

## Chapter 6: City of Loveland

US287 extends for approximately 13.1 miles through the City of Loveland. Between the northern City boundary and 29<sup>th</sup> Street, the road is labeled Garfield Avenue, before transitioning to Buchanan Avenue. From south of East 20<sup>th</sup> Street to north of 8<sup>th</sup> Street, the road is a one-way couplet: northbound as Lincoln Avenue and southbound as Cleveland Avenue. South of the merger of the couplet, the road is known as Lincoln Avenue. Within the City, US287 is a principal arterial and divides the City into east and west.

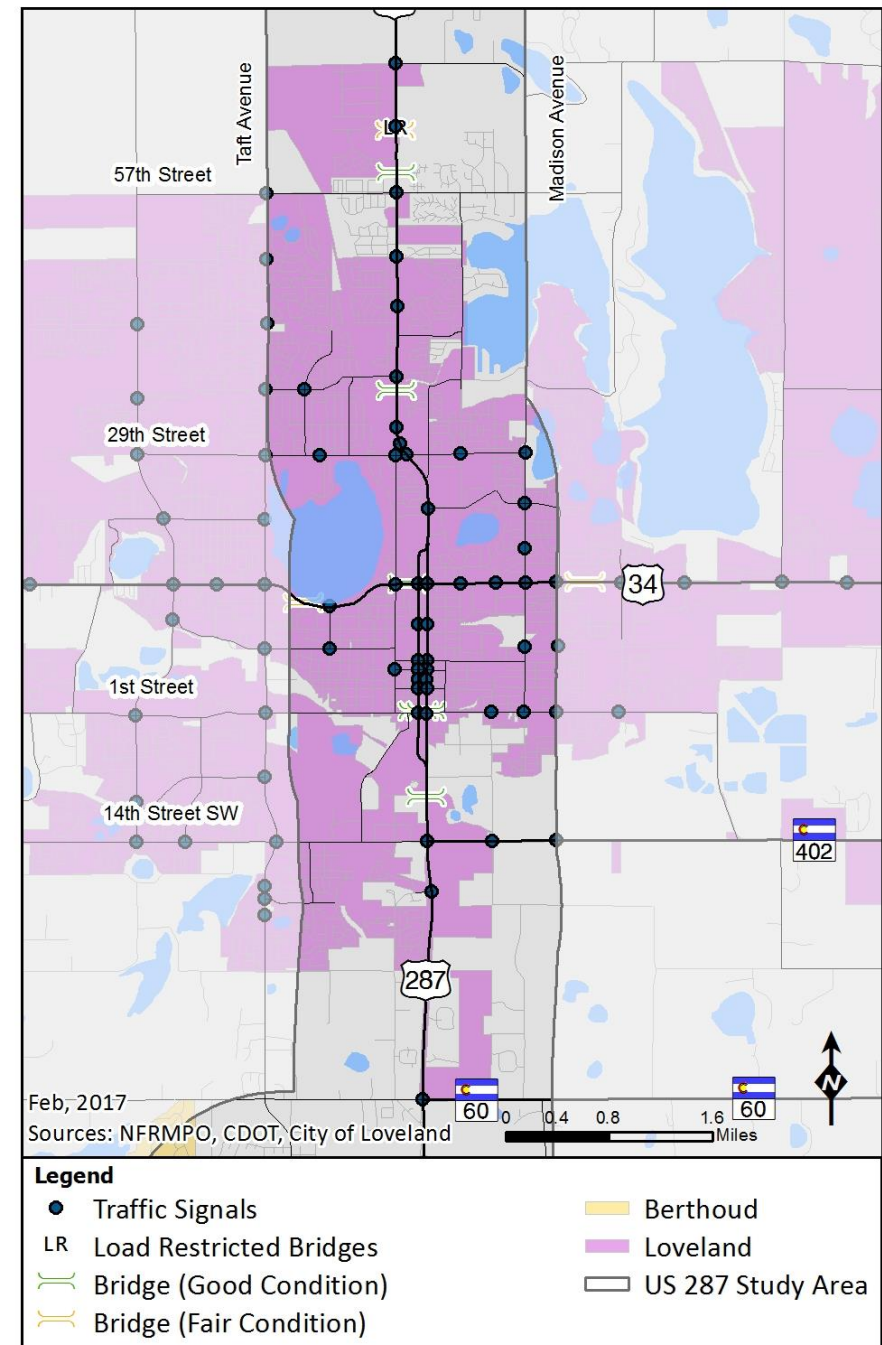
### Road Network

**Figure 6-1** shows bridges on state and US highways and traffic signals. Loveland maintains and operates all traffic signals within the City, including those on US287. Bridge maintenance along US287 is performed by CDOT.

There are seven bridges along US287 in Loveland. The bridges are mapped based on information provided by CDOT. There is one Load Restricted bridge in Loveland located at West 64<sup>th</sup> Street over the Loudon Canal. The load restriction category for this bridge is black, which means no overweight vehicles are allowed. Additional information on load restriction categories is provided in **Appendix A: Bridge Load Restrictions**. CDOT provides bridge condition information: two bridges in Loveland are in fair condition, with the rest reported in good condition.

Traffic signals are mapped based on information provided by the City of Loveland. There are 24 traffic signals located directly on US287. Traffic signals are predominately located at intersections on arterial streets, including US287, Taft Avenue, Madison Avenue, US 34, and 1<sup>st</sup> Street.

Figure 6-1 Loveland Bridges and Traffic Signals



**Figure 6-2** shows the three railroads operate within Loveland. Loveland actively works with the railroad companies operating within its boundaries, including the development of quiet zones. BNSF Railway operates parallel to US287 throughout the corridor and is demarcated in yellow. The Great Western Railway (GWR) operates service from downtown Loveland eastward and is represented as a red line. Union Pacific Railroad (UPRR) operates tracks in the northeast portion of the City outside of the US287 Study Area, and is represented as blue on the map. Railroad crossings are also shown on the map.

**Figure 6-3** shows the Annual Average Daily Traffic (AADT) along state-maintained highways in Loveland. AADT is highest north of 23<sup>rd</sup> Street. Because each one-way couplet carries traffic in one direction, total traffic remains consistent. Other highly-traveled sections within the US287 Study Area include US 34 east of Madison Avenue, and the section north and south of SH 402.

**Figure 6-4** shows truck traffic on state-maintained highways in Loveland. The highest truck traffic within the City is located outside of the Study Area on US 34, but truck traffic on US287 north of 29<sup>th</sup> Street and south of Downtown Loveland is moderate.

The number of through lanes is shown on **Figure 6-5**. US 34 is the widest road in the US287 Study Area. Downtown Loveland maintains three through lanes on each of the US287 couplets. There are four lanes in much of the remaining portion.

**Figure 6-6** shows speed limits for US287. As in Fort Collins, northbound and southbound lanes may have different speed limits. North of the City, the corridor is built as a highway. In the segment north of 57<sup>th</sup> Street, the speed limit is 55 MPH. Speeds gradually decrease closer to downtown Loveland, where it is 30 MPH. South of downtown, speeds gradually increase back to 50 MPH and 55 MPH for southbound and northbound lanes respectively.

CDOT measures pavement conditions using Drivability Life, which categorizes streets as good, fair, or poor. **Figure 6-7** shows the Drivability Life for state and US highways in the Study Area. Loveland currently has good drivability on much of its state road network. From 29<sup>th</sup> Street to SH402, the road is considered to have a moderate drivability life.

