

West Loveland Avenue Study Survey Summary Report

June/July 2023

Prepared For:

City of Loveland

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INTRODUCTION

The City of Loveland is in the process of conducting a feasibility study for a project to address transportation issues within Historic Downtown Loveland. Current issues include travel delays and congestion on and near the West Loveland Avenue Bridge over the Little Miami River. Contributing factors to traffic congestion in Historic Downtown Loveland include:

- **Limited connectivity:** Presently the West Loveland Avenue Bridge provides the only connectivity across the Little Miami River within Loveland city limits. The nearest cross-river connections are located several miles outside of existing city limits, with limited roadway infrastructure serving those connections;
- **A built-in street grid:** Abutting buildings limit the ability to widen streets within Downtown Loveland and prevent the installation of dedicated turn lanes at key intersections;
- **The Little Miami Scenic Trail:** A popular pedestrian and bicycle path, the Little Miami Scenic Trail passes directly through Downtown Loveland and intersects with West Loveland Avenue and Broadway Street, bringing with it a high volume of pedestrian and cyclist traffic;
- **Dining and shopping:** Downtown Loveland is a popular consumer destination, further contributing to a high volume of pedestrian traffic in the area;
- **Karl Brown Way:** A train trestle over Karl Brown Way with low clearance makes the roadway impassible for larger vehicles. When such vehicles attempt (and inevitably fail) to traverse Downtown Loveland using Karl Brown Way, the back-ups caused often cascade to other thoroughfares within the area.

The West Loveland Avenue Study contemplates and assesses the need for a new river crossing, as well as the design and implementation of other traffic network enhancements required to address and mitigate existing congestion and recurring travel delays in Historic Downtown Loveland. The study area encompasses the West Loveland Avenue corridor between Second Street and Rich Road, and extends approximately one river mile to the north and the south.

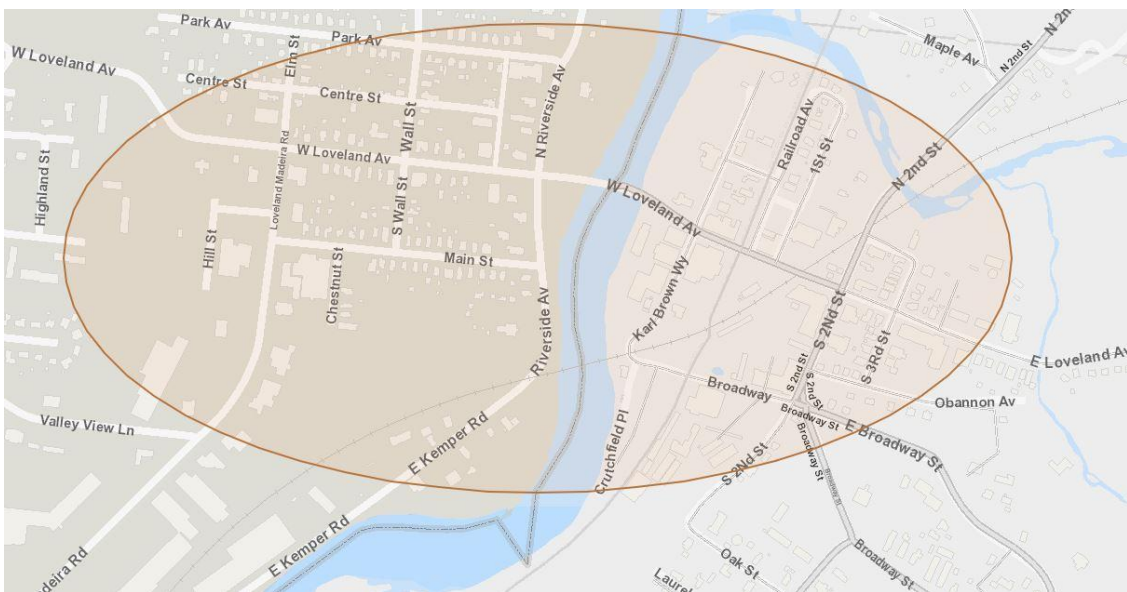


Figure 1: Map of the West Loveland Avenue Study project area.

SURVEY RESULTS

The West Loveland Avenue Study survey generated 1,769 total survey responses between June 15 and July 17, including 1,707 complete survey responses. Responses to individual questions by those who failed to fully complete the survey are included in the tally for each question.

Following is a summary of responses received for each question included in the survey.

Note: Respondents were required to answer questions 1 through 20. Questions 21 through 28 were made optional; this aggregate demographic information is available from the City of Loveland upon request.

Question 1: What is your zip code?

