIL DEVELOPMENT

From 2008 to 2018, Loveland added 390,214 square feet of new retail development, an annual average of 35,474 square feet, as shown in **Figure 17**. Over this same time Larimer County added 2.6 million square feet of new retail space, an annual average of 241,794 square feet of development. Since 2013, Loveland has consistently been adding about 50,000 square feet of retail annually. New retail space in Loveland has been built primarily along the corridors of US-34 leading to I-25 and along US-287 leading to Fort Collins. Since 2008, Loveland has added 36 new retail developments, most of which are smaller developments of around 20,000 square feet each.

RETAIL CONSTRUCTION, 2008-2018

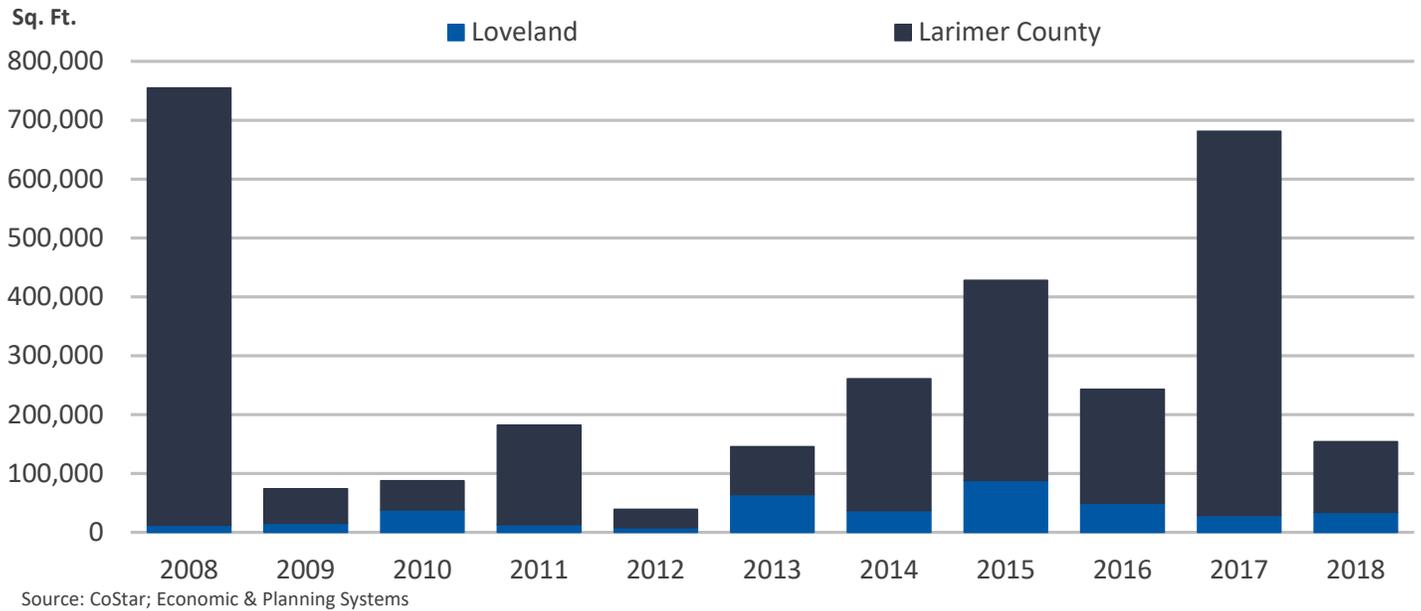
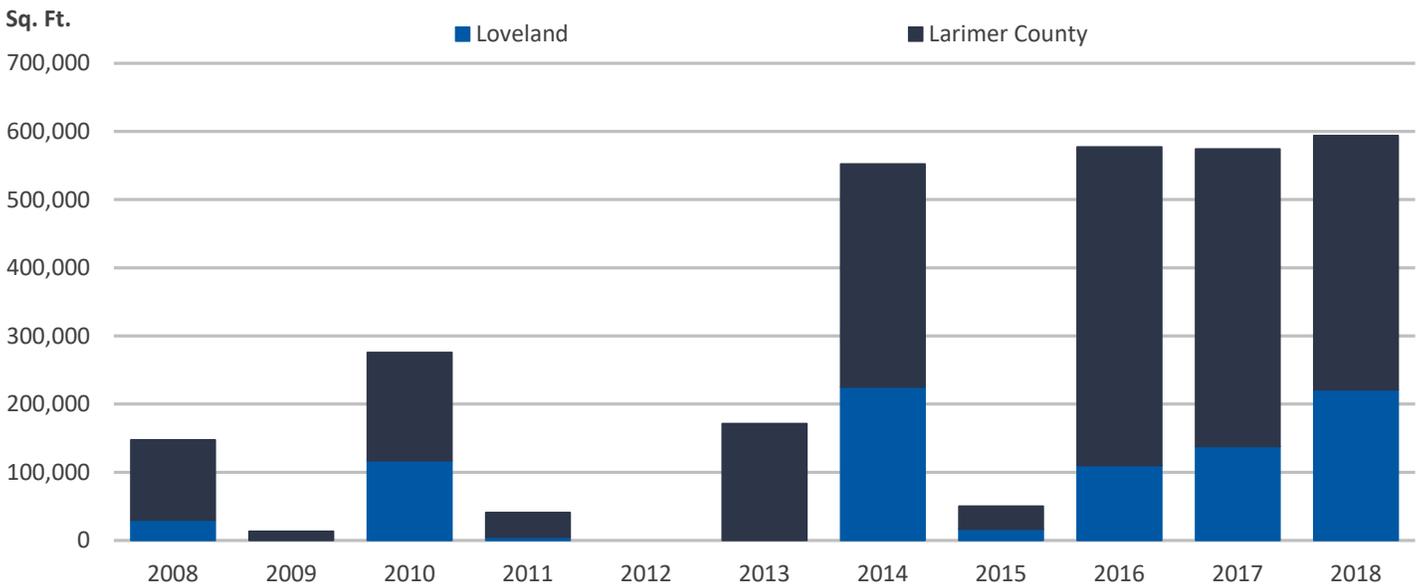


Figure 17. Retail Construction, 2008-2018

INDUSTRIAL DEVELOPMENT

Between 2008 and 2018, Loveland added 862,000 square feet of industrial space, an annual average of 78,364 square feet, as shown in **Figure 18**. Most of Larimer County and Loveland’s industrial development is clustered near I-25. Since 2008, Loveland has added 20 industrial developments, the largest being approximately 212,000 square feet.

INDUSTRIAL CONSTRUCTION, 2008-2018



Source: CoStar; Economic & Planning Systems

Figure 18. Industrial Construction, 2008-2018

05

ROADWAY NETWORK

Loveland has 525 total miles of roadway. I-25, US-34, and US-287 provide regional connections to nearby cities while a network of arterials and collector streets serve local mobility needs. **Figure 19** shows the City's roadway classifications.

LOVELAND EXISTING ROADWAY CLASSIFICATIONS

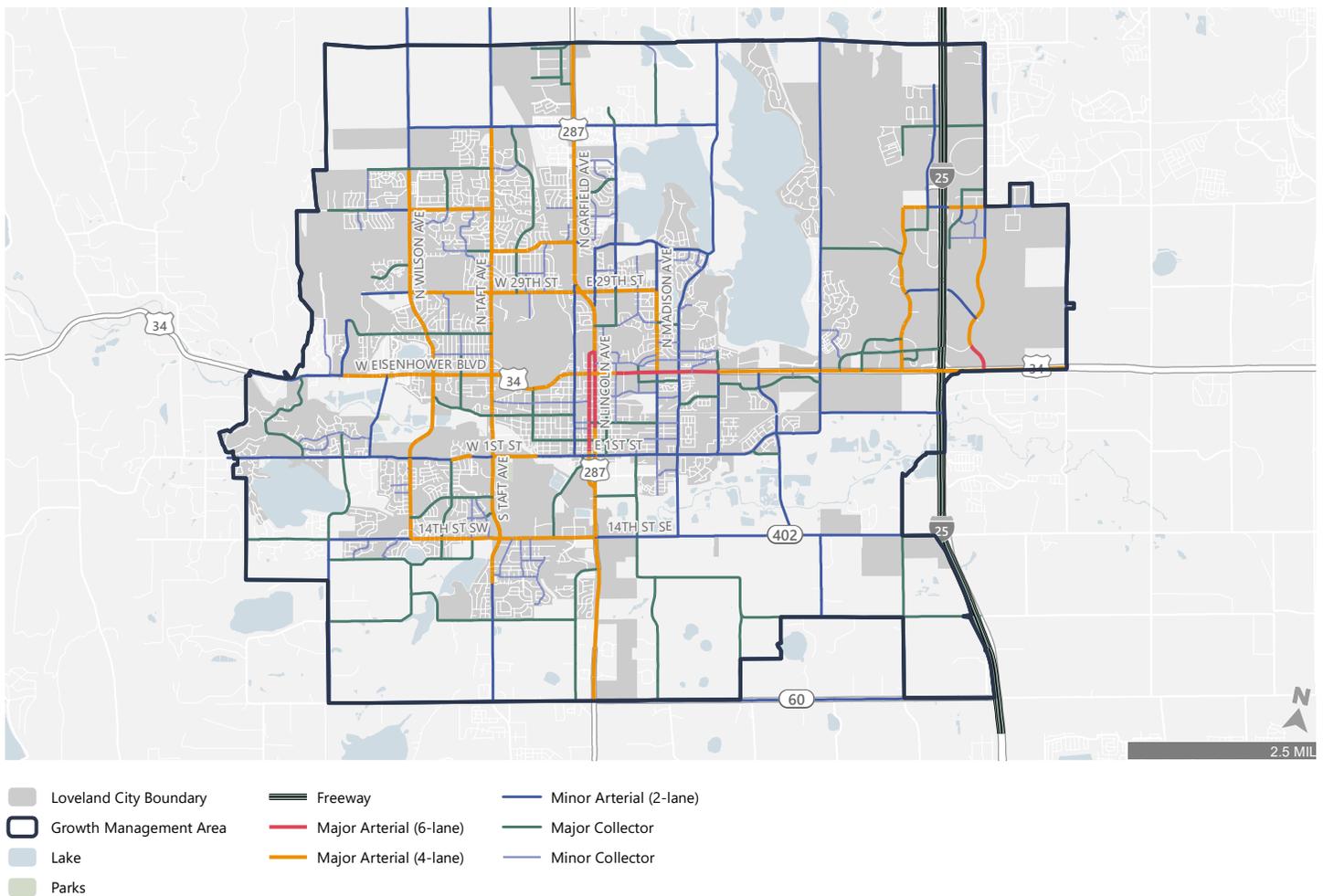


Figure 19. Existing Roadway Classifications

TRAFFIC VOLUMES

Traffic volumes in Loveland have shifted in the last few years. Traffic count data shows that traffic volumes grew by an average of 13 percent between 2012 and 2017, the most recent year traffic count data was collected (Figure 20).