*Figure 6-2 Loveland Active Railroads and At-Grade Crossings*

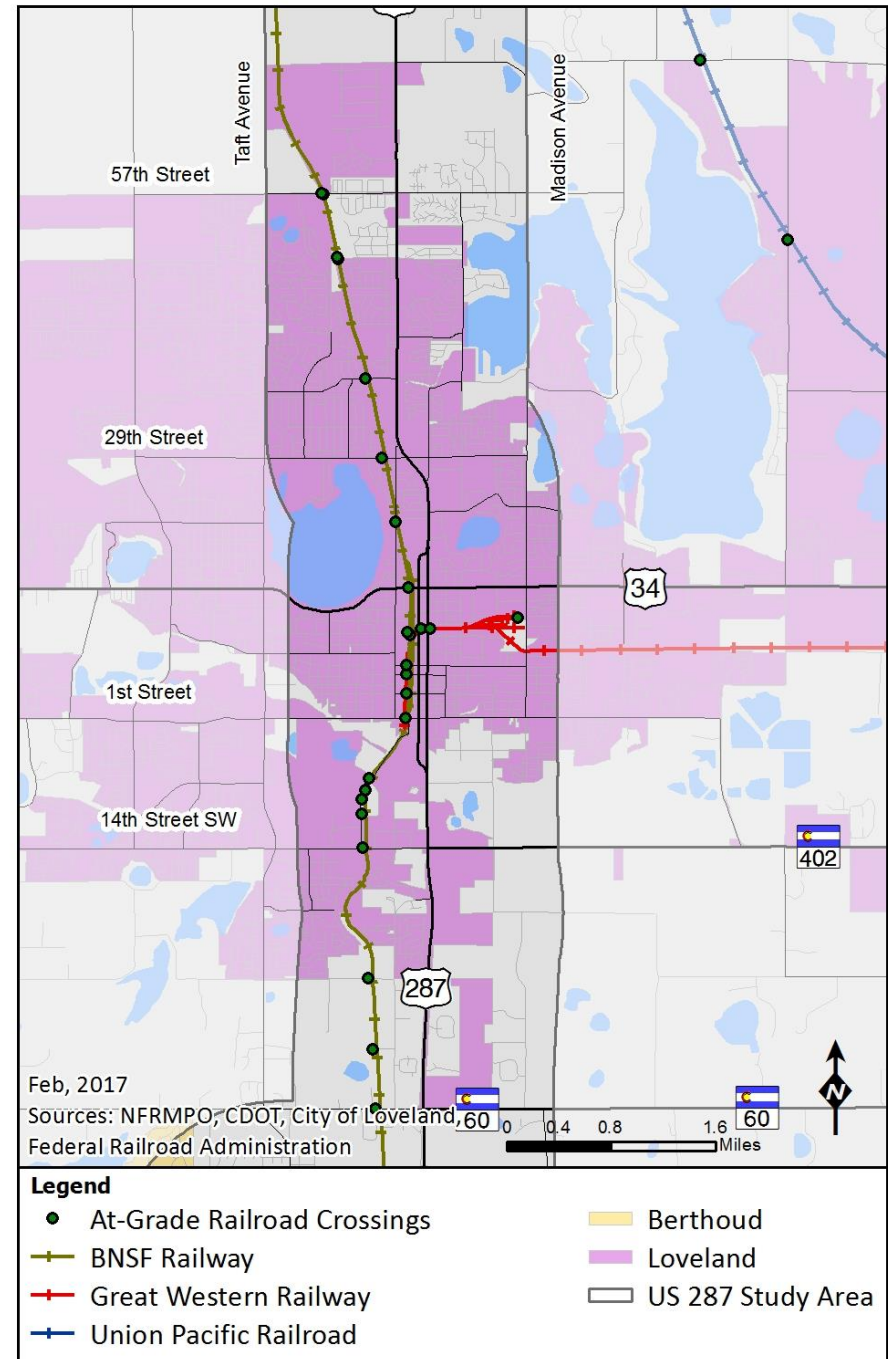
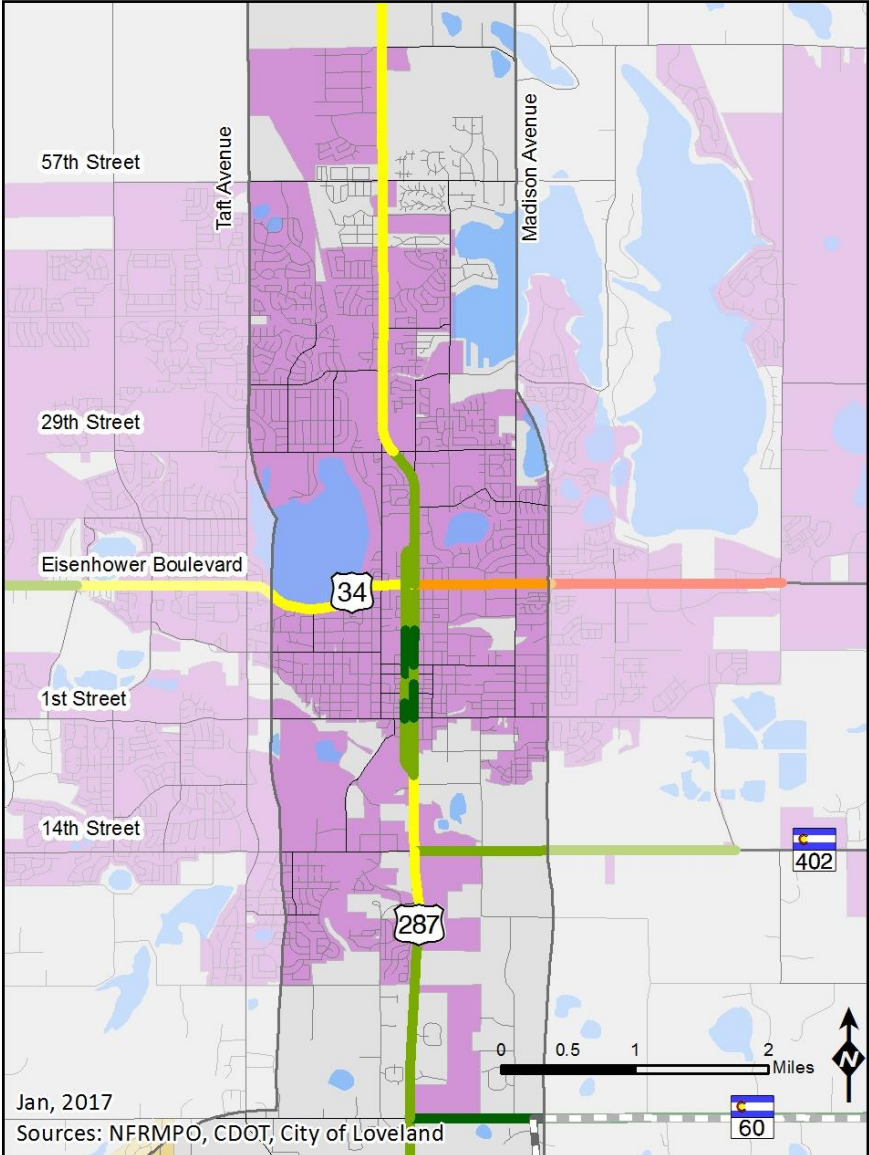
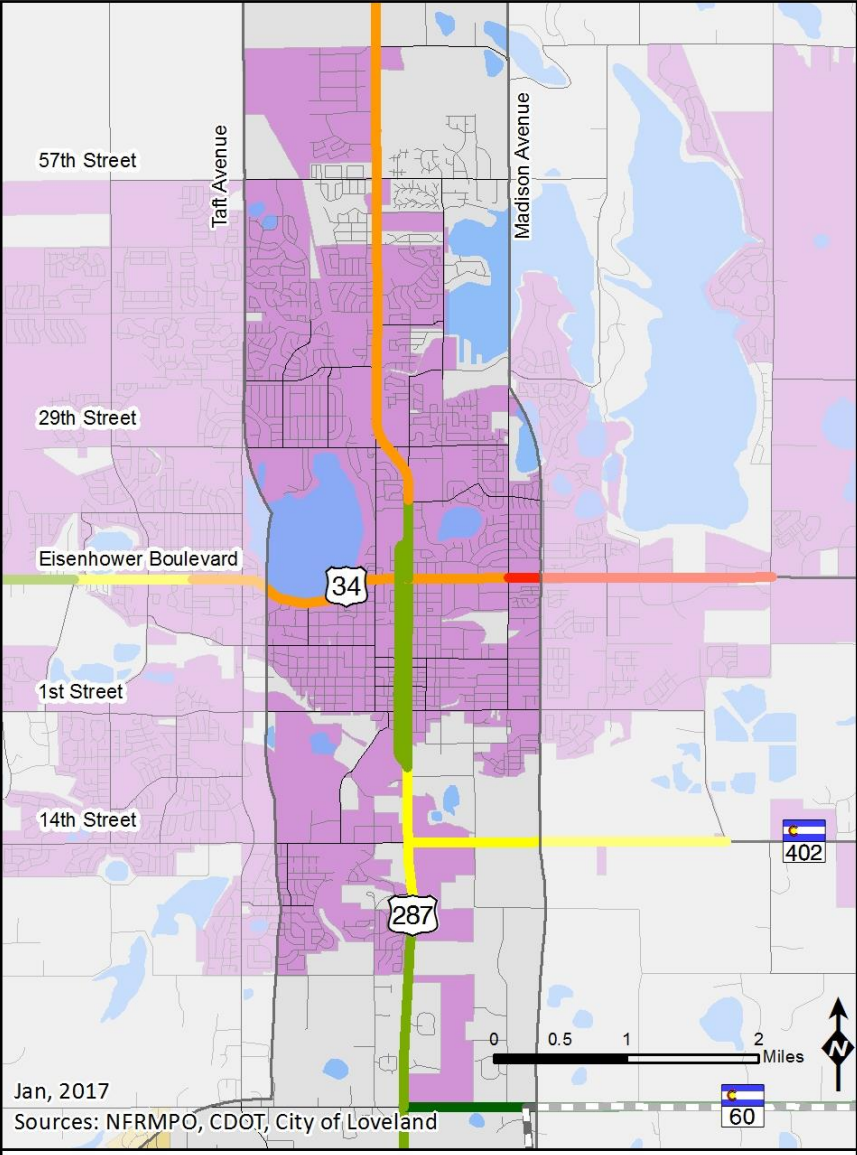