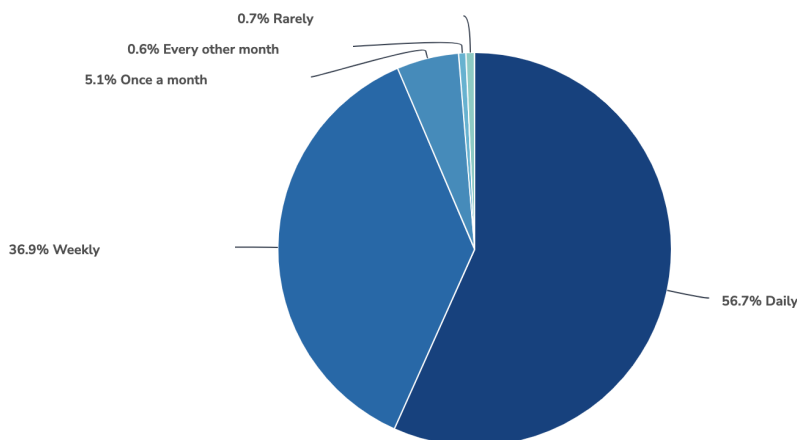
The vast majority of survey respondents — 1,561 of them — listed 45140 as their zip code. Other zip codes with a significant number of responses included:

ZIP CODE	RESPONSES
45039	40
45040	16
45122	26
45150	26
45152	17
45242	12
45249	11

Question 2: How often do you travel (as a driver or passenger) in or near the study area?

1765 people responded to this question. Of those, the majority (56.7%) travel daily in or near the study area. An additional 36.9% travel in the area weekly. Less than 7% of respondents reported traveling through the area less frequently than once per week.

Figure 2. Responses for “How often do you travel (as a driver or passenger) in or near the study area?”

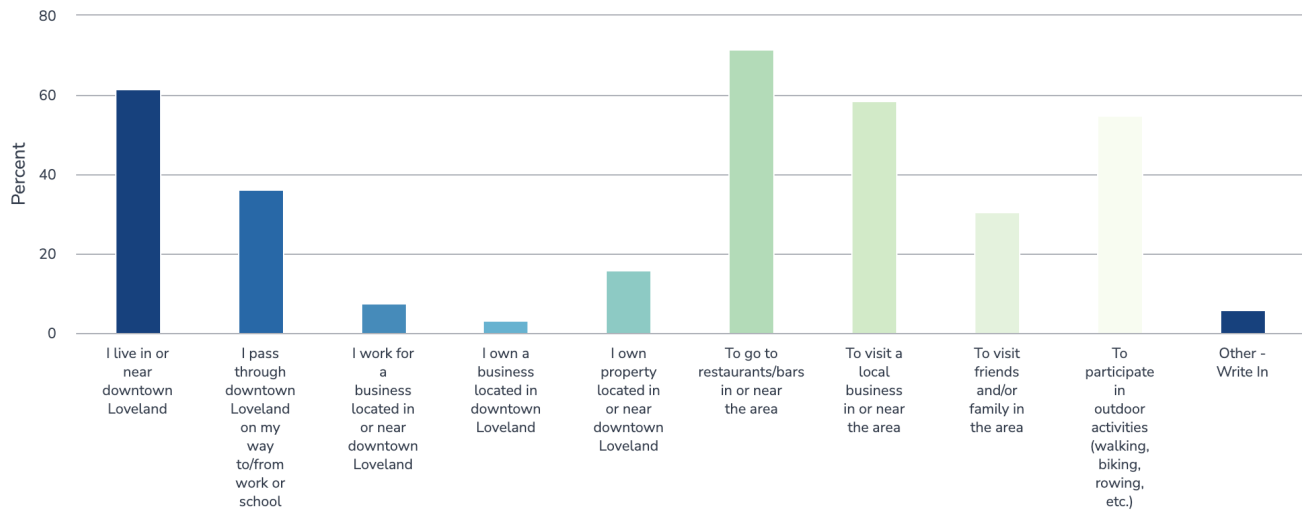


Question 3: Why do you typically drive in this area? (check all that apply)

Four response options to this question were checked by more than half of all respondents: “To go to restaurants/bars in or near the area” (1,265 responses, or 71.6%); “I live in or near downtown Loveland” (1,092 responses, or 61.8%); “To visit a local business in or near the area” (1,036 responses, or 58.7%); and “To participate in outdoor activities (walking, biking, rowing, etc.)” (973 responses, or 55.1%).

Few participants chose to provide a write-in answer to this question, and the answers were varied and unremarkable.