CHANGE IN VEHICLE VOLUMES BETWEEN 2012 AND 2017

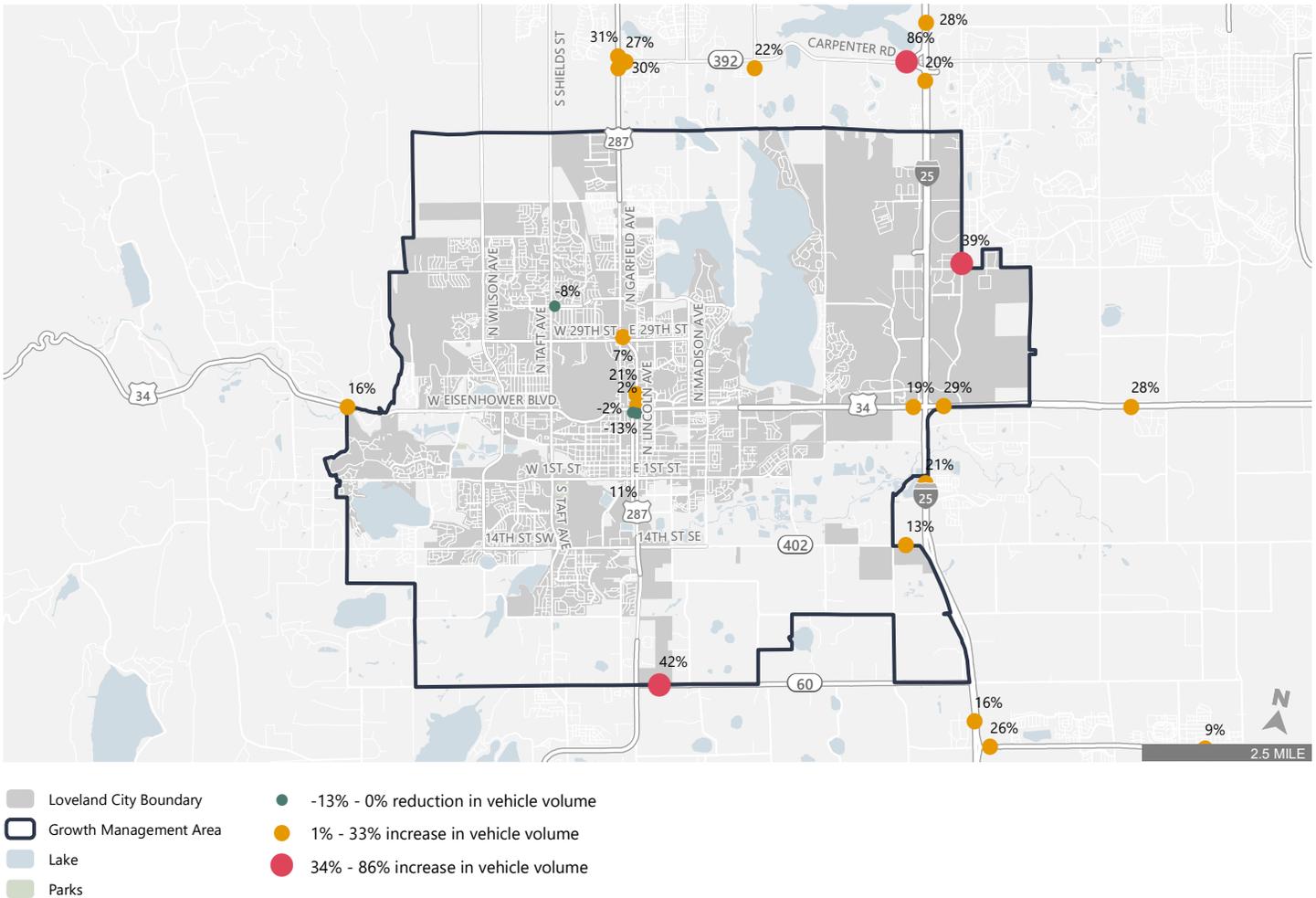


Figure 20. Change in Vehicle Volumes Between 2012 And 2017

The change in traffic volumes has differed throughout the City. Some major roadways like Cleveland Avenue and 37th Street witnessed a decrease in vehicle trips. Modest increases in volume of up to 20 percent more vehicles were primarily seen on north-south arterials like Lincoln Avenue. Significant increases of over 20 percent were seen on I-25 and State Highway 60.

Traffic volumes on roadways just north of Loveland have increased between 17 percent and 86 percent. Employment growth in Loveland and nearby cities can help explain the increase in traffic volumes. An analysis of commute trends can be found on **page 36**.

TRAVEL TIME

Vehicle travels times are tracked on US-34, US-287, and Taft Avenue (**Figure 21**). These roadways tend to provide stable travel times throughout the day. **Tables 6, 7, and 8** show peak vs. off-peak travel times. A southbound vehicle on US-287 will experience the same approximately the same travel time during peak and off-peak hours. Meanwhile, a northbound trip on Taft Avenue is 20 percent faster during off-peak times.

CORRIDORS MEASURED FOR TRAVEL TIME

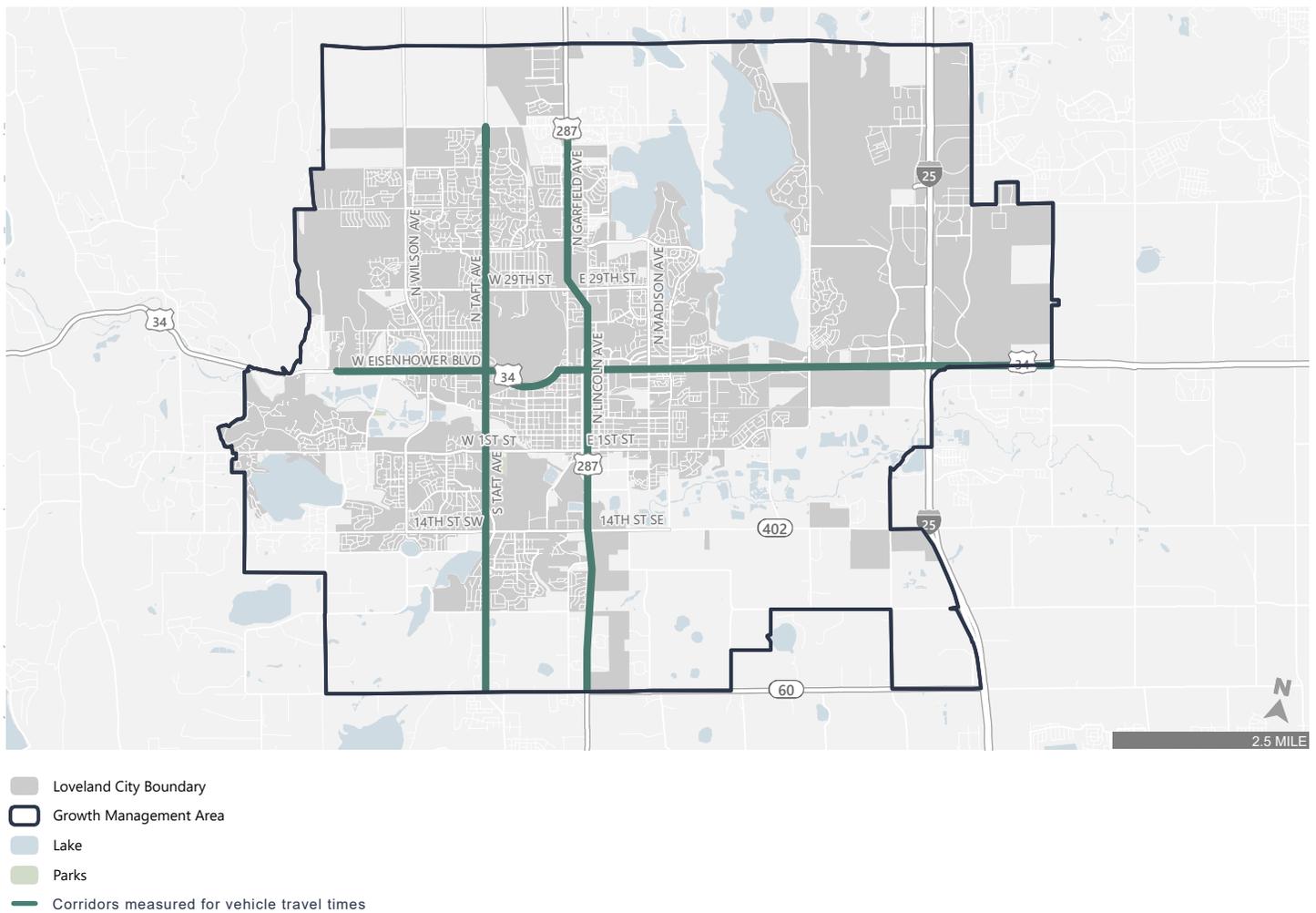


Figure 21. Corridors Measured for Travel Time

TABLE 6: US-34 (EASTBOUND)	
Peak	Off-Peak
11 minutes AM	9.25 minutes AM
12 minutes PM	9.5 minutes PM

US-34 (WESTBOUND)	
Peak	Off-Peak
13 minutes AM	11.5 minutes AM
15.5 minutes PM	11.25 minutes PM

TABLE 7: US-287 (NORTHBOUND)	
Peak	Off-Peak
11.5 minutes AM	11 minutes AM
12.5 minutes PM	12 minutes PM

US-287 (SOUTHBOUND)	
Peak	Off-Peak
12.5 minutes AM	12.5 minutes AM
13 minutes PM	12.5 minutes PM

TABLE 8: TAFT AVENUE (NORTHBOUND)	
Peak	Off-Peak
10 minutes AM	8 minutes AM
10 minutes PM	8 minutes PM

TAFT AVENUE (SOUTHBOUND)	
Peak	Off-Peak
10 minutes AM	8 minutes AM
11 minutes PM	9 minutes PM

LEVEL OF SERVICE

Each intersection in the City of Loveland is monitored for its ability to efficiently move vehicles through the City. Intersections are assigned an A through F Level of Service designation with A being an intersection that moves all vehicles at free flow speeds while F is an intersection that experiences congestion and queues that fail to clear (**Figure 22**).

The City has a minimum Level of Service standard of C for all major intersections. Most intersections in Loveland perform at an acceptable LOS (**Figure 23**). Some intersections like 14th Street and US-287 perform at Level of Service D, which is just below City standards, but still permits vehicles to move through the corridor. None of the major intersections in Loveland fall below a LOS D.