Figure 6-3 Loveland Annual Average Daily Traffic

Figure 6-4 Loveland Annual Average Daily Truck Traffic



**Legend**

<b>AADT</b>	<span style="color: yellow;">█</span> 19,000 - 27,000	<span style="color: orange;">█</span> 28,000 - 38,000	<span style="color: red;">█</span> 40,000 - 80,000	<span style="background-color: #f4b084; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Berthoud	<span style="background-color: #d8bfd8; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Loveland	<span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> US 287 Study Area
	<span style="color: green;">█</span> 2,000 - 10,000	<span style="color: yellow;">█</span> 11,000 - 18,000				

**Legend**

<b>Truck AADT</b>	<span style="color: yellow;">█</span> 890 - 1250	<span style="color: orange;">█</span> 1270 - 1760	<span style="color: red;">█</span> 1900 - 2450	<span style="background-color: #f4b084; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Berthoud	<span style="background-color: #d8bfd8; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Loveland	<span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> US 287 Study Area
	<span style="color: green;">█</span> 120 - 500	<span style="color: yellow;">█</span> 520 - 840				

Figure 6-5 Loveland Number of Through Lanes

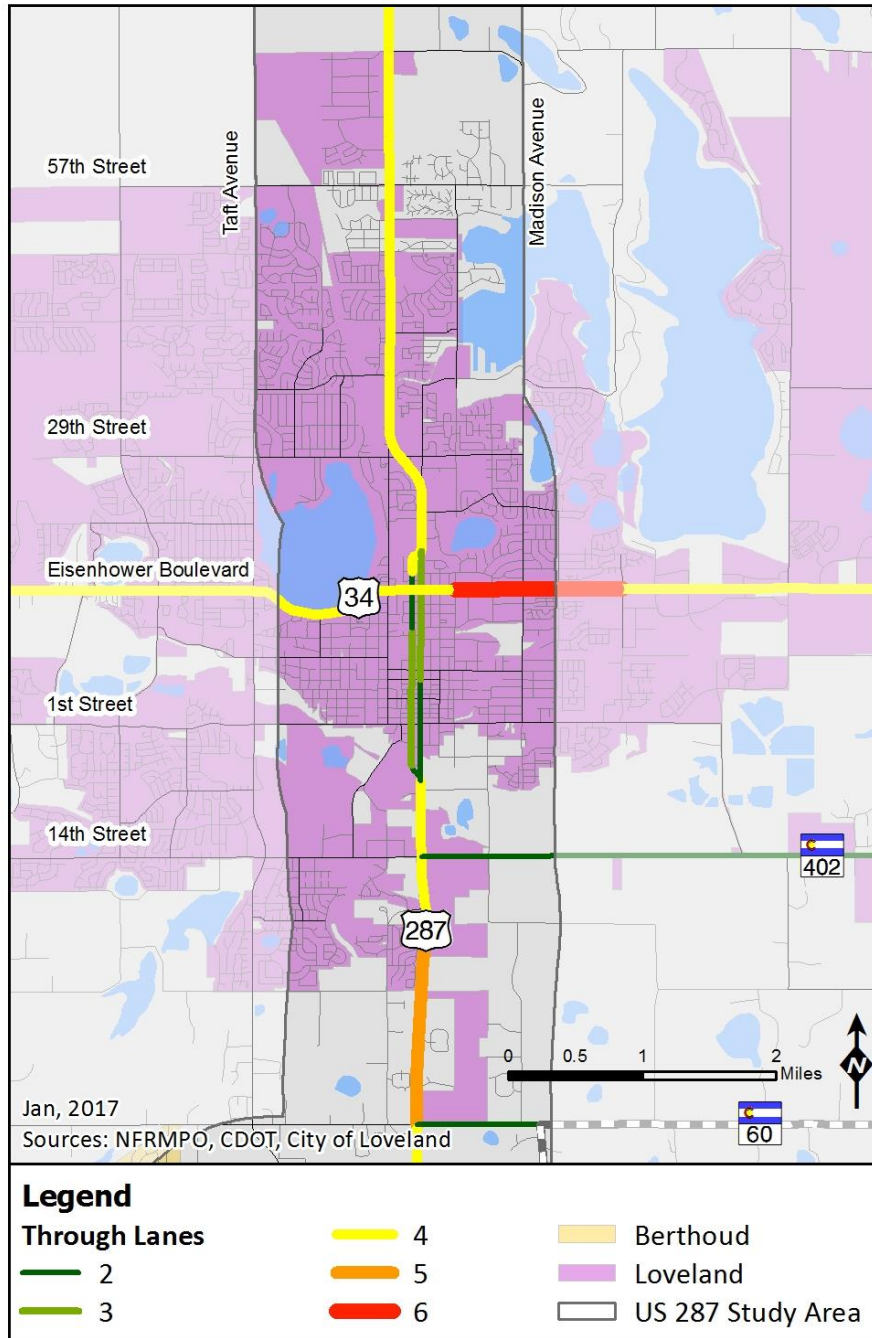


Figure 6-6 Loveland Speed Limits

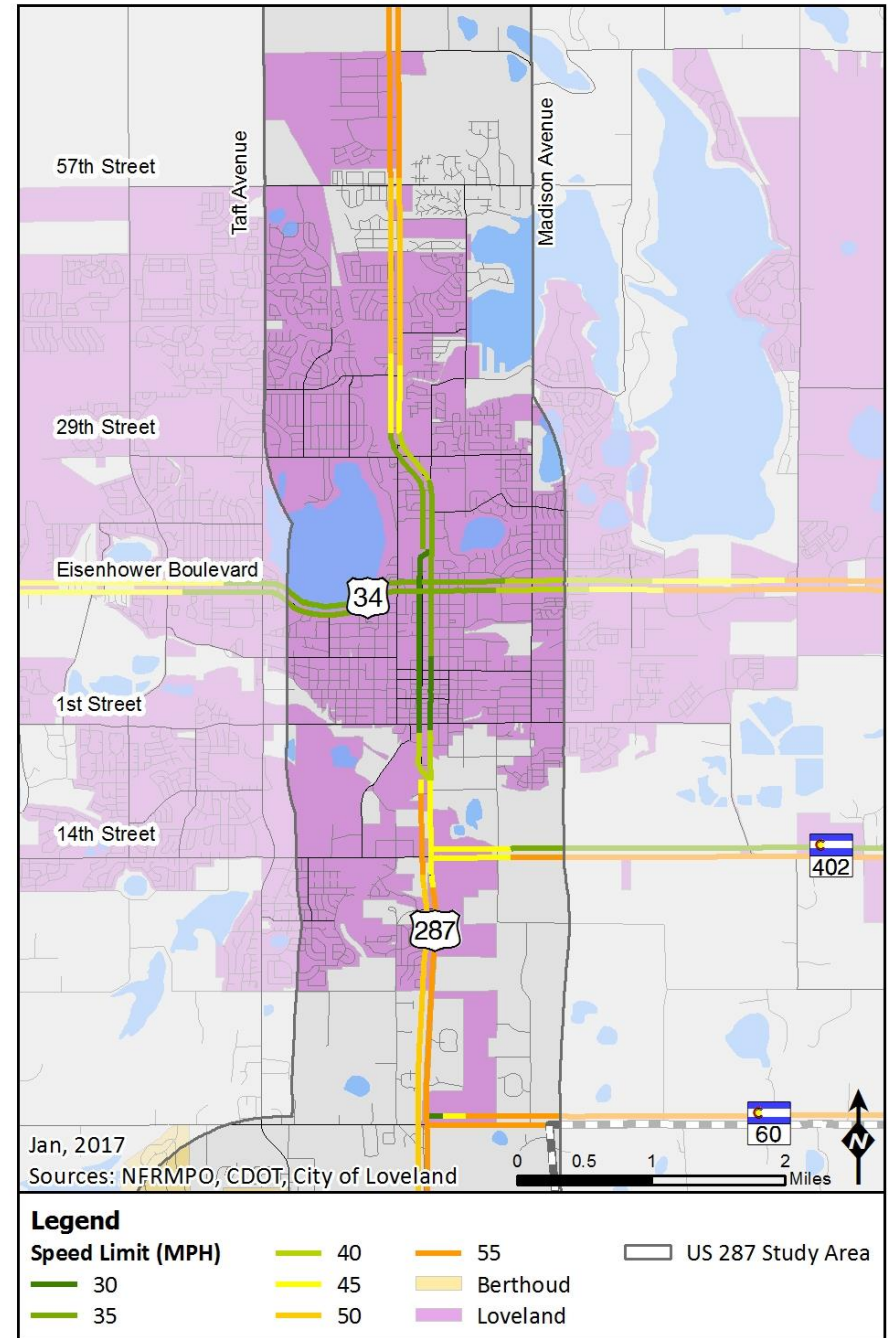
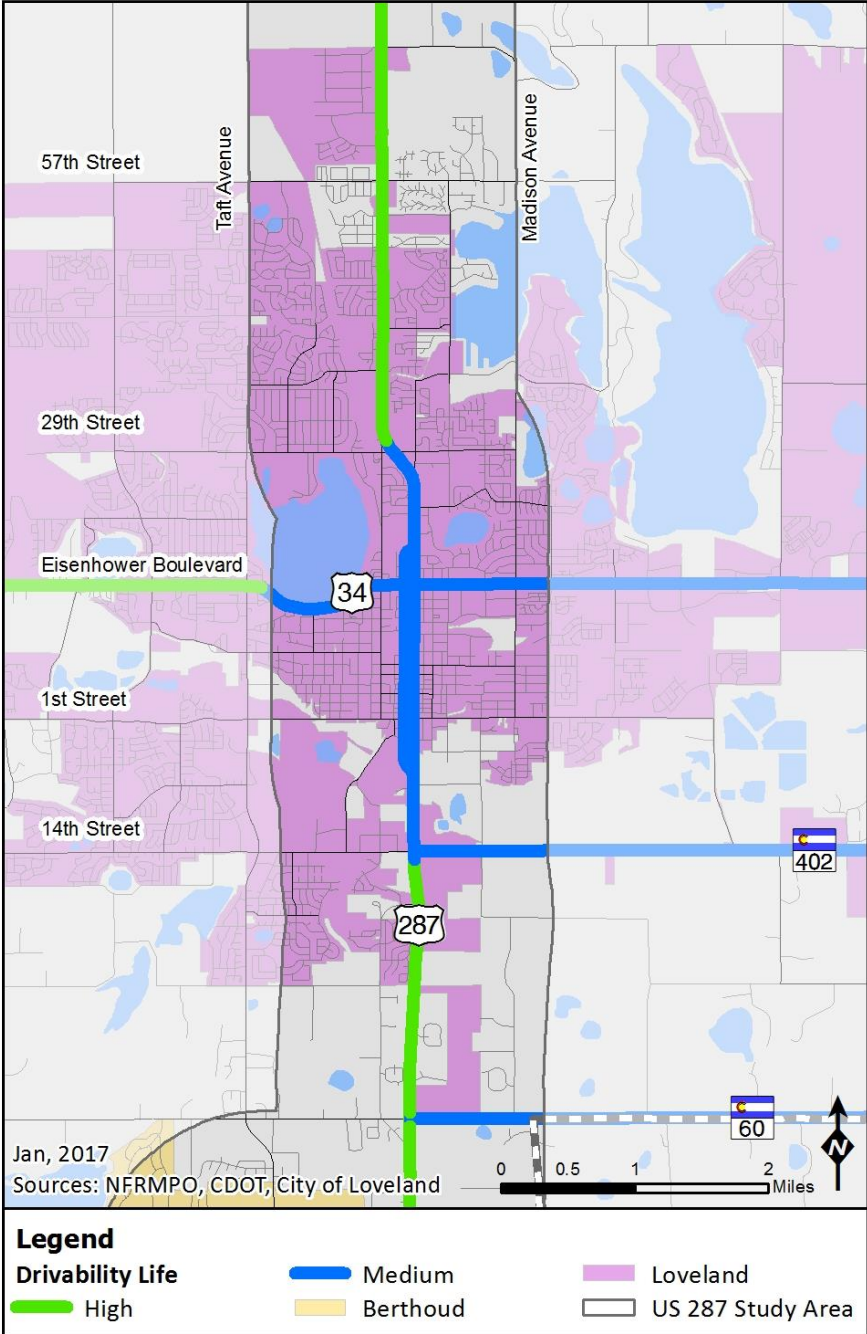