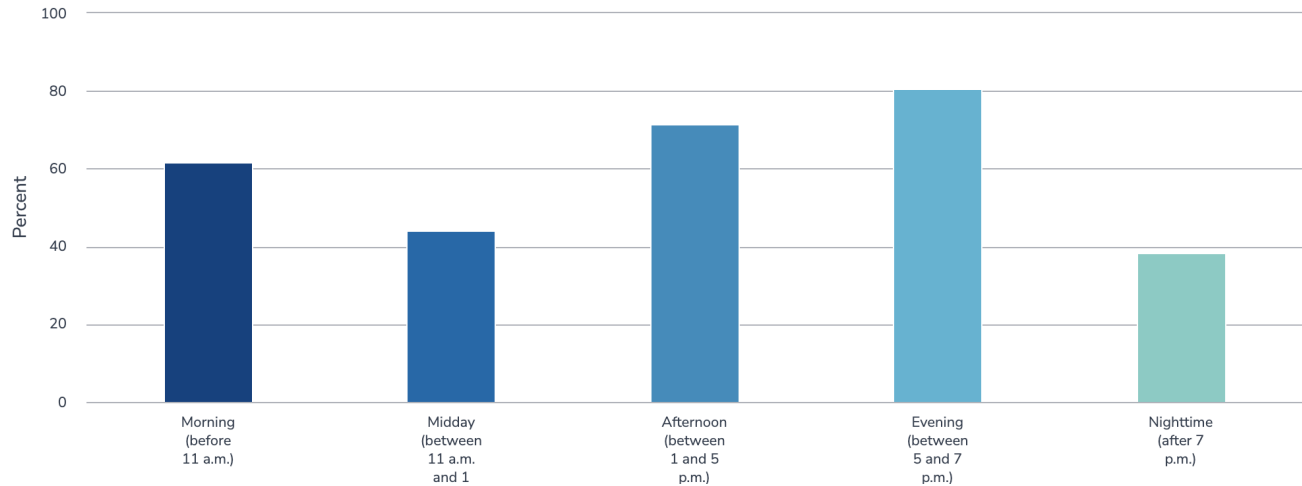
Figure 3. Responses for “Why do you typically drive in this area? (check all that apply)”



Question 4: What time of day do you typically travel through downtown Loveland? (check all that apply)

More than 50% of survey takers selected three of the five available responses to this question: “Evening (between 5 and 7 p.m.)” (1,428 responses, or 80.9%); “Afternoon (between 1 and 5 p.m.)” (1,263 responses, or 71.5%); and “Morning (before 11 a.m.)” (1,090 responses, or 61.7%).

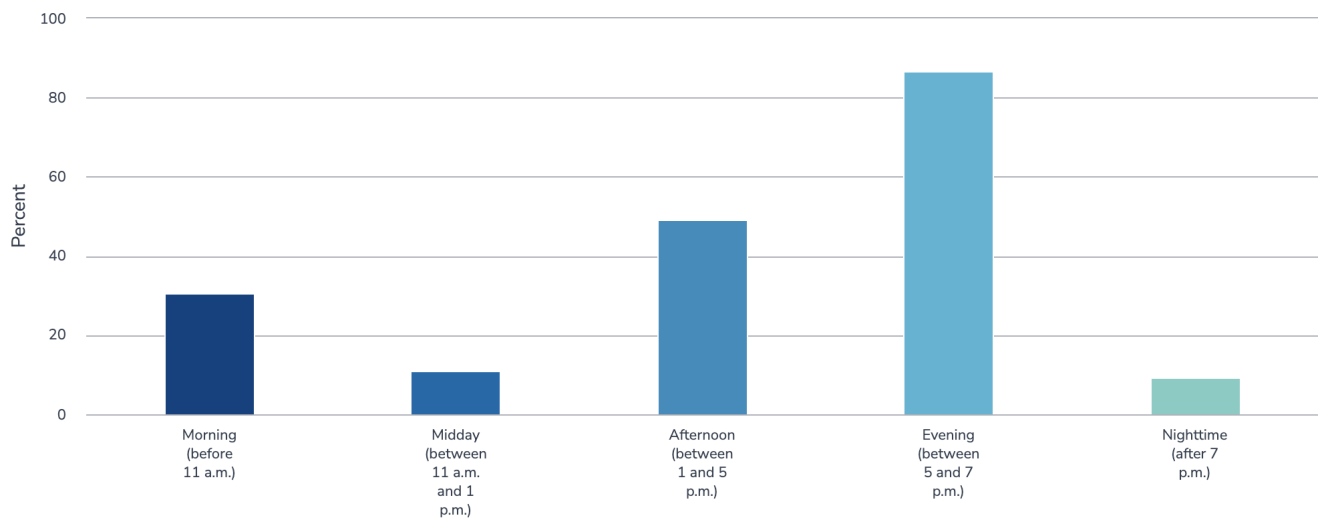
Figure 4. Responses for “What time of day do you typically travel through downtown Loveland? (check all that apply)”



Question 5: What time of day do you notice that traffic is at its heaviest? (check all that apply)

By far, the most popular response to this question was “Evening (between 5 and 7 p.m.),” which was selected by 86.7% of respondents. The next most popular response, “Afternoon (between 1 and 5 p.m.),” was selected by 49.2% of respondents.