LOS A - Free flow traffic



LOS C - Stable flow



LOS D - Traffic speed begins to decrease as volumes increase, approaching unstable flow



LOS F - Breakdown in traffic flow that results in traffic jams, forced flow

Figure 22. Level of Service Designations

EXISTING PM PEAK HOUR INTERSECTION LEVEL OF SERVICE

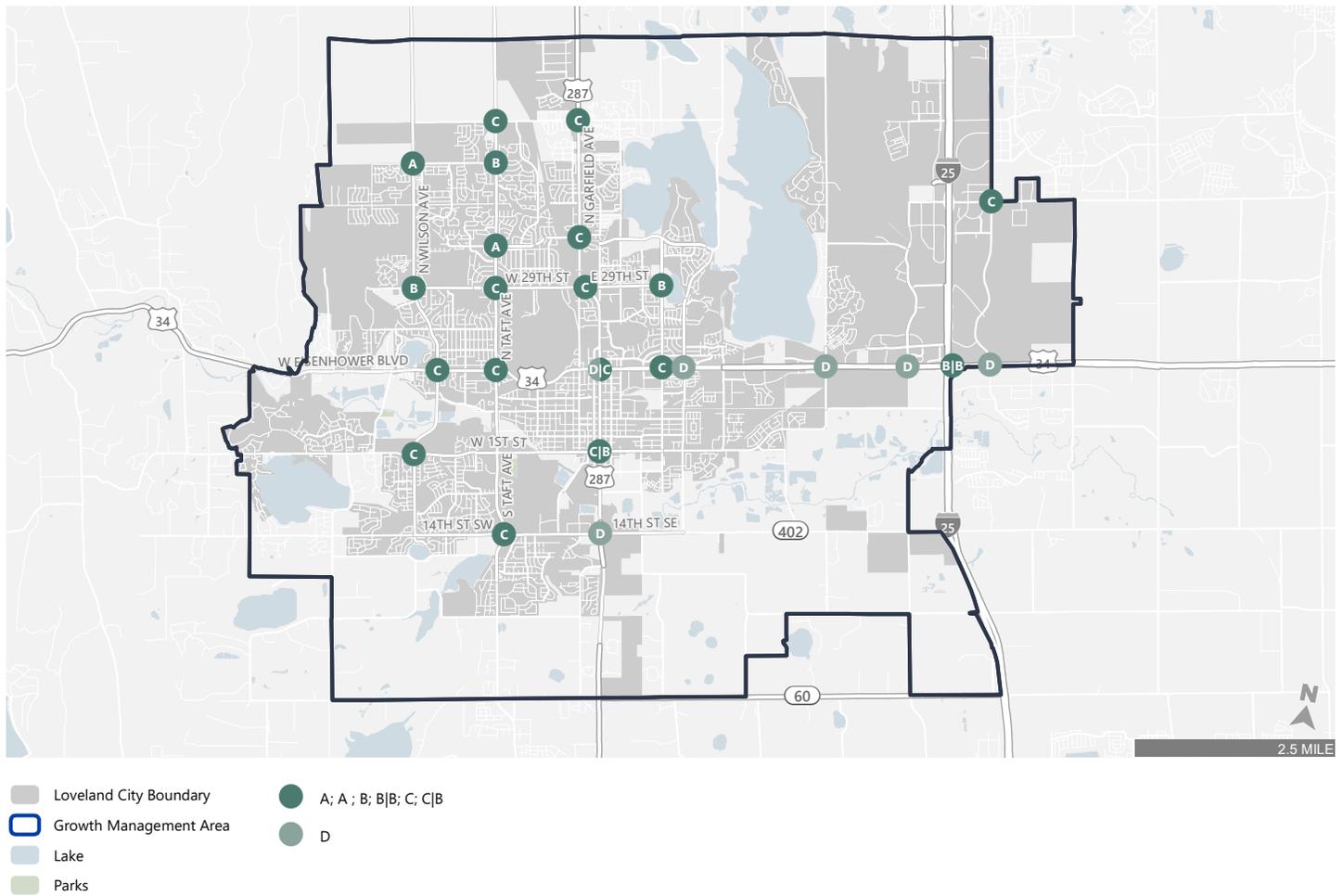


Figure 23. Existing PM Peak Hour Intersection Level of Service

VEHICLE MILES TRAVELED (VMT)

Everyday there are approximately 1.6 million vehicle miles traveled (VMT) on Loveland roadways. This figure excludes I-25, where many vehicle trips pass through the City. On average, every Loveland residents drives approximately 21 miles per day. Half of daily VMT occurs during the AM and PM peak periods, with the afternoon peak accounting for 35 percent of daily VMT.

Loveland has slightly lower per capita VMT than the Denver region (25.5 daily VMT) and significantly higher VMT than the Northern Colorado region average (approximately 10 daily VMT). The Northern Colorado region has a low per capita VMT in part because Fort Collins is a large population center for the region and has actively pursued raising the share of residents who walk, bike, and take transit, while also reducing vehicle trips.

MODE SPLIT

According to American Community Survey estimates, the majority of Loveland residents commute by driving alone. The way people travel has remained largely consistent; in 2000 Loveland residents reported driving alone and carpooling at slightly higher rates than today, but fewer people took transit or worked from their homes.



DRIVE ALONE



CAR POOL



PUBLIC TRANSIT



WALK



BICYCLE



OTHER (WORK FROM HOME)

COMMUTE PATTERNS

LOVELAND, 2015

Loveland is home to 30,564 jobs (2015 LEHD data). 7,608 people live and work in Loveland, the remaining 23,000 workers commute in on a daily basis (Figure 24). In addition, nearly 23,000 workers live in Loveland but leave the City to work in neighboring communities (Figure 25).

WHERE PEOPLE WHO WORK IN LOVELAND ARE COMING FROM

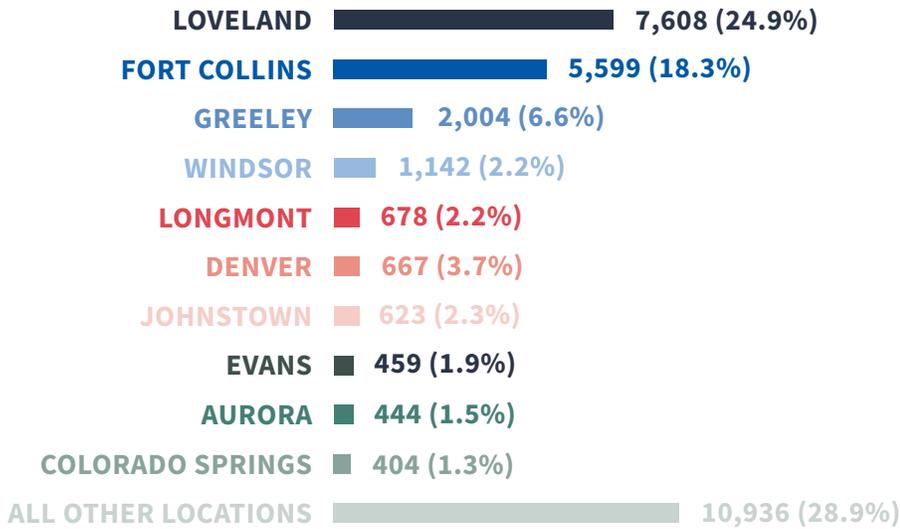


Figure 24. Where People Who Work in Loveland Are Coming From

WHERE PEOPLE WHO LIVE IN LOVELAND WORK

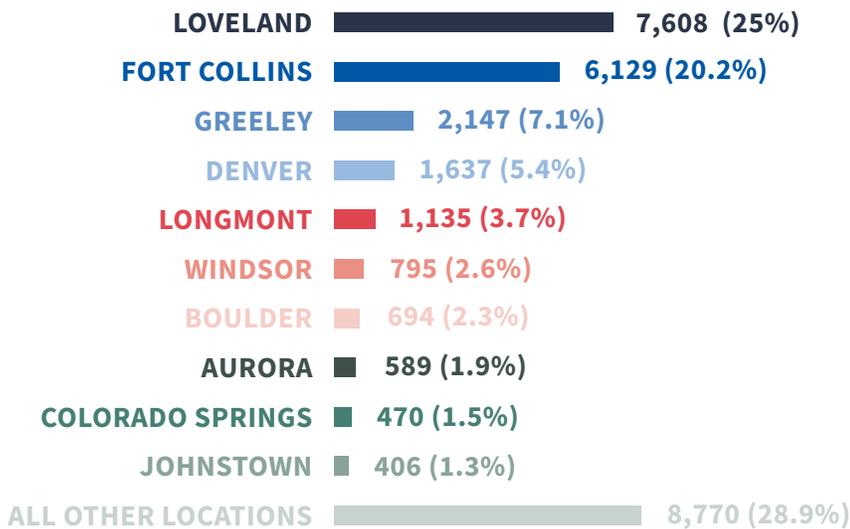


Figure 25. Where People Who Live in Loveland Work

Both Loveland and the surrounding region have witnessed substantial employment growth since the great recession (**Figure 26**). Loveland saw a 40 percent increase in people commuting into the City for work from 2010 to 2015. During the same time period there was a 23 percent increase in Loveland residents commuting outside the city for work. The increased employment base has also lead to a 39 percent increase in the number of people both living and working in Loveland.