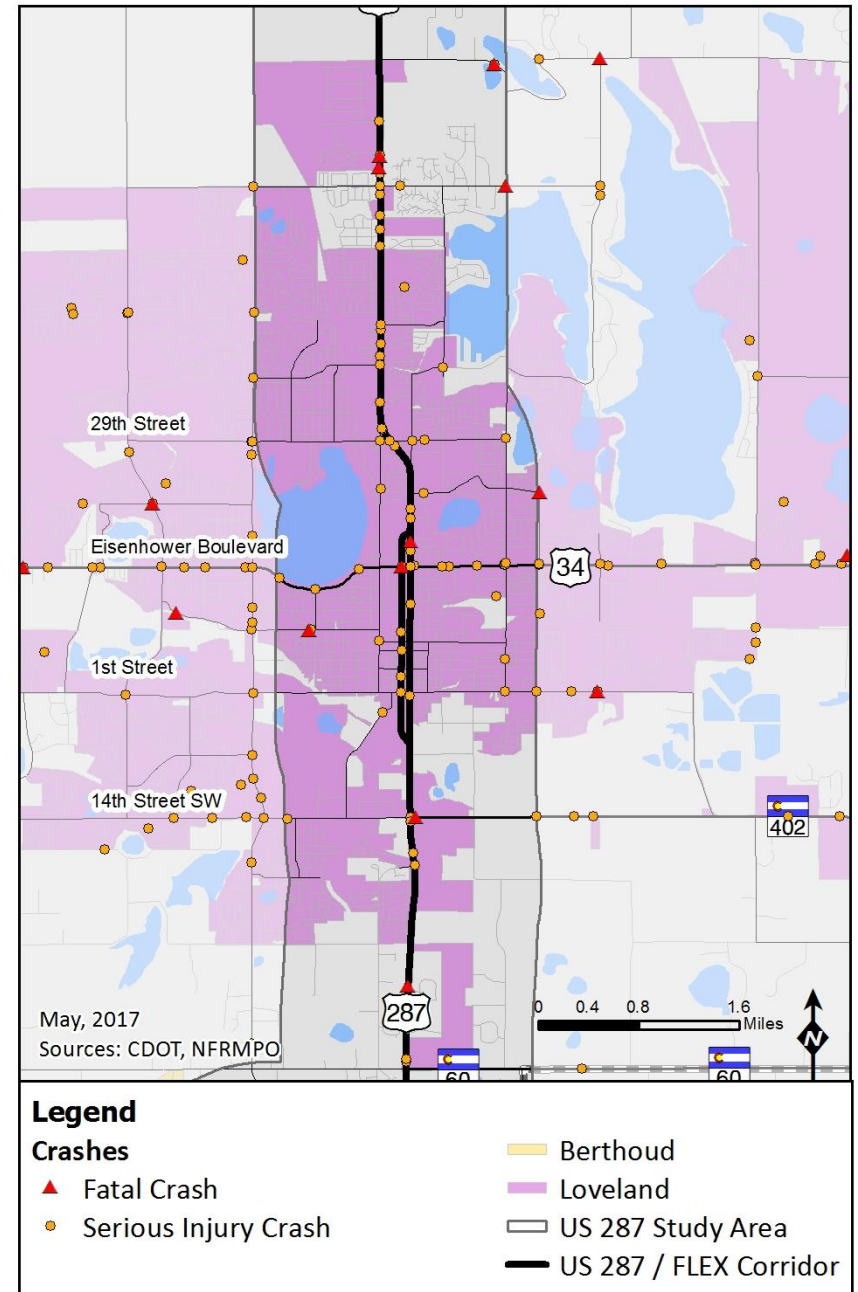
Figure 6-7 Loveland Drivability Life



### Crash Data

**Figure 6-8** shows the serious injury and fatal crashes from 2011 to 2015 in Loveland. There were nine fatal crashes and 89 serious injury crashes in the Loveland Study Area during the five year time period.

*Figure 6-8 Loveland Serious Injury and Fatal Crashes (2011-2015)*

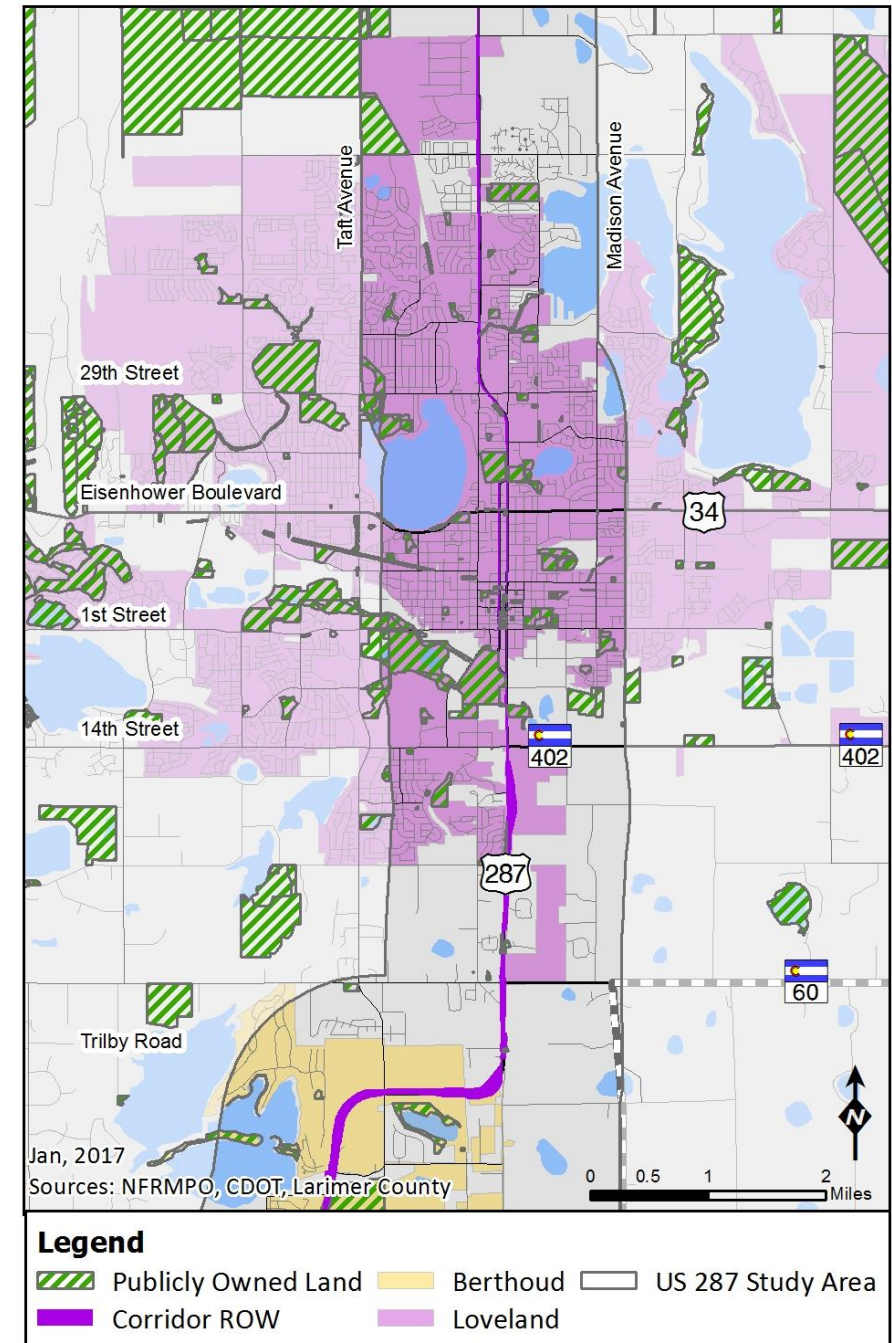


### Right-of-Way

An estimate of US287 right-of-way is shown on **Figure 6-9**. Based on Larimer County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along US287 ranges from 57-502 feet in Loveland. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Loveland, Town of Berthoud, Larimer County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will be available in the future. The expected timeline is three to five years.

Figure 6-9 Loveland US287 Right-of-Way and Publicly Owned Land



## Bicycle and Pedestrian

Loveland has a robust sidewalk network, connecting much of the City. Investments into the bicycle network have introduced bicycle lanes and trails to connect many of the neighborhoods. **Figure 6-10** shows the bicycle and pedestrian infrastructure, including sidewalks, trails, and bicycle lanes. There are presently no bicycle lanes on US287, although there are wide shoulders. At multiple locations throughout the City, there are underpasses allowing trails to continue under busy roads. Due to the density of the network, **Figures 5-10 and 5-11** show separate sections of Loveland in higher detail.

**Figure 6-11** is focused on Loveland north of US 34. Sidewalks in this area are built and maintained by both Larimer County and Loveland. Roads typically have sidewalks on each side, though gaps exist on US287. Neighborhoods are typically complete networks. An underpass carries a trail at 64<sup>th</sup> Street under US287.

**Figure 6-12** features Loveland south of US 34. The sidewalk network is complete in the downtown core, but development is generally much less dense in the south of the City. An underpass carries the recreational trail under Lincoln Avenue at the Big Thompson River. Additional underpasses exist at Madison Avenue and north of East 8<sup>th</sup> Street, at Roosevelt Avenue and Fairgrounds Park, West 1st Street and the Big Thompson River, and Taft Avenue and the Big Thompson River.