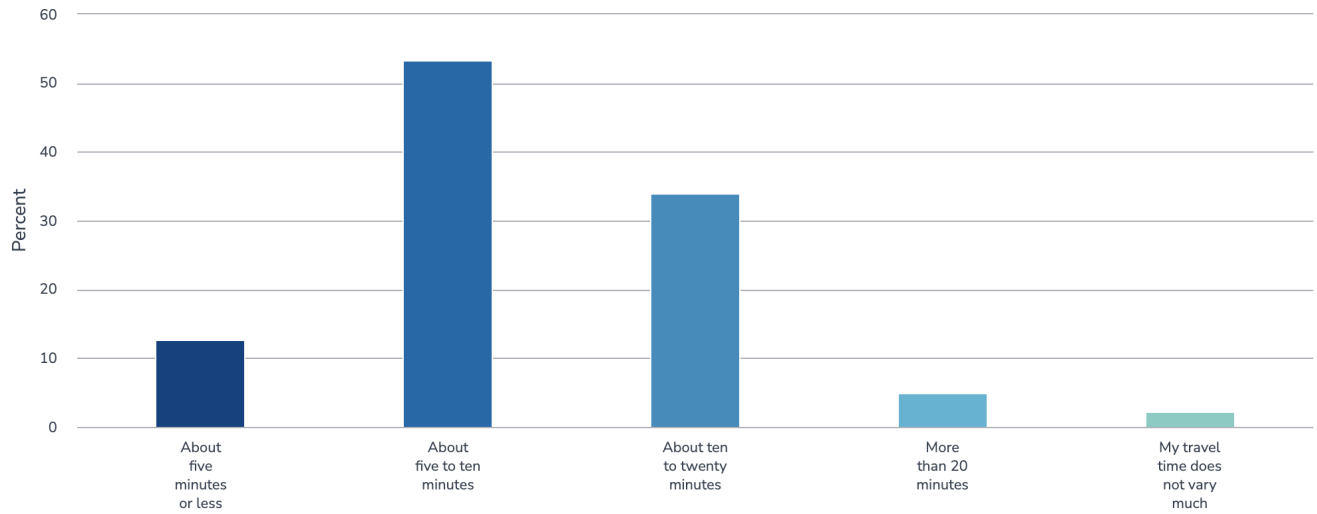
Figure 5. Responses for “What time of day do you notice that traffic is at its heaviest? (check all that apply)”



Question 6: During peak travel times such as morning or afternoon rush hours, how much longer does it take you to travel through the study area, compared to other times of the day?

A majority of respondents (53.4%) responded that delays during peak travel hours added 5-10 minutes to their travel times. An additional 34.1% said delays added 10-20 minutes to their travel times.

Figure 6. Responses for “Are there any other environmental features that you are aware of that are not included on the maps above?”



Question 7: On a scale of 1-10, with 1 being the least congested, and 10 being extremely congested, how would you characterize the roadway network in and around the City’s downtown?

Responses of 8 or more accounted for more than half of all answers to this question. “8” was chosen by 509 respondents, or 28.9%; “9” was chosen by 220 respondents, or 12.5%; “10” was chosen by 236, or 13.4%.

Figure 7. Responses for “On a scale of 1-10, with 1 being the least congested, and 10 being extremely congested, how would you characterize the roadway network in and around the City’s downtown?”

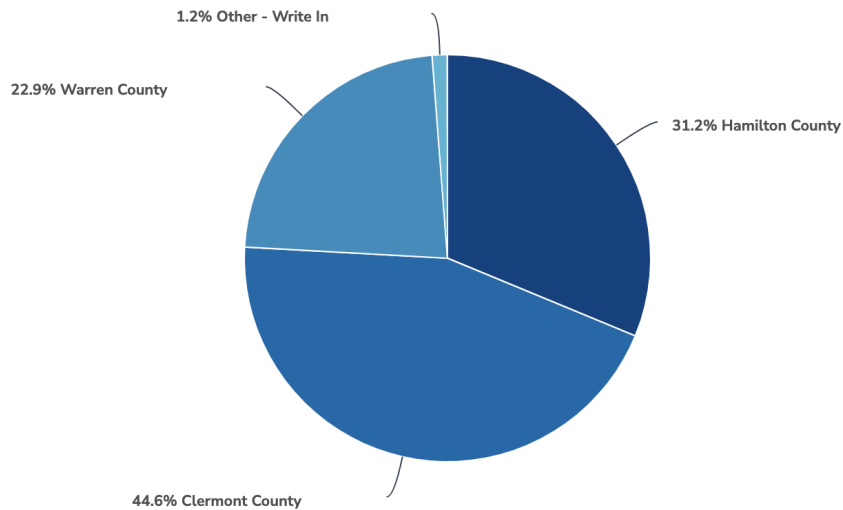
Value	Percent	Responses
1	0.1%	1
2	0.3%	5
3	1.7%	30
4	2.2%	38
5	7.6%	134
6	11.2%	198
7	22.3%	393
8	28.9%	509
9	12.5%	220
10	13.4%	236

Totals: 1,764

Question 8: What is your county of residence?