JOB GROWTH, 2010-2015

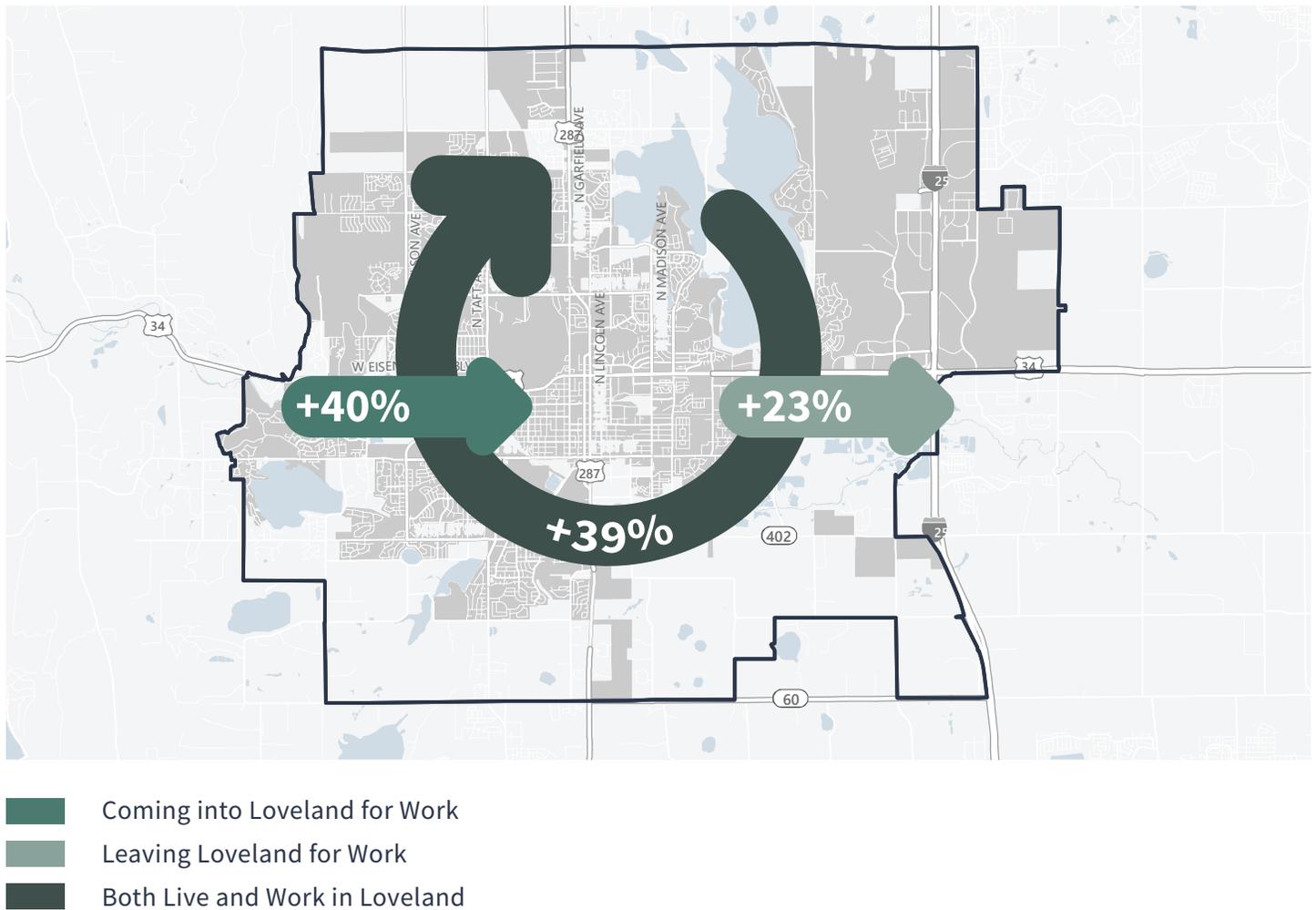


Figure 26. Job Growth, 2010-2015



EXISTING BICYCLE FACILITIES

Loveland has bikeways on 90 miles of roadways (**Figure 27**). In addition, Loveland has 22 miles of recreational trails.

EXISTING BICYCLE FACILITIES

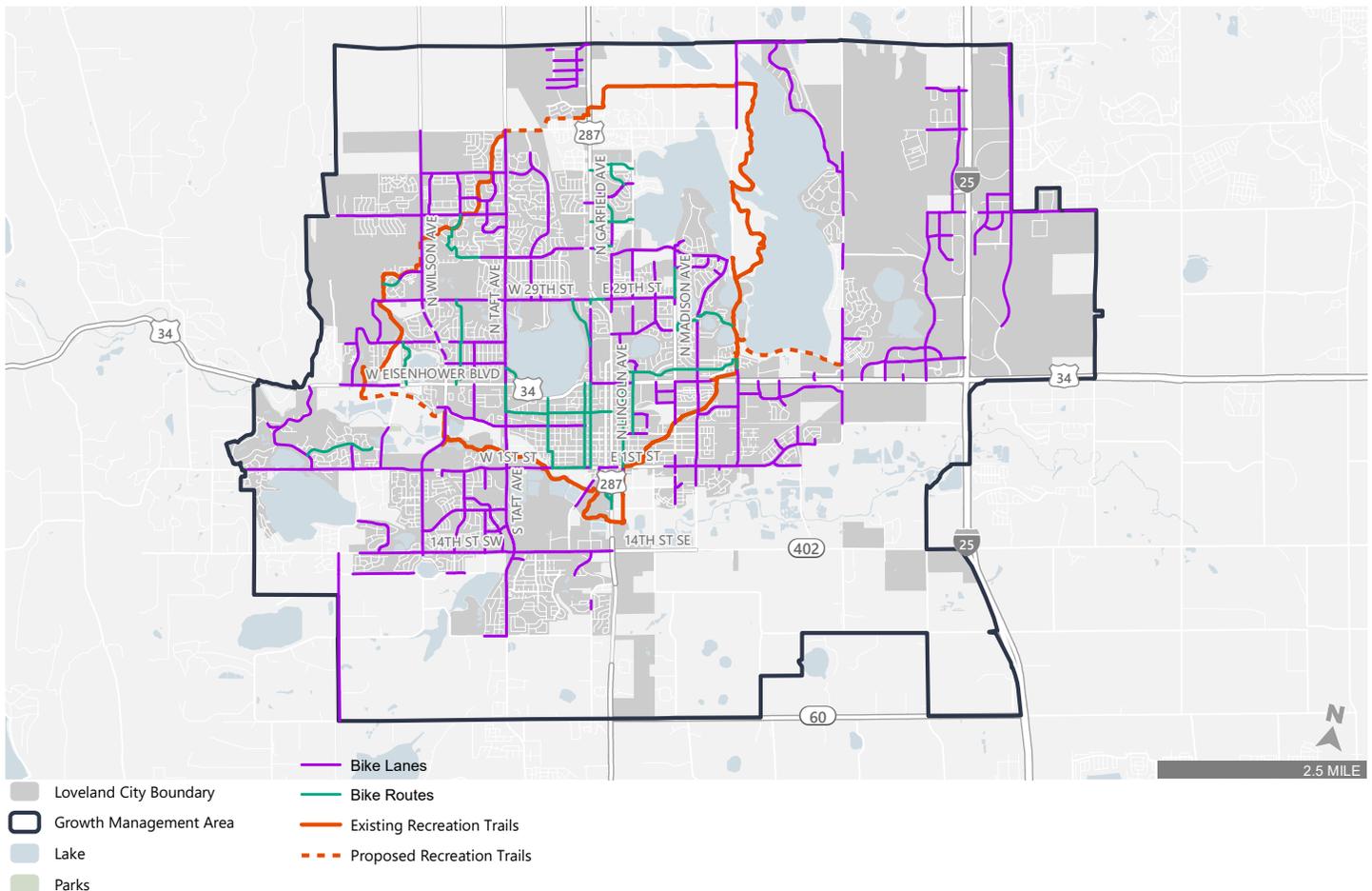


Figure 27. Existing Bicycle Facilities

EXISTING PEDESTRIAN FACILITIES

The City has 563 total miles of sidewalks. 142 miles of sidewalk gaps have been identified (**Figure 28**). Sidewalk gaps exist along roadway segments that are less pedestrian friendly and in areas of the City that were recently annexed from Larimer County.

