



City of Loveland

Community & Strategic Planning

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Planning Commission Staff Report

April 9, 2012

Agenda #: Regular Agenda - #2

Title: Bicycle and Pedestrian Plan

Applicant: City of Loveland
Public Works Department

Location: City of Loveland Growth
Management Area (GMA)

Request: **Approve Resolution
Recommending that City
Council Adopt the Bicycle and
Pedestrian Plan**

Presenter: Justin Stone
Ray Moe of LSA Associates

Staff Planner: Karl Barton

Staff Recommendation

Subject to additional evidence presented at the public hearing, City staff recommends the following motion:

Recommended Motion:

1. *Move to approve Resolution No. 3, 2012 recommending that City Council approve the Bicycle and Pedestrian Master Plan*

Summary of Analysis

This is a public hearing to consider adoption of the Bicycle and Pedestrian Plan.

The primary plan area is comprised of the City of Loveland's Growth Management Area (GMA) and associated links to adjacent communities.

The Bicycle and Pedestrian Plan is presented to the Planning Commission for review and a recommendation because it is part of the 2030 Transportation Plan which is a functional component of the 2005 Comprehensive Plan.

The City of Loveland Comprehensive Plan recognizes the importance of a balanced transportation system that includes bicycles and pedestrians. The purpose of the Bicycle and Pedestrian Plan is to identify strategies and activities that increase the use, safety, and convenience of bicycling and walking within and around the City of Loveland and to promote bicycling and walking as integral components of the region's multi-modal transportation system.

The plan was created with the assistance of a steering and technical committee. Earlier drafts have been presented for review and comment to City Council, the Transportation Advisory Board, and to the public at several open houses and workshops.

I. SUMMARY

This is a public hearing to consider a recommendation to City Council regarding adoption of the Bicycle and Pedestrian Plan.

The primary area that the plan covers is comprised of the City of Loveland's Growth Management Area and associated links to adjacent communities. The adjacent communities include the Cities of Fort Collins and Greeley, and the Towns of Windsor, Johnstown and Berthoud as well as Larimer County.

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II. ATTACHMENTS

1. Resolution No. 3, 2012
2. Draft of Pedestrian and Bicycle Master Plan (use this link to review the draft plan, a copy is also on file in the Current Planning Department
<http://www.cityofloveland.org/modules/showdocument.aspx?documentid=9964>)

III. BACKGROUND

The Bicycle and Pedestrian Plan analyzes the existing bicycle and pedestrian system, examines the existing and future growth within the City to identify bicycle and pedestrian destinations, incorporates public input for a preferred plan, and provides implementation strategies for prioritizing projects and implementing a successful plan. Considerable research, analysis, and public participation contributed to the preparation of the City of Loveland's Bicycle and Pedestrian Plan.

Why "think biking and walking"? Nationally, there is a growing sentiment among the public, elected officials, and transportation planners to improve provisions for biking and walking as a viable form of transportation, for health/fitness benefits, and for recreation opportunities. There are a number of reasons to bike and walk. A few of them are:

- Providing choice for other modes of transportation than just a car

- Meeting latent demand
- Benefits to the individual and family
- Loveland and the surrounding area has an ideal climate and topography
- Quality of life

The purpose of the Bicycle and Pedestrian Plan is to identify strategies and activities that increase the use, safety, and convenience of bicycling and walking within and around the City of Loveland and to promote bicycling and walking as integral components of the region's multi-modal transportation system.

The Bicycle and Pedestrian Plan answers the following questions:

- How complete is the current bicycle and pedestrian system?
- Where do bicyclists and pedestrian want to go?
- What are the recommended bicycle and pedestrian improvements for the City of Loveland?
- How do you prioritize the limited number of dollars available?

The City of Loveland Comprehensive Plan recognizes the importance of a balanced transportation system that includes bicycles and pedestrians.

In the 2011 Implementation Plan, the Transportation Advisory Board includes *Objective 10B.4.IP1: Create and adopt a Bike and Pedestrian Component to the Transportation Master Plan that meets the needs of the community that integrate active living concepts and pedestrian safety in a timely, orderly, and cost effective manner. Coordinate with special districts, the Thompson R2-J School District and other local, state, and federal governments as appropriate.*

That this objective was included in the Implementation Plan is an indication of its importance to the Transportation Advisory Board and Public Works staff. It is based on the following Goal from the 2005 Comprehensive Plan.

Goal 10B.4:

Plan and implement improvements to existing street and trail facilities that are presently suitable for pedestrians and bicycles and develop an expanded system of pedestrian and bicycle friendly roads and trails for Loveland's future.

Supporting this Goal is a set of four objectives (not included in full for space reasons) that generally call for bicycle and pedestrian facilities to be planned for and provided in a timely, orderly, coordinated and cost effective way that meets the needs of the community. The Bicycle and Pedestrian Plan is designed to achieve these objectives.