The largest group of respondents were residents of Clermont County (788, or 44.6%), followed by Hamilton County (550, or 31.2%) and Warren County (405, or 22.9%). Only 1.2% of responses came from outside of the three counties in which Loveland is located.

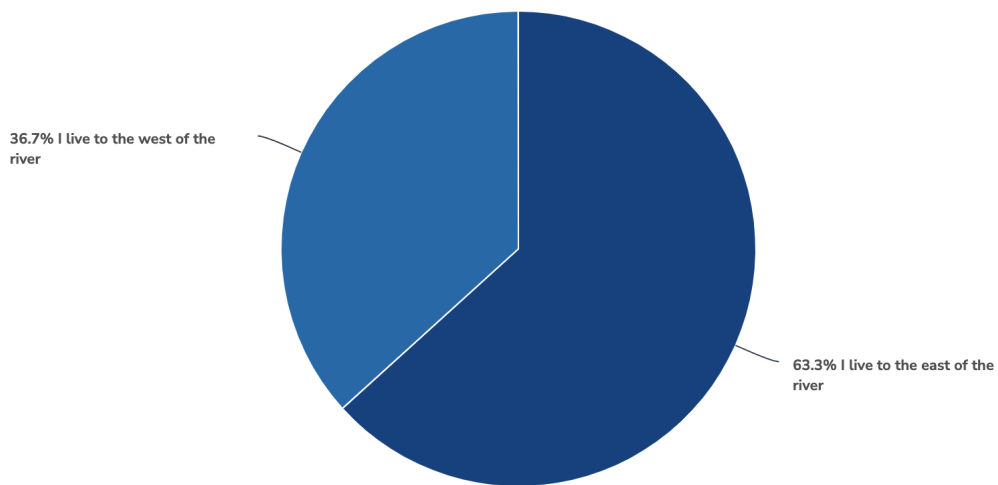
Figure 8. Responses for “What is your county of residence?”



Question 9: On which side of the Little Miami River do you live?

A majority of respondents (63.3%) said they live to the east of the river.

Figure 9. Responses for “On which side of the Little Miami River do you live?”



Question 10: When you drive through downtown Loveland on your way to a destination outside of the area, which route do you most often head toward?

The three most popular responses all received a similar number of votes: State Route 48 (453 responses, or 25.7%); Loveland-Madeira Road (443, or 25.1%); and Fields-Ertel Road (377, or 21.3%).

Among those who responded that they live to the east of the Little Miami River in Question 9, 37.6% said they most often head toward State Route 48, 26% said they head toward Loveland-Madeira Road, 15.7% head toward Fields-Ertel Road, 13.5% said they head toward I-275, and 7.2% head toward U.S. 22/SR 3/Montgomery Road.

Among those who responded that they live to the west of the Little Miami River in Question 9, responses were more evenly split. Loveland-Madeira Road (25.7%) was the most popular response, followed by Fields-Ertel Road (25.6%), I-275 (21%), SR 48 (20%), and U.S. 22/SR 3/Montgomery Road (7.6%).

Answers also varied greatly when broken down by county of residence (see Question 8).

The most popular answer for **Warren County** residents was I-275 (31.6%). In descending popularity, the remaining options: SR 48 (22.6%), Loveland-Madeira Road (21.3%), Fields-Ertel Road (15.8%), U.S. 22/SR 3/Montgomery Road (8.8%).

The most popular answer for **Hamilton County** residents was SR 48 (39.8%). In descending popularity, the remaining options: Loveland-Madeira Road (29.7%), I-275 (13.3%), Fields-Ertel Road (12%). U.S. 22/SR 3/Montgomery Road (5.2%).

The most popular answer for **Clermont County** residents was Fields-Ertel Road (32.4%). In descending popularity, the remaining options: Loveland-Madeira Road (25.7%), SR 48 (18.9%), I-275 (14.8%), U.S. 22/SR 3/Montgomery Road (8.3%).

Figure 10. Responses for “When you drive through downtown Loveland on your way to a destination outside of the area, which route do you most often head toward?”