EXISTING PEDESTRIAN FACILITIES

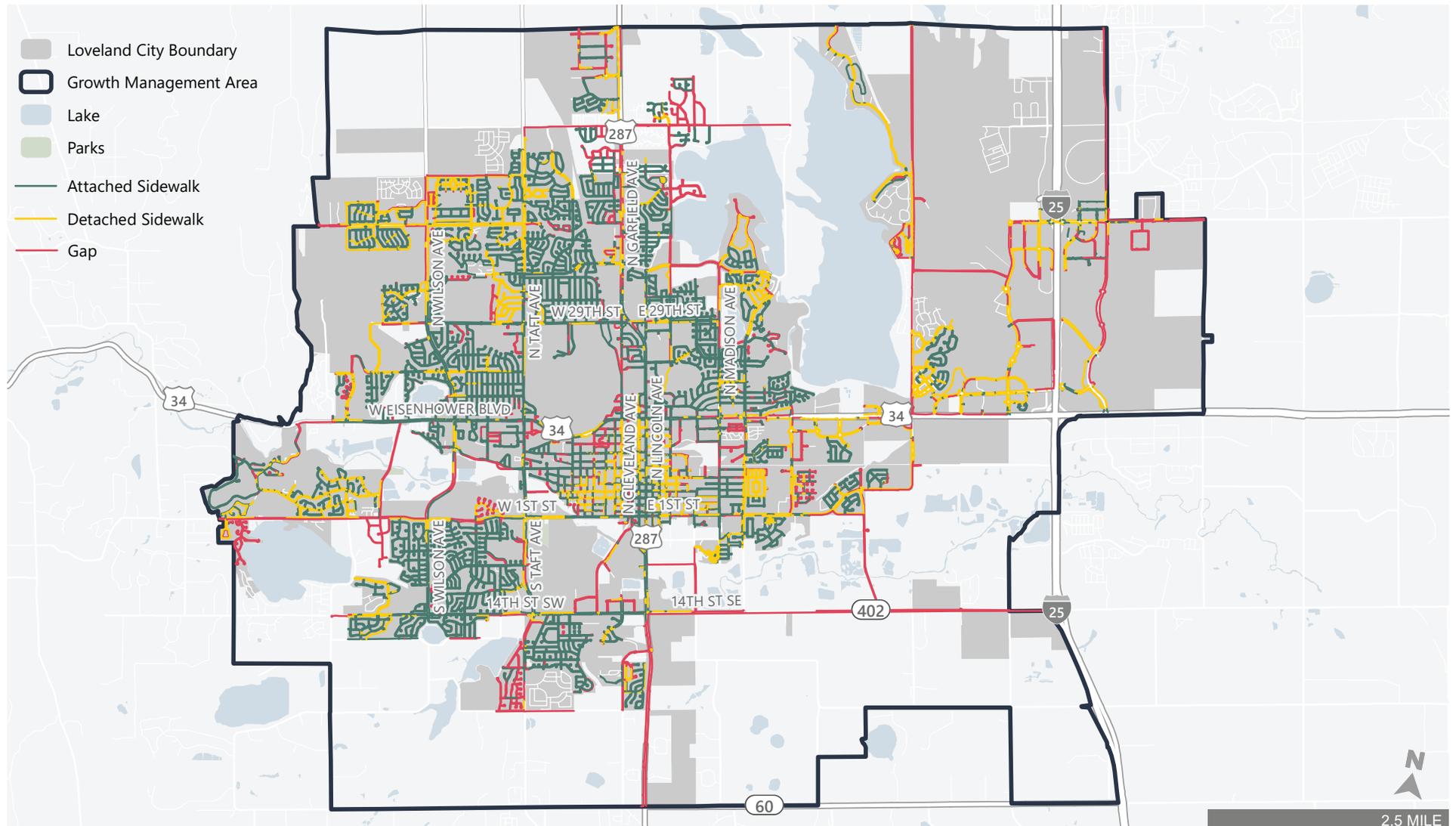


Figure 28. Existing Pedestrian Facilities



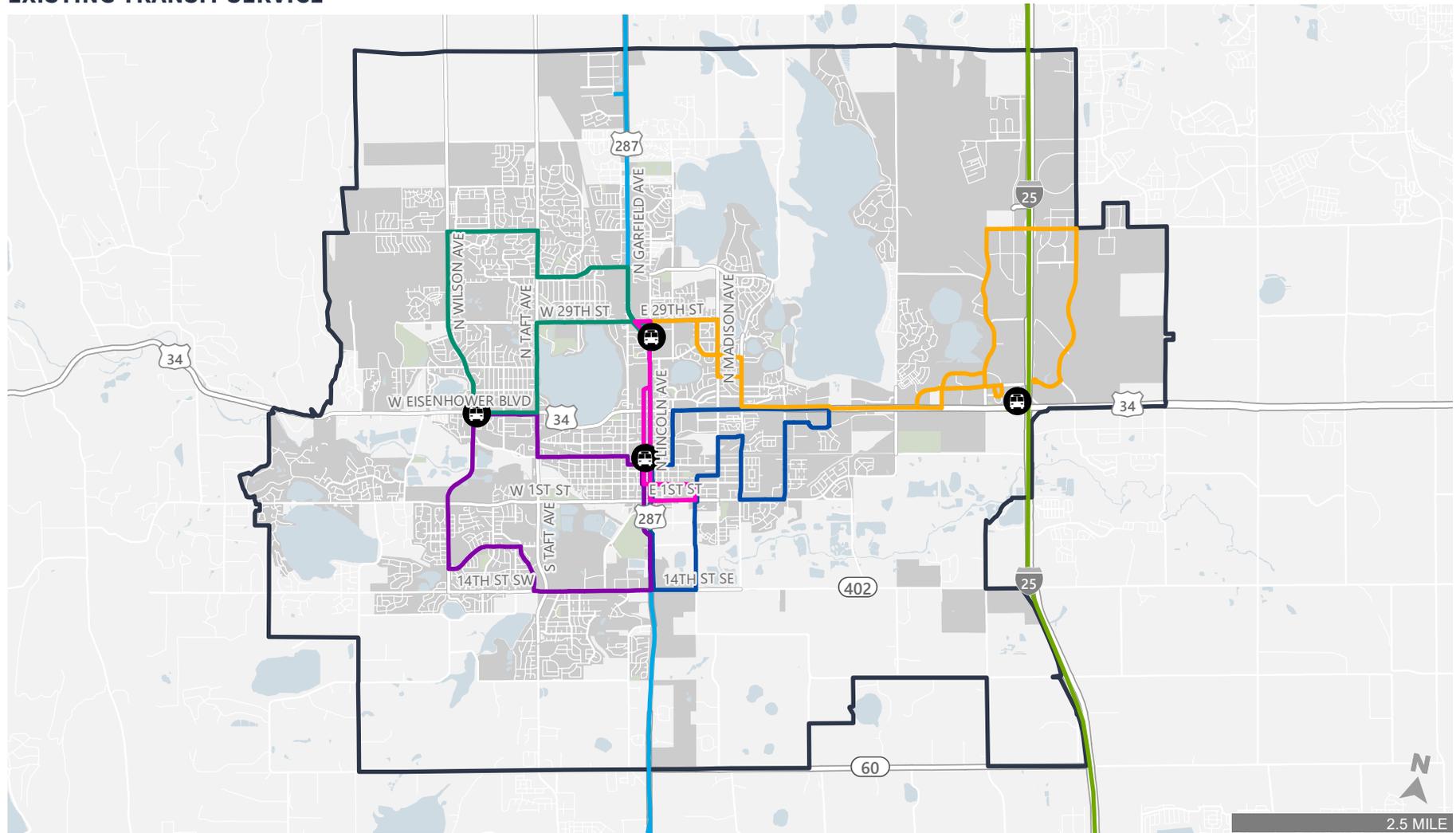
07 TRANSIT

City of Loveland Transit (COLT) is Loveland's transit provider. COLT began operation in 1993 and fixed-route service began in 1997. In 2008, COLT expanded from two to three routes. In April, 2018 the City added an east-west express route on US-34. At the time all four routes operated at 60-minute frequencies. In November, 2018 the system was restructured to increase frequency and improve rider convenience. COLT now operates two routes at 30-minute frequencies and three routes at 60-minute frequencies throughout the day, but continuing to use four buses. No evening or Sunday fixed-route service is provided.

COLT CONTRACTS WITH A PRIVATE OPERATOR FOR PARATRANSIT

In 2017 about 18% of total operating expenses were used for paratransit. In April, 2018 COLT contracted out paratransit service to a private provider freeing up fleet capacity to expand fixed-route service. In addition, through a partnership with Fort Collins, paratransit users can utilize Dial-a-Taxi during hours paratransit does not operate or for destinations outside the service area. Dial-a-Taxi service is provided by a private taxi company, with up to \$20 of the trip subsidized by COLT.

EXISTING TRANSIT SERVICE



- Loveland City Boundary
- Growth Management Area
- Lake
- Parks
- 🚌 Transfer Station/ Park & Ride
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Bustang (Regional Service)
- FLEX (Transfort service - offers connections to Fort Collins and Boulder)

Figure 29. Existing Transit Service

THE TRANSIT NETWORK WAS RESTRUCTURED IN 2018 TO ADD FREQUENCY

In an effort to grow ridership, COLT completely restructured the City’s local routes in November 2018, eliminating the poorly performing US-34 Express Route, reducing overlap between routes, streamlining routes, increasing bi-directional operations, shortening route lengths and introducing 30-minute frequencies. Frequencies were increased without additional service hours or buses. Schedules are also timed to provide convenient transfers between routes at the North, South, and West Transfer Stations. **Figure 30** illustrates the transit network prior to the restructure with several looping routes all operating at 60-minute frequencies. **Figure 31** shows the network after the restructure in November, 2018 with more direct alignments and the addition of 30-minute frequencies.

2018 LOVELAND TRANSIT NETWORK BY FREQUENCY, PRIOR TO NETWORK RESTRUCTURE

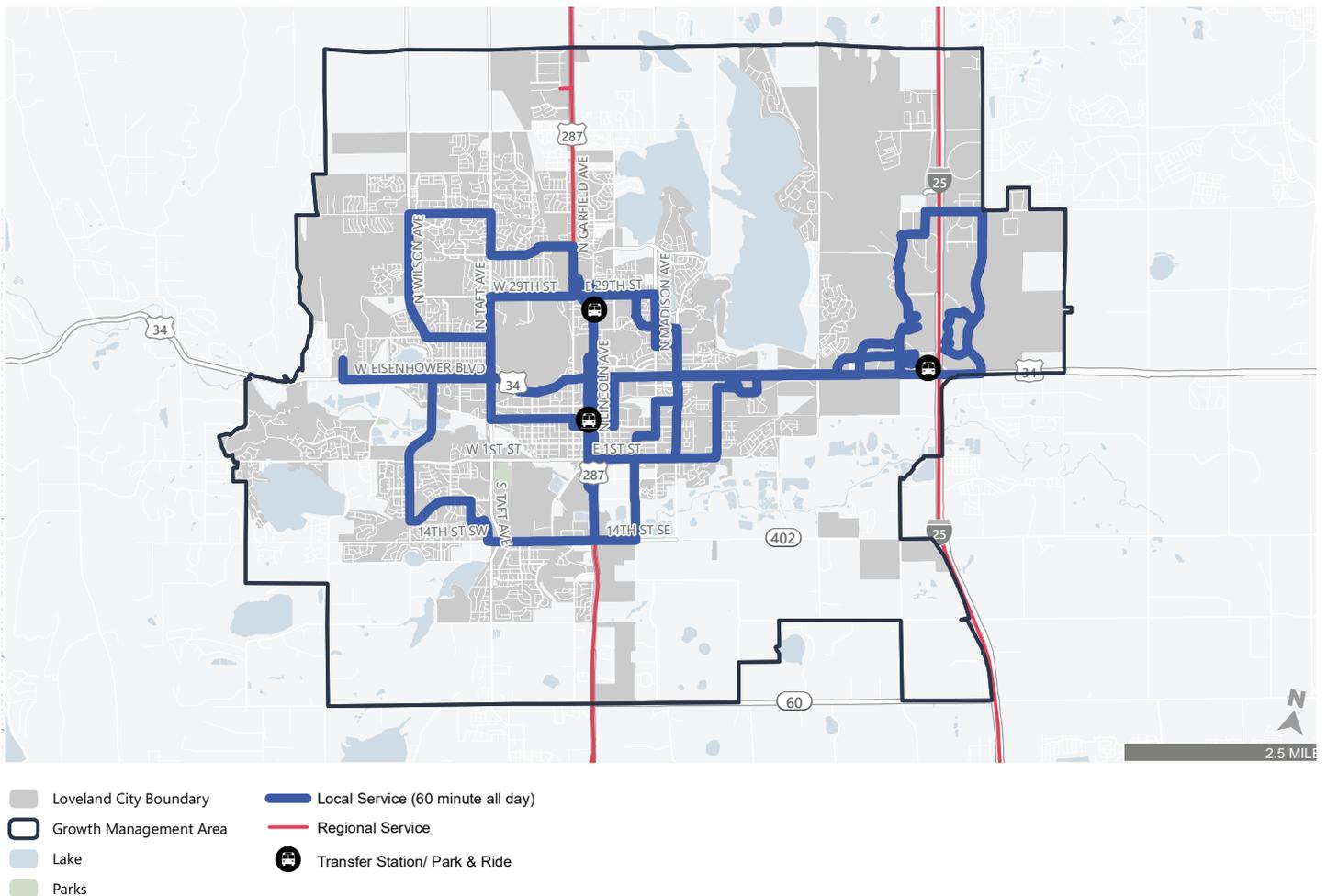


Figure 30. 2018 Loveland Transit Network by Frequency, Prior to Network Restructure