Figure 6-10 Loveland Bicycle and Pedestrian Infrastructure

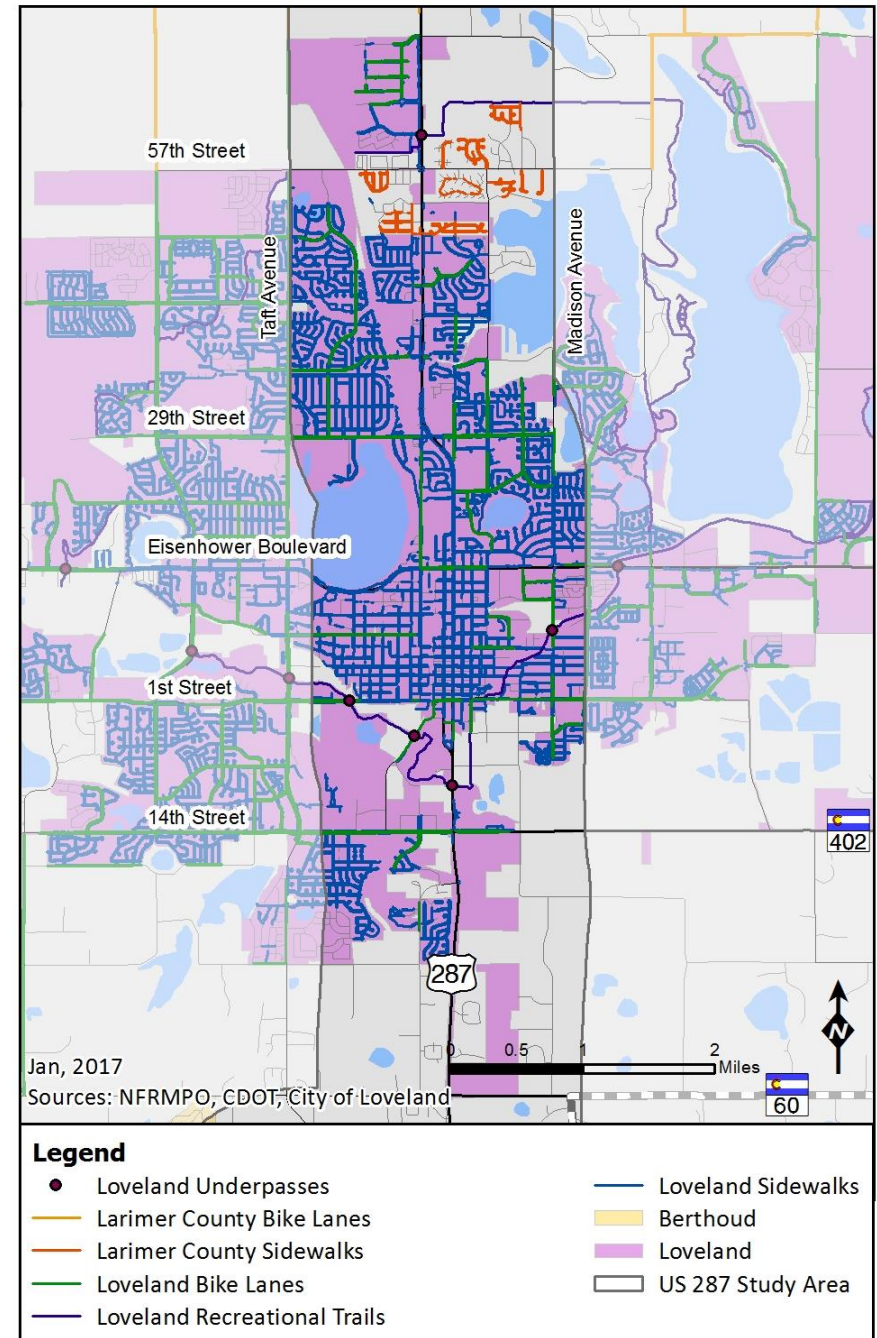
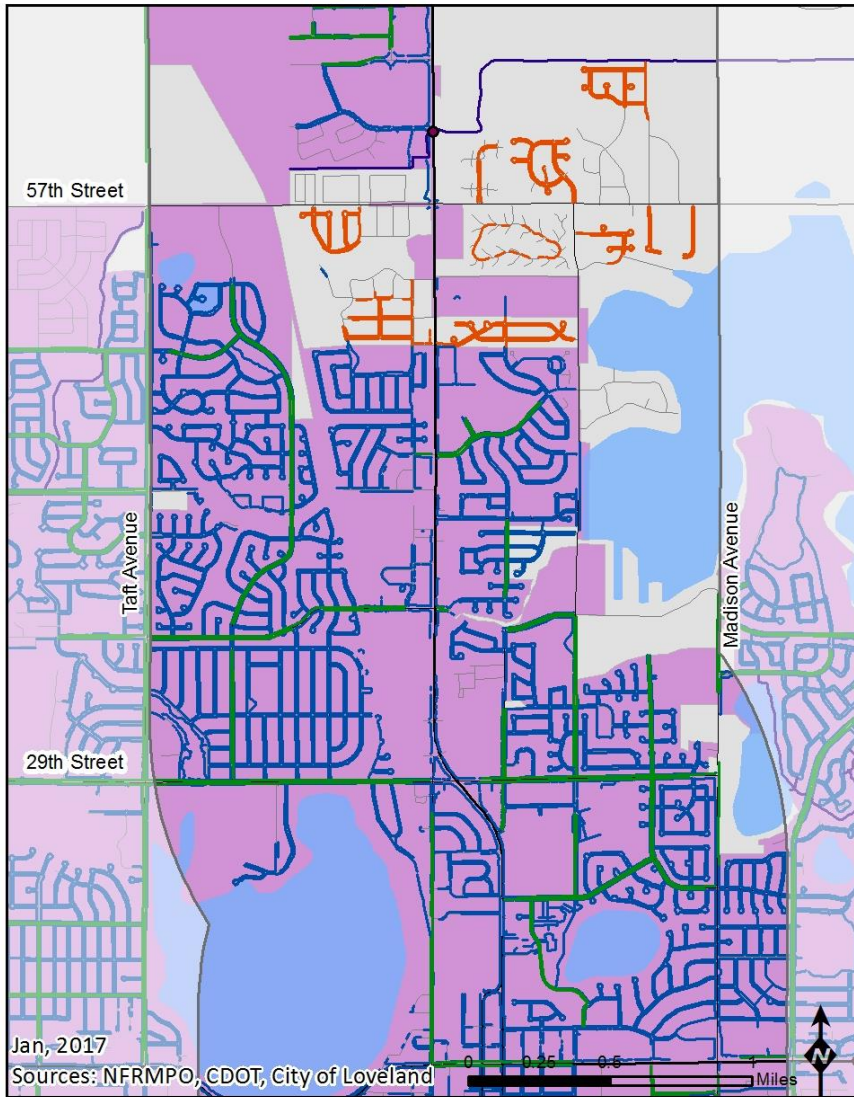