Additionally, Comprehensive Plan Residential Land Use Goal 7 reinforces the importance of bicycle and pedestrian facilities by stating that residential development should be designed in a bicycle and pedestrian friendly manner by considering walking and bicycling access to recreation, education, shopping, and employment.

The City of Loveland's Transportation Plan is the planning document that guides the City and development community on the orderly and planned implementation of the City's multimodal transportation system. One of the goals of the Plan is to "plan a safe, efficient, continuous, coordinated and convenient multi-modal transportation system that serves the needs of the community now and establishes the foundation for a transportation system that is sustainable for future generations." A multi-modal transportation system must incorporate bicycles and pedestrians into the planning and implementation of transportation improvement projects.

The City of Loveland's Comprehensive Plan contains extensive vision statements, goals and objectives regarding bicycle and pedestrian mobility. These statements address a wide range of important elements within the City including community design, transportation, parks and recreation, education and community health. In review of these statements and input from the public, Steering Committee, and Technical Committee the following City of Loveland Bicycle and Pedestrian Plan Goals were developed as follows:

- Provide and maintain a safe and effective bicycle and pedestrian system that allows individual citizens of all ages and abilities to be able to efficiently chose to bike or walk to a variety of destinations throughout the City as a means of travel, attaining health, and quality of life.
- Fill in the missing bicycle and pedestrian segments and provide for safe intersection crossings that connects residences and places of work, shops, schools, transit, activity centers and public activities, so that people can reach destinations by walking or bicycling in addition to relying on personal vehicles.
- 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. Provide accountability through annual bicycle and pedestrian performance reporting to determine what bicycle and pedestrian enhancements result in the greatest benefit for bicycle and pedestrian travel.

The plan includes a chapter that presents elements of the plan to achieve these goals. This chapter also presents implementation strategies and performance measures to evaluate plan implementation.

The primary area that the plan covers is comprised of the City of Loveland's Growth Management Area and associated links to adjacent communities. The adjacent communities include the Cities of Fort Collins and Greeley, and the Towns of Windsor, Johnstown and Berthoud as well as Larimer County.

The process of the preparation of the Bicycle and Pedestrian Plan has been rigorous and iterative. Input on the draft plan has been gathered from a wide variety of stakeholders. Integral to the development of the plan has been the ad-hoc steering committee. This steering committee consists of stakeholders such as members of each of the following: Transportation Advisory Board, Planning Commission, Parks & Recreation Advisory Commission, Disabilities Advisory

Commission, Senior Advisory Board, Youth Advisory Commission, Bike Club, Business, Pedestrian Advocate, and Citizen. In addition to the Steering Committee, preparation of the City of Loveland Bicycle and Pedestrian Plan included input and review from a Technical Committee, which included a wide number of representatives from various City of Loveland departments, including Public Works, Planning, Parks & Recreation. Also serving on the committee are representatives from the Thompson School District and local non-profit organization CanDo (Coalition for Activity and Nutrition to Defeat Obesity).

Over the course of several meetings, open houses and workshops, these groups shaped the basic structure of the plan as well as critiquing and contributing to the details. In addition, throughout the drafting process, the plan has been presented to many stakeholder and decision making groups, including: the Transportation Advisory Board, the Parks and Recreation Advisory Commission, the Planning Commission, and the City Council. Two public open houses were also conducted. At each of these presentations, staff received valuable comments that have been integrated into the draft Bicycle and Pedestrian Plan.

The City of Loveland received a grant from CanDo that allowed the city to hire a consultant that is providing assistance in the development of the City of Loveland Bike and Pedestrian Plan. The City hired LSA Associates that helped with the public process, facilitating public meetings and meetings with the Steering Committee, and developing and writing the plan including formatting, graphics.

IV. DESCRIPTION

This section of the staff report is intended to provide a narrative explanation of the chapters of the Bicycle and Pedestrian Plan. It will describe the basic intent of the chapter without going into specifics.

Chapter 1 - Introduction:

This chapter provides the background, purpose, and need for the Plan

Chapter 2 – Existing Conditions:

This chapter presents the existing bicycle and sidewalk system within the City of Loveland. This chapter also identifies bicycle and pedestrian crash locations.

Chapter 3 – Bicycle and Pedestrian Plan:

This chapter begins with evaluation tools and some basic best practices to be considered when developing a bicycle and pedestrian plan. This chapter also presents a map of destinations to be connected via a pedestrian and bicycle system. The financially unconstrained Bicycle and Pedestrian Plan presents the compilation of all proposed bicycle and pedestrian improvements within the City. Because this Plan does not include a dedicated source of funding, it represents a vision for the City. Planning level cost estimates were also developed for the Bicycle and Pedestrian Plan.

Chapter 4 - Implementation:

This chapter presents various funding options for the Plan. Because available funding will be insufficient to complete the Plan, the chapter presents a prioritization process for selecting and implementing preferred plan elements. This chapter also presents implementation strategies and performance measures to evaluate plan implementation.