2019 LOVELAND TRANSIT NETWORK BY FREQUENCY, AFTER NETWORK RESTRUCTURE

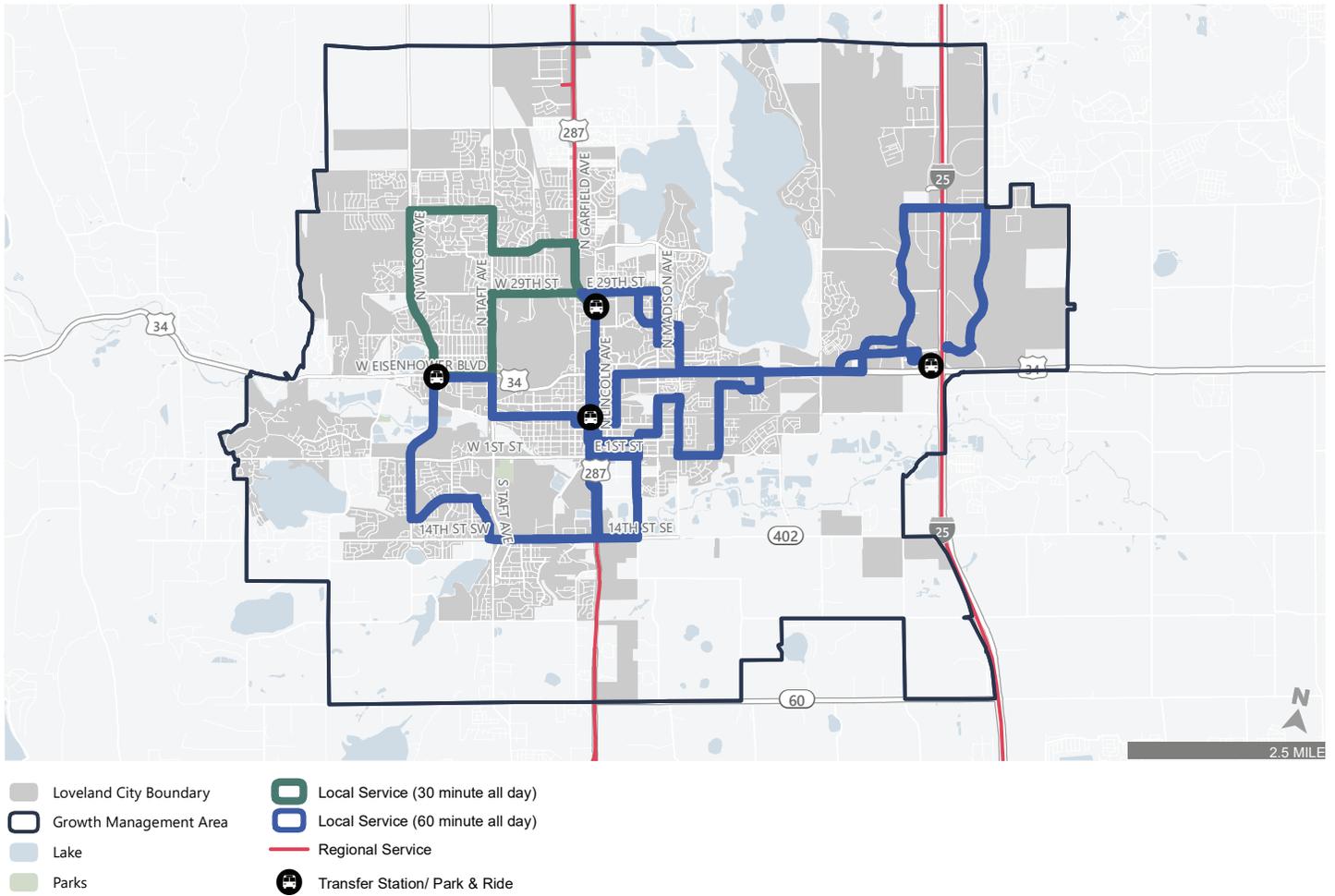


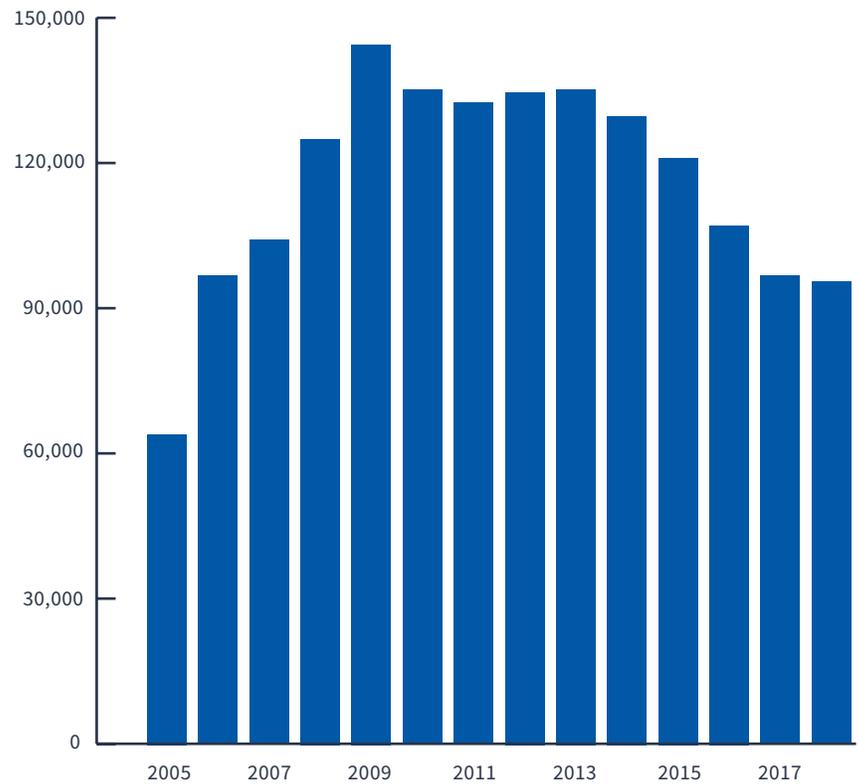
Figure 31. 2019 Loveland Transit Network by Frequency, After Network Restructure

TRANSIT RIDERSHIP DROPPED EVERY YEAR FROM 2013 TO 2018

Ridership on COLT more than doubled between 2005 and 2009. However, similar to national trends, citywide transit ridership on COLT declined 29 percent from 135,000 annual riders in 2013 to 95,000 annual riders in 2018, as shown in **Figure 32**. During the same time, the City's population increased by 9 percent (from 71,000 to 78,000) and annual transit service hours increased by 27 percent (from 14,000 to 18,000). It should be noted that annual service hours remained relatively flat from 2013 to 2017 and increased 19 percent in 2017-2018 when an additional bus was added to the fixed-route network.

Ridership trends mimic national ridership trends, which peaked in 2008 when gas prices were high, declined during the recession before rebounding 2012-2014 and have declined about 5 percent from 2014 to 2017 despite population growth. However, the decline in transit ridership in Loveland over the last five years is generally steeper than national trends. This recent decline is likely attributed in part to national trends of increasing affordability and accessibility of cars (influenced by a strong economy and low gas prices) combined with minimal changes made to the local transit network during that time (prior to 2018).

COLT ANNUAL TRANSIT RIDERSHIP, 2005-2018



Source: National Transit Database

Figure 32. COLT Annual Transit Ridership, 2005-2018

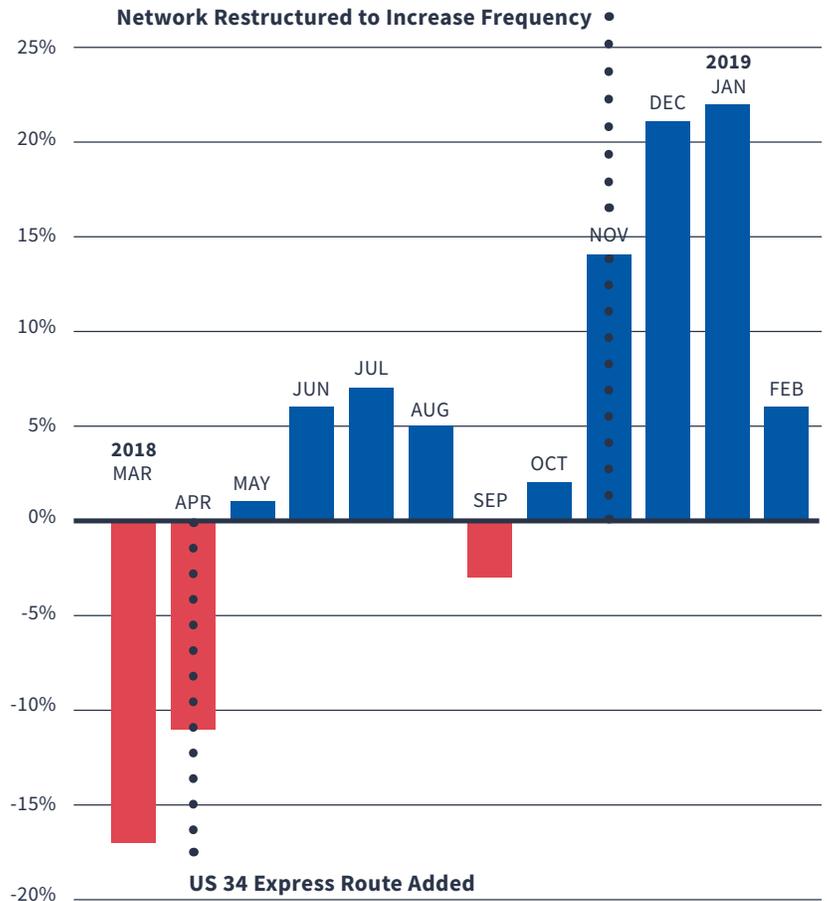
TRANSIT RIDERSHIP HAS INCREASED SINCE THE ROUTE RESTRUCTURE IN 2018

Since COLT restructured routes in November, 2018 to provide more frequent and direct service transit ridership has increased 21 percent in December, 22 percent in January and 6 percent in February when compared to the same months of the previous year. Note: These trends are preliminary given there is only three months of data and should be revisited once at least a full year of data is available.

ROUTE 1 HAS THE HIGHEST PRODUCTIVITY

Productivity is a measure of passengers per service hour and is a good indicator of the cost efficiency achieved. Route 1 is one of only two routes in Loveland with 30-minute frequency (the other being Route 2) and connects the North and South Transit Centers, including downtown, Civic Center, and core commercial areas along US-287 (Lincoln Avenue and Cleveland Avenue) with a direct route alignment (as shown in **Figure 29**). Not surprisingly, this route also has the highest productivity, as shown in **Figure 34**. Note: given the recent route restructure, productivity is based on data just from December, 2018. This metric should be revisited once at least a full year of data is available.