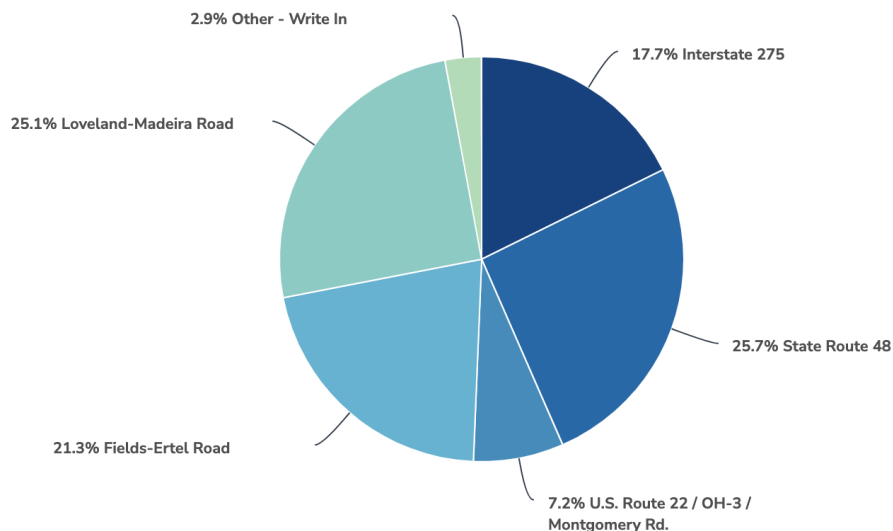


Figure 11. Responses to Question 10 from respondents who chose "East" in response to Question 9.

East - Which route do you most often head toward?

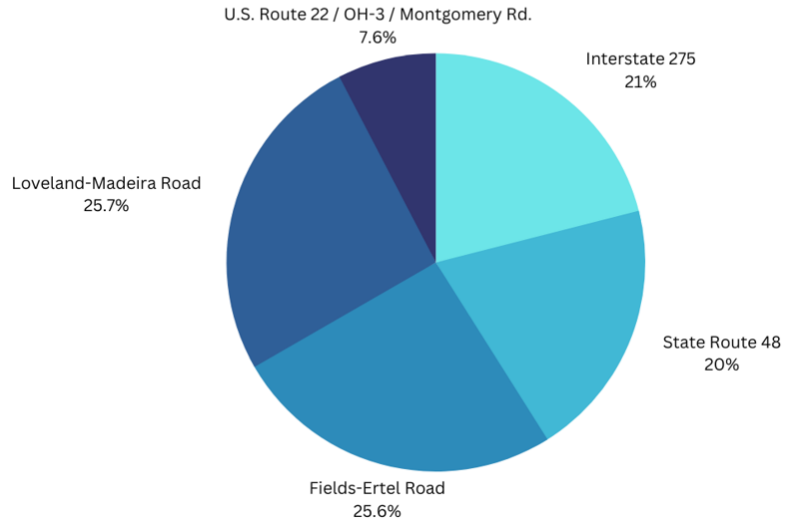


Figure 12. Responses to Question 10 from respondents who chose "West" in response to Question 9.

West - Which route do you most often head toward?

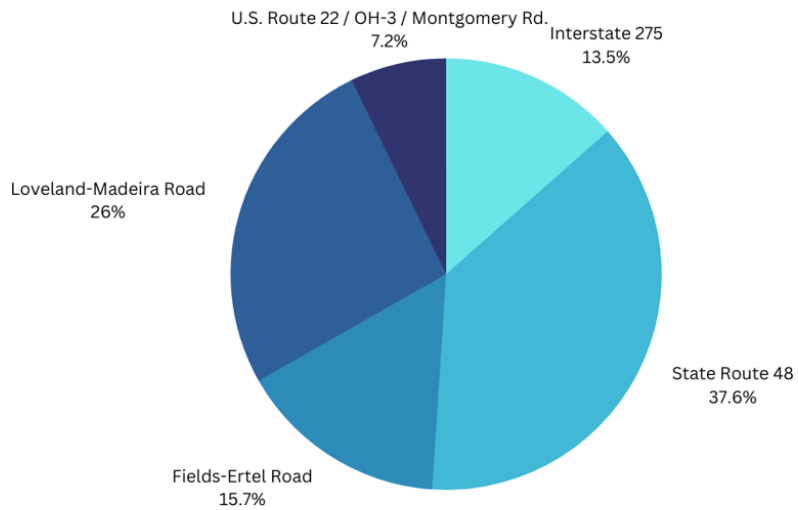


Figure 13. Responses to Question 10 from respondents who chose "Warren County" in response to Question 8.

Warren County- Which route do you most often head toward?