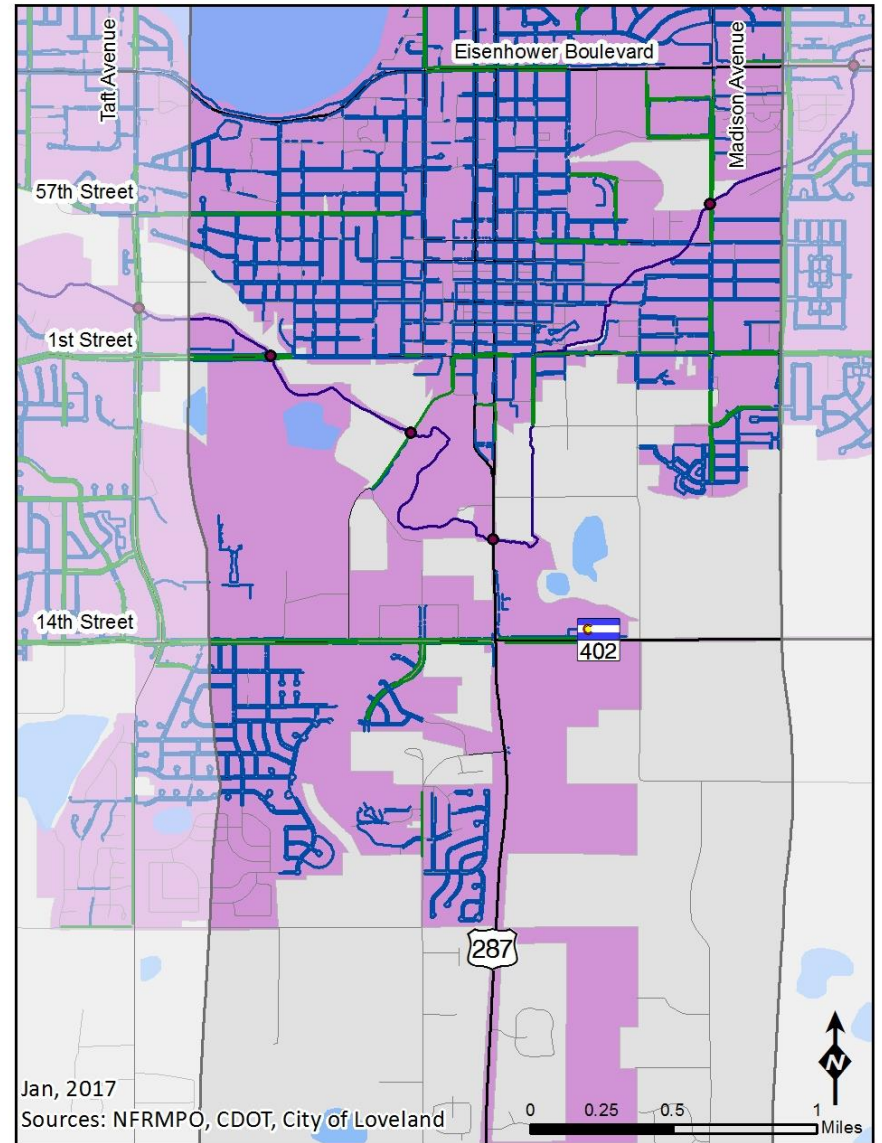


Figure 6-11 North Loveland Bicycle and Pedestrian Infrastructure



- Legend**
- Loveland Underpasses
  - Larimer County Sidewalks
  - Loveland Bike Lanes
  - Loveland Recreational Trails
  - Loveland Sidewalks
  - Loveland
  - US 287 Study Area

Figure 6-12 South Loveland Bicycle and Pedestrian Infrastructure



- Legend**
- Loveland Underpasses
  - Loveland Bike Lanes
  - Loveland Recreational Trails
  - Loveland Sidewalks
  - Loveland
  - US 287 Study Area

## Transit

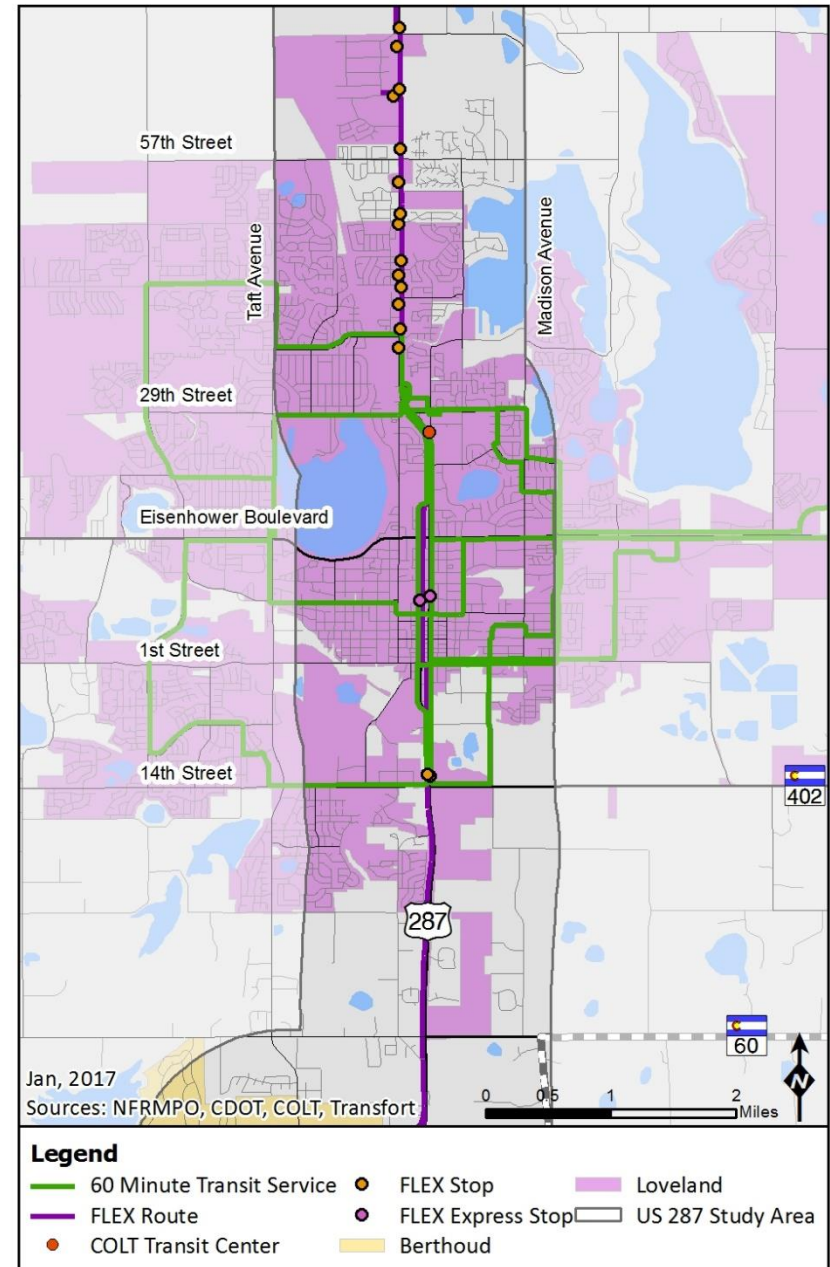
City of Loveland Transit (COLT), a division of Loveland’s Public Works Department, operates transit in Loveland. COLT operates three fixed routes, each with a 60-minute frequency. FLEX runs along US287 in Loveland, traveling north on Lincoln Avenue and south on Cleveland Avenue. The FLEX to Longmont route operates predominantly at 30-minute or 60 minute intervals, while the FLEX Boulder Express runs five times per day in each direction.

**Figure 6-13** shows the three routes - the 100, 200, and 300 - run in one-way loops and connect major destinations to US287. COLT uses two transfer centers: the COLT Transit Center, which moved to the Loveland Food Bank in January 2017; and the South Transfer Station, located north of downtown Loveland, which is also a FLEX to Boulder stop. FLEX currently stops at the Loveland Food Bank and at the South Transfer Center. A more frequent pattern of FLEX operates between Fort Collins and Loveland, providing hourly service on weekdays and weekends.

To reach the Bustang service operated by CDOT, the interregional bus service between Fort Collins, Loveland, and downtown Denver, riders may take Route 300 toward Centerra and transfer at the Loveland-Greeley Park-n-Ride (at US 34 and I-25). The transfer is located outside of the US287 Study Area, but is an important connection.

Information about the COLT system is available at [www.cityofloveland.org/transit](http://www.cityofloveland.org/transit).