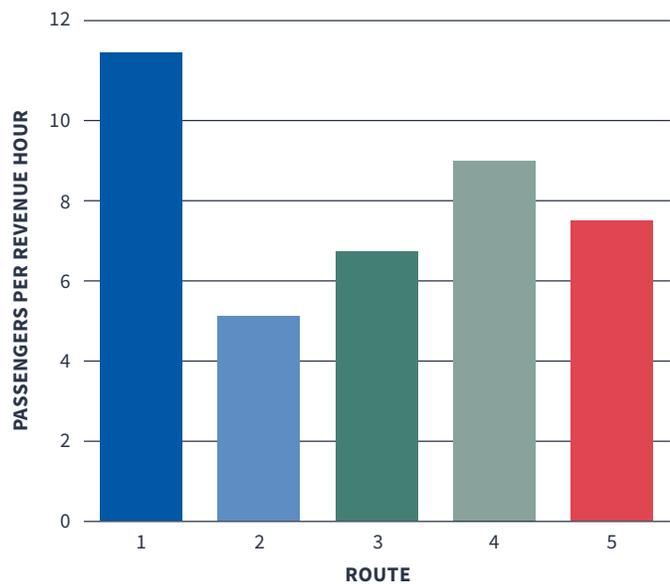
COLT YEAR-OVER-YEAR MONTHLY RIDERSHIP CHANGE



Source: National Transit Database

Figure 33. COLT Year-Over-Year Monthly Ridership Change

COLT PRODUCTIVITY, DECEMBER 2018



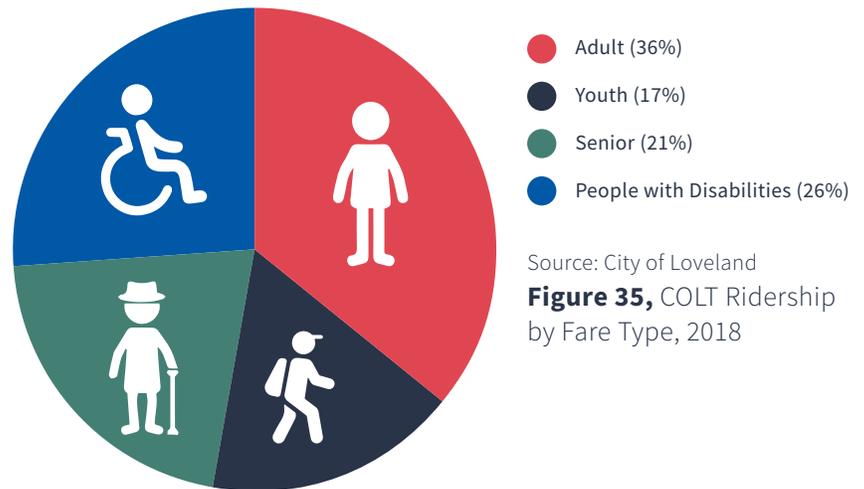
Source: City of Loveland

Figure 34. COLT Productivity, December 2018

COLT IS DISPROPORTIONATELY USED BY SENIORS AND PEOPLE WITH DISABILITIES

Excluding transfers, about 26 percent of COLT users qualify for the reduced fare program offered to riders with disabilities, while only about 12 percent of the resident population in Loveland has a recognized disability. Similarly, about 29 percent of riders without disabilities are seniors (60 years and older), while seniors represent only 23 percent of the population.

COLT RIDERSHIP BY FARE TYPE, 2018



Source: City of Loveland

Figure 35, COLT Ridership by Fare Type, 2018

TRANSIT IS FUNDED PRIMARILY THROUGH THE CITY GENERAL FUND

Nearly two thirds of funding for COLT is provided from the general fund, with about 7 percent of revenue from fares. About 82 percent of the 2017 COLT operating budget of \$1.379 million was used to provide fixed-route transit (the remaining allocated to paratransit). This equated to an average cost per passenger of \$11.70 in 2017.

PARK & RIDES AND TRANSIT CENTERS

COLT does not formally own any park & rides. Passengers have access to parking lots privately owned by adjacent businesses at both the North and South Transfer Centers along US-287, which are primarily used by FLEX patrons for regional trips. The location of these transfer centers are mapped in **Figure 29**. COLT recently purchased land near US-287 and 37th Street to relocate and upgrade amenities at the North Transfer Center. Additionally CDOT operates the Loveland-Greeley Park & Ride near US-34 & I-25, which is primarily used by Bustang patrons commuting to Denver. This park & ride will be relocated to the median of I-25 at Kendall Parkway in 2021 or 2022 as part of the I-25 North expansion project.

REGIONAL TRANSIT SERVICE

Transfort, Fort Collins' transit provider, operates the FLEX regional route connecting Loveland with Fort Collins, Berthoud, Longmont, and Boulder. Nearly a quarter of COLT users transfer to or from the FLEX. FLEX operates on US-287 through Loveland with stops at both the North and South Transfer Centers in addition to several other stops on the north and south end of town along US-287. Hourly service is provided to Fort Collins during the day and 30-60 minute service during peak hours, with peak period only service south of Loveland. CDOT also operates Bustang, which provides mostly peak period, peak direction service (at 30 minute frequencies) to Denver via I-25 from the Loveland-Greeley Park & Ride at US-34 and I-25.

ADDITIONAL MOBILITY SERVICES

Several other mobility services are also offered in Loveland. VanGo is a vanpooling service provided by the North Front Range Metropolitan Planning Organization that matches participants with similar commute patterns and provides a van. VanGo is most commonly used by people with longer commutes between cities along the Front Range. Senior Alternatives in Transportation (SAINT) is a local non-profit that provides prescheduled door-to-door personal transportation for seniors 60 years and older and adults with disabilities. Service is provided on weekdays during normal business hours. Groome (previously named GreenRide) is a privately operated shuttle service between Loveland and Denver International Airport (DIA). Groome provides regularly scheduled hourly service to DIA from the Northern Colorado Regional Airport (used as a park & ride) and an on-street stop on Stone Creek Circle (near I-25 and US-34) as well as prescheduled home pick-up/drop-off locations.



08 SAFETY

The number of total crashes and severity of crashes has increased steadily over the last five years, as shown in **Figure 36**. From 2016 to 2018, there were 14 total fatalities. The majority of injuries and fatalities occurred on large arterials, with US-287 having a majority of the fatalities. **Figure 37** shows the main types of crashes. Rarends were the most common types of crashes, at 40 percent of all recorded crashes, with broadside as the next most common at 15 percent of all crashes.

CRASH SUMMARY



Figure 36. Summary of All Crashes

TYPES OF CRASHES

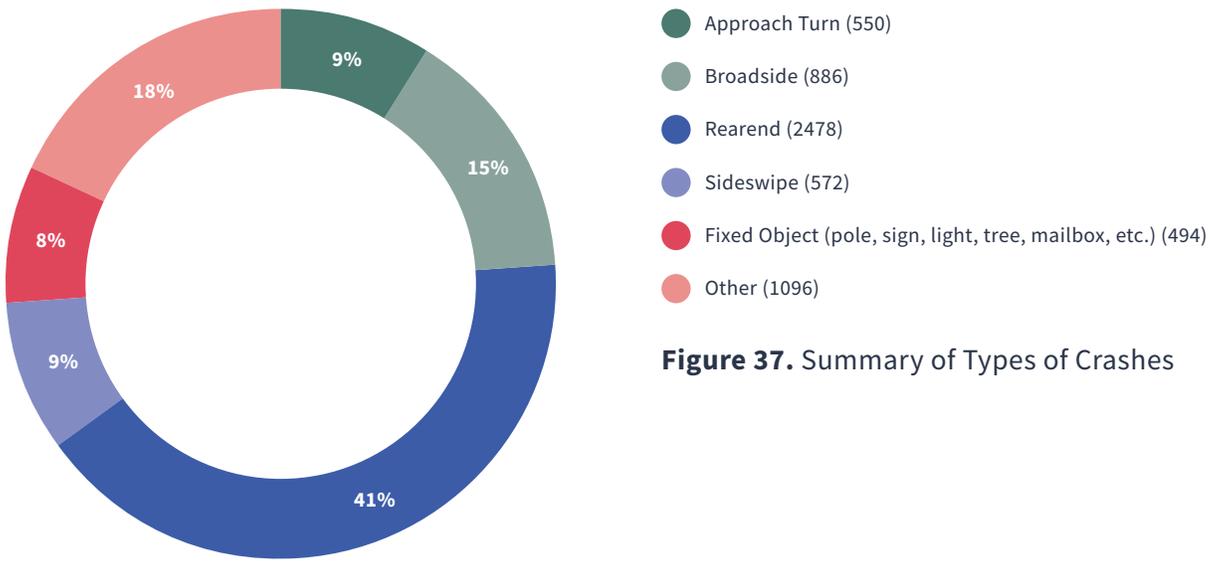


Figure 37. Summary of Types of Crashes

The map in **Figure 38** shows the areas with the highest density of crashes, weighted by severity (i.e. fatalities get more weight than injuries, which get more weight than Property Damage Only (PDO)). This map shows that the majority and most severe crashes are along arterial roadways—US-34 and US-287 in particular. There is a high density of crashes at the intersections of US-287 and 1st Street as well as US-287 and US-34. This concentration of crashes along these roadways is likely due to high speeds and traffic volumes.