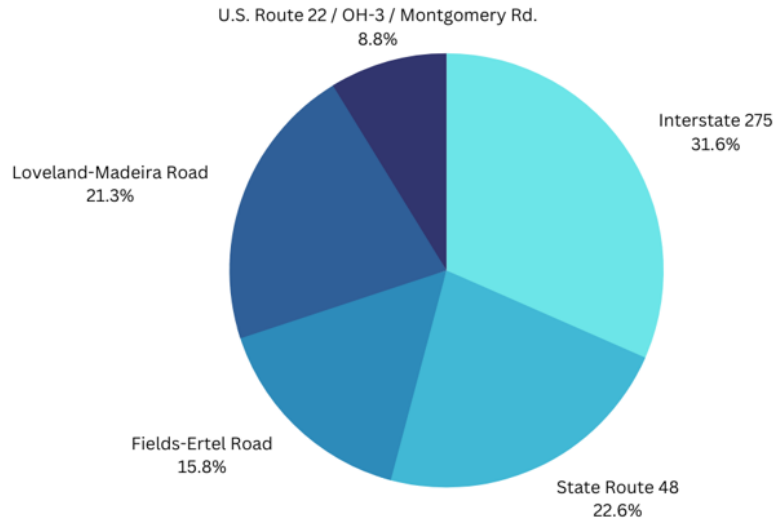


Figure 14. Responses to Question 10 from respondents who chose "Hamilton County" in response to Question 8.

Hamilton County- Which route do you most often head toward?

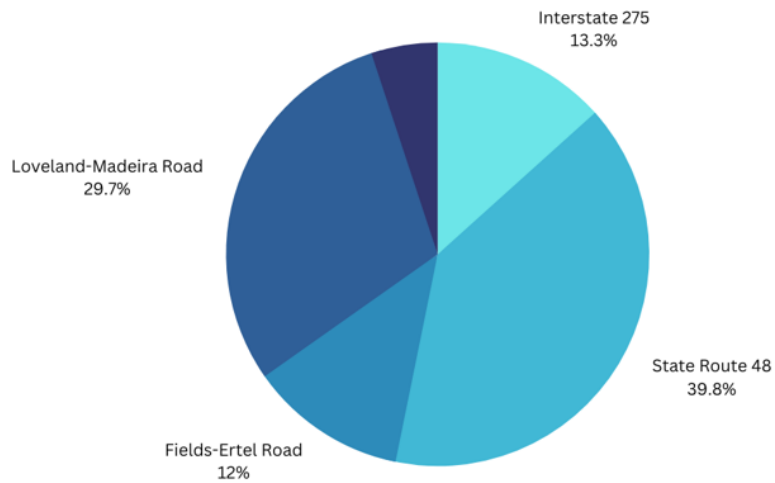
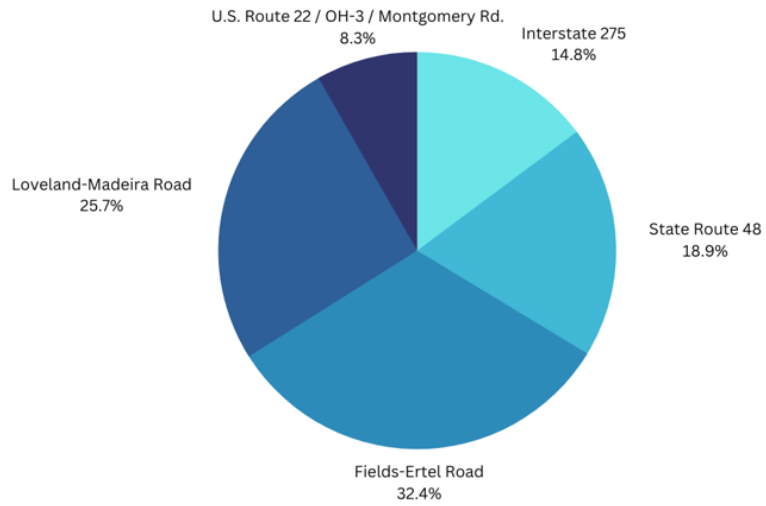


Figure 15. Responses to Question 10 from respondents who chose "Clermont County" in response to Question 8.