Figure 6-13 Loveland Transit Routes



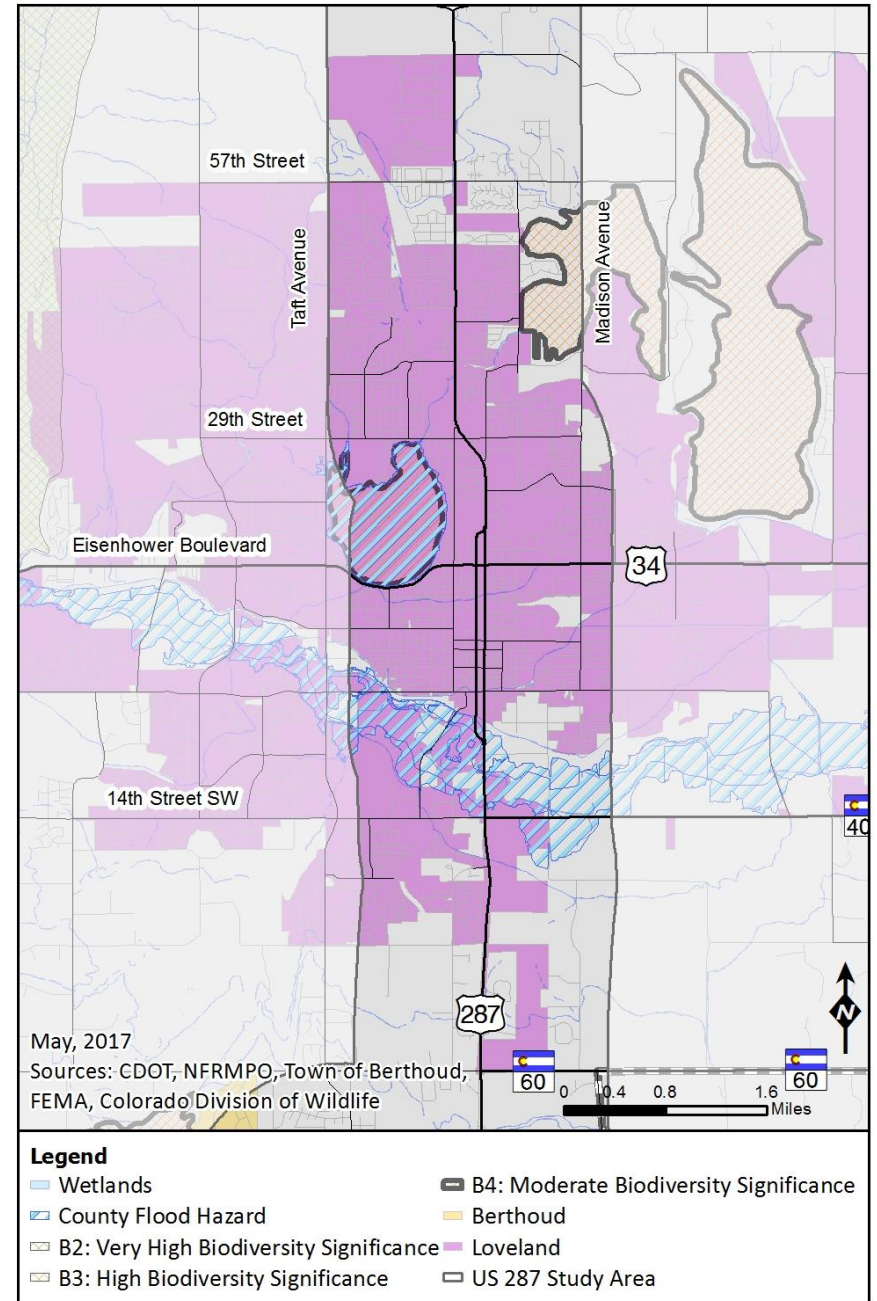
### Environmental Features

US287 through Loveland is located east of the Rocky Mountain foothills. **Figure 6-14** shows wetlands, flood hazards, and conservation areas for this region.

The Big Thompson River runs from west to east, south of US 34. It is within the river's corridor where FEMA has identified flood hazards.

Three Moderate Biodiversity Significance areas exist in Loveland, including Lake Loveland, Horseshoe Lake, and Boyd Lake.

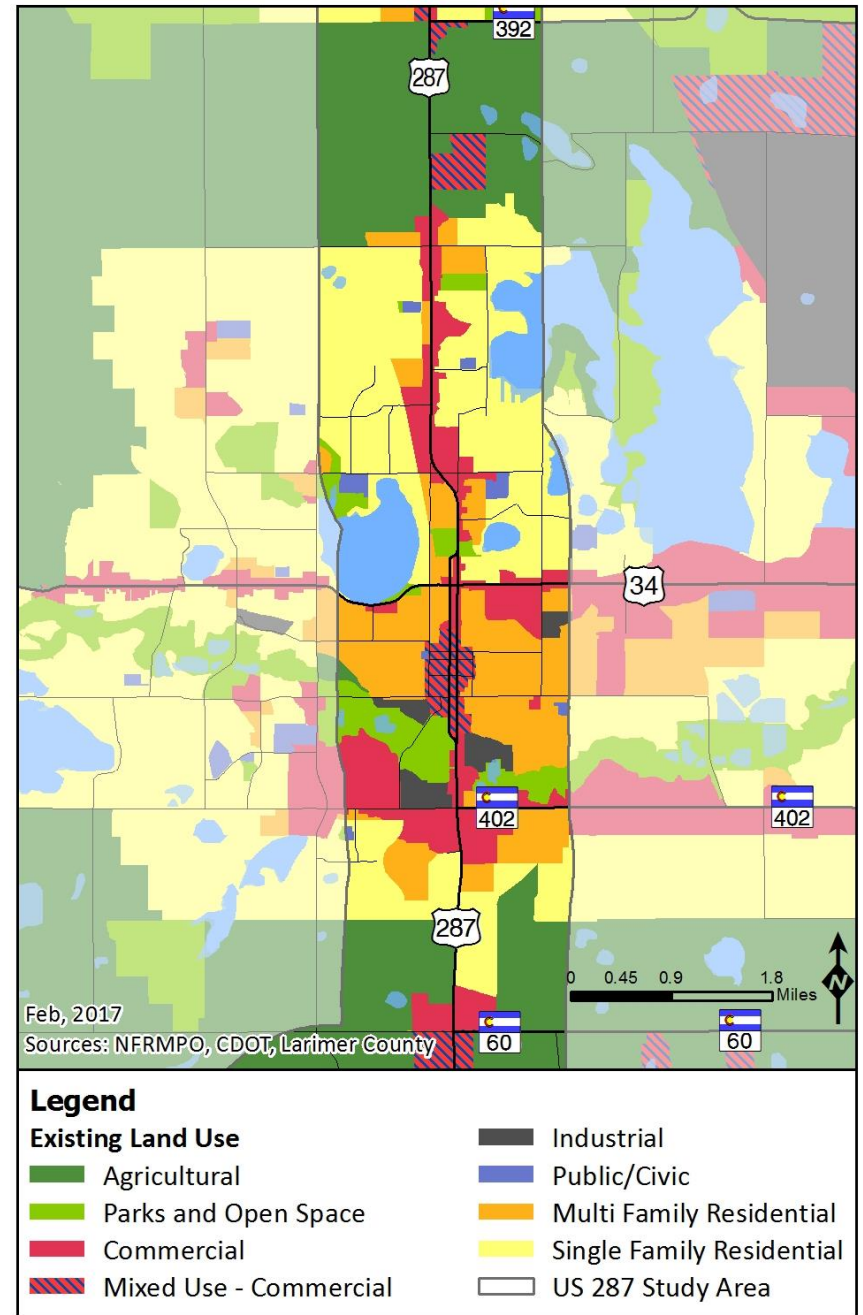
Figure 6-14 Loveland Environmental Features



### Existing Land Use

The land uses displayed on **Figure 6-15** represent 2012 land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Land uses along the corridor primarily include Mixed Use - Commercial, Commercial, Industrial, Parks and Open Spaces, Multi Family Residential, and Single Family Residential uses.

Figure 6-15 Loveland Existing Land Use



### Future Land Use

The land uses displayed on **Figure 6-16** represent future land uses as compiled for the NFRMPO 2040 Land Use Allocation Model. Data were provided by Larimer County zoning (2013) and the 2007 Town of Berthoud Comprehensive Plan. The City of Loveland’s future land uses were updated based on the 2015 Create Loveland Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and does not adhere to a specific forecast year. Within the Study Area in Loveland, future land uses primarily include Commercial, Multi-Family Residential, Single Family Residential, Parks and Open Spaces, and Industrial land uses.

Figure 6-16 Loveland Future Land Use