TRAFFIC CRASHES, 2013 - 2017

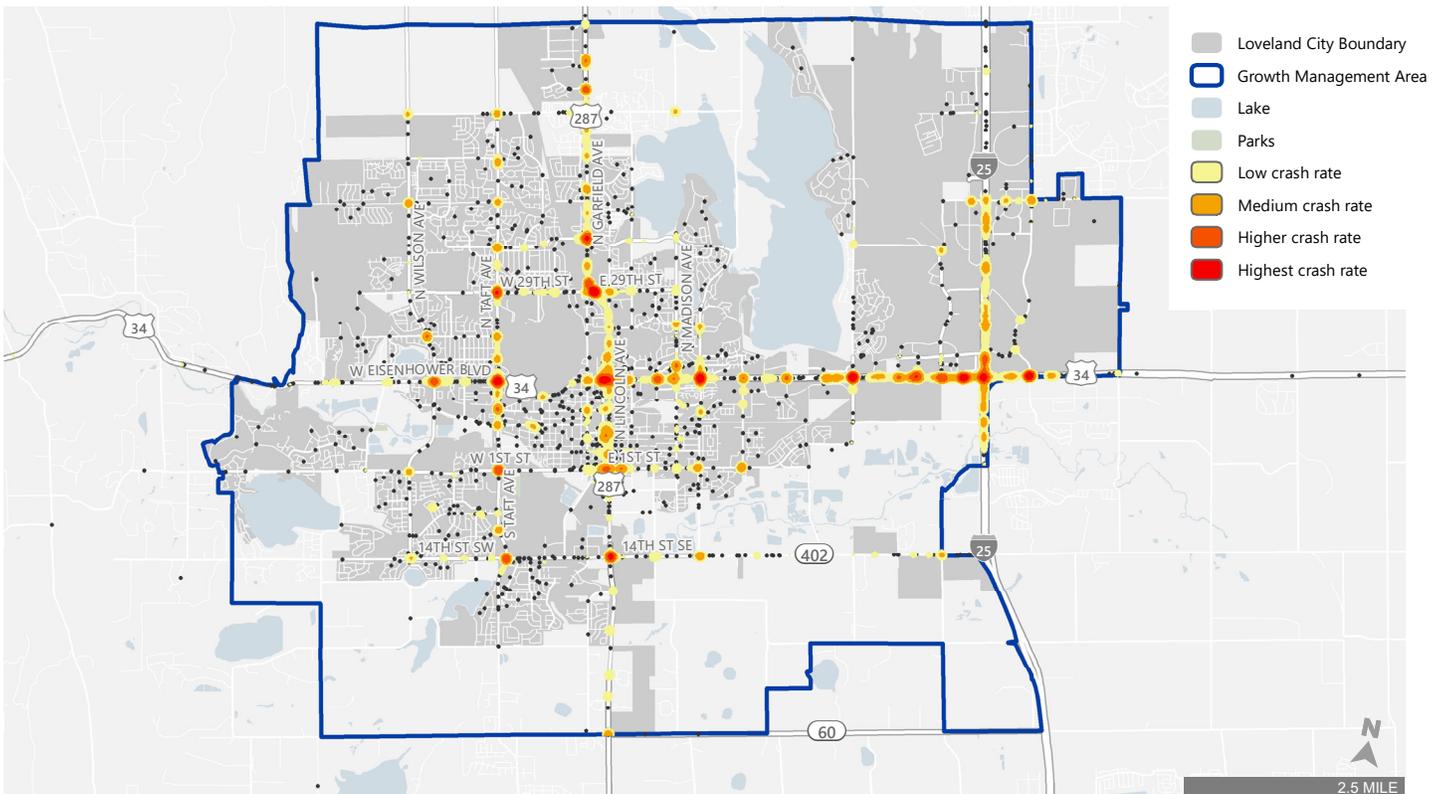


FIGURE 38: Traffic Crashes, 2013 - 2017

Between 2013 and 2018 there were 59 pedestrian-involved crashes and 179 bicyclist-involved crashes. Three of the pedestrian crashes and one bicycle crash resulted in fatalities. Pedestrian crashes have been steadily on the rise for the past six years, with a total of 5 pedestrian-related crashes in 2013 to a total of 20 crashes in 2018. The severity of crashes has also increased from 2013 to 2018. While greater in overall number, bicycle crashes consistently occur, with approximately 30 crashes per year. **Figure 39** shows the trends of bicycle and pedestrian crashes by severity from 2013 to 2018.

BICYCLE & PEDESTRIAN CRASHES

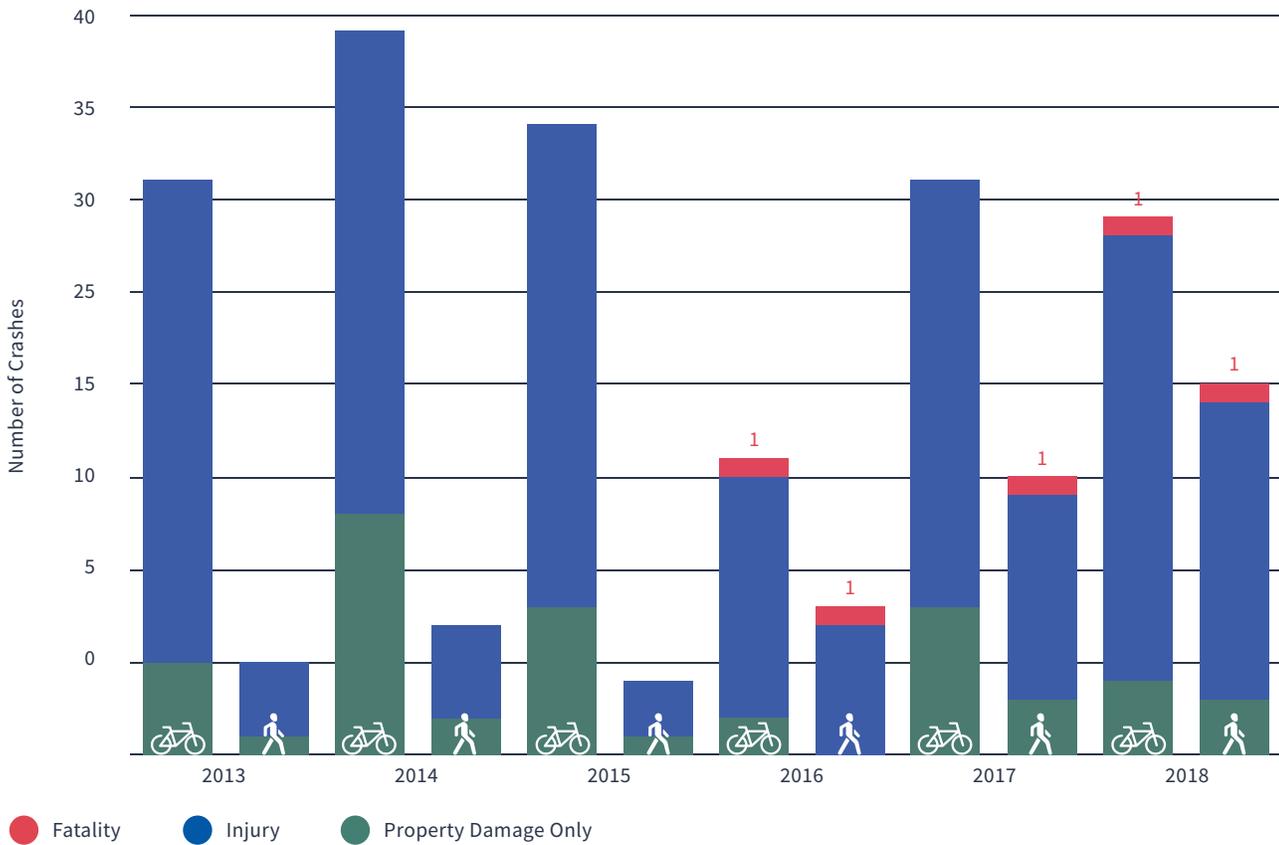


Figure 39. Summary of Bicycle and Pedestrian Crashes



09

ENVIRONMENT

Natural features and their prospective impacts to the transportation system will be considered as part of the Connect Loveland planning process. Areas of concern include Boyd Lake and the Big Thompson River, both of which are adjacent to shared-use transportation facilities that could be impacted in the event of flooding.

The various bodies of water throughout Loveland create natural barriers to travel and present challenges for connecting a growing community, as shown in **Figure 40**. Loveland cannot create a true street grid due to these barriers. Some major roadways dead end at bodies of water, creating indirect travel routes. In addition, Loveland is crossed by US-34 and US-287, which bisect the city into four quadrants.

Loveland's location on the eastern edge of the Rocky Mountain foothills provides favorable topography for walking and bicycling. Bicycle trips throughout the city involve minimal elevation change, making Loveland an ideal cycling environment for a range of riders.

LAKES AND RESERVOIRS

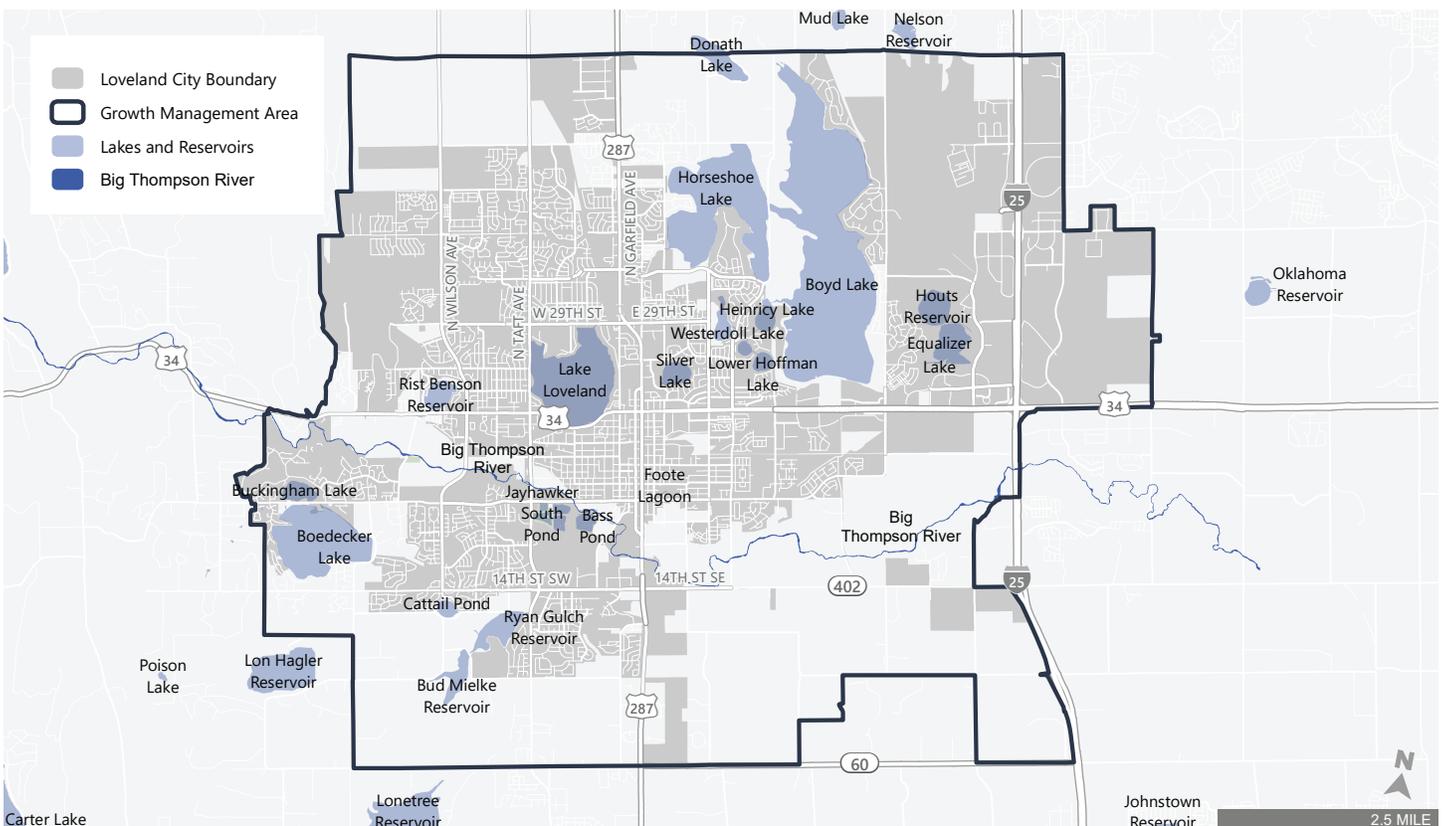


Figure 40. Lakes and Reservoirs



April 2019
Existing Conditions
Fehr & Peers