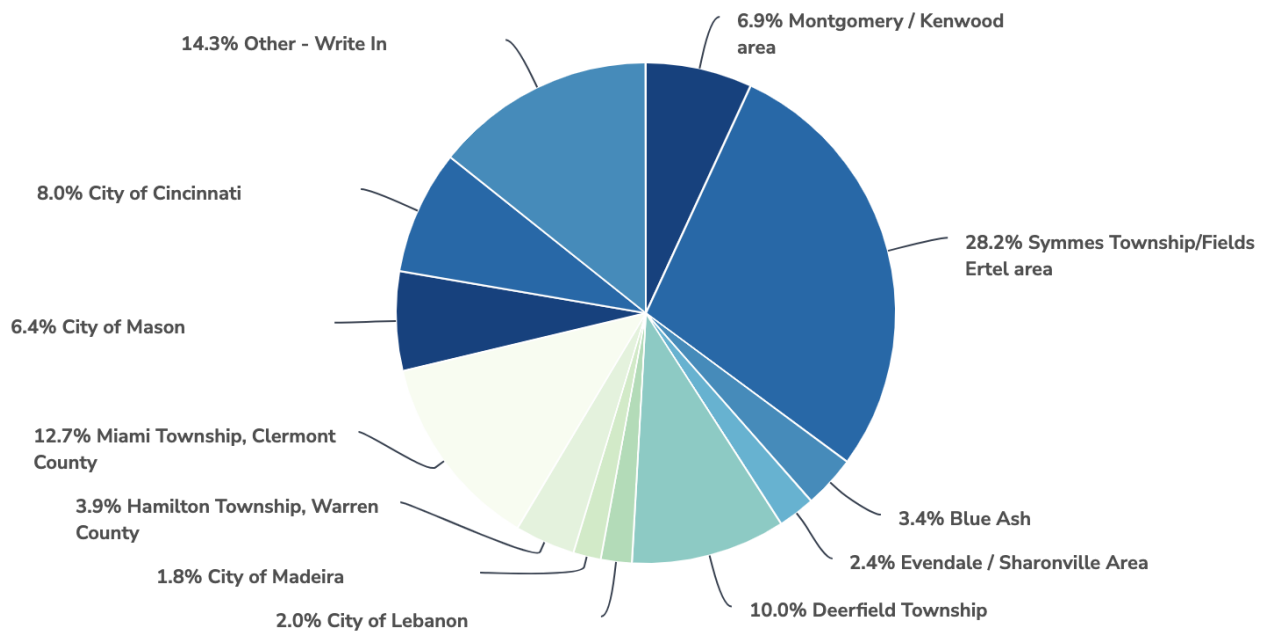
Clermont County- Which route do you most often head toward?



Question 11: If you travel through downtown Loveland on your way to work or school to a destination outside of the area, select your primary destination:

Symmes Township/Fields-Ertel area received a plurality of responses, (495, or 28.2%). The next two most popular responses of the options listed were Miami Township, Clermont County (223, or 12.7%) and Deerfield Township (176, or 10.0%). About 14% of respondents chose to write in their answer to this question, and the majority of those responses were to indicate this question did not apply to these respondents.

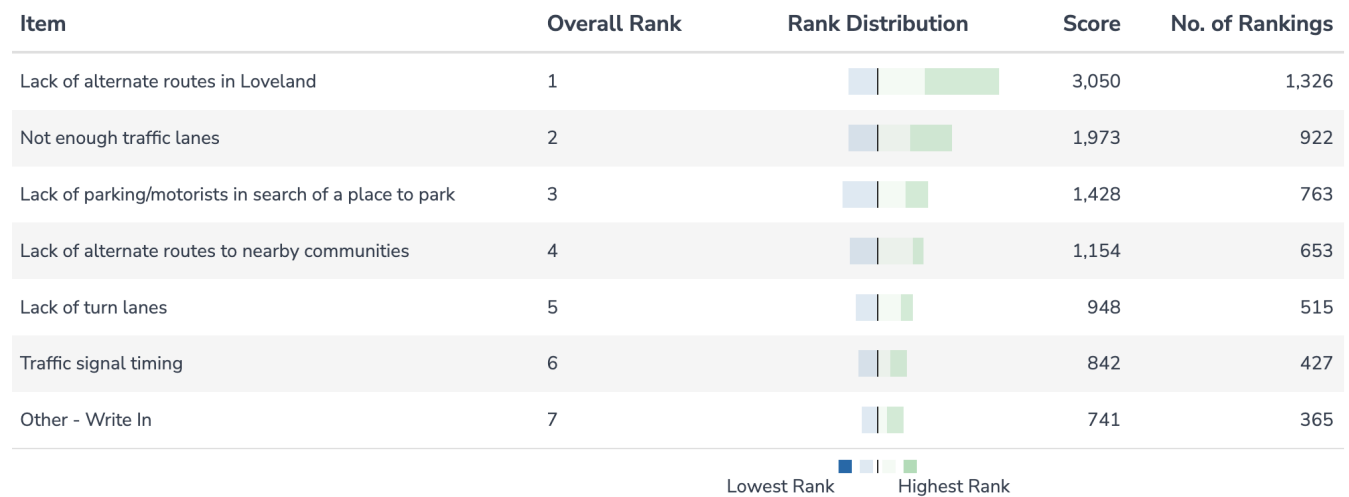
Figure 16. Responses for “If you travel through downtown Loveland on your way to work or school to a destination outside of the area, select your primary destination.”



Question 12: Based on your experience, what do you believe are the primary contributors to vehicular traffic in the area? Rank your top 3, please.

“Lack of alternate routes in Loveland” was the highest-ranking response among the options presented, with 1,326 selections. “Not enough traffic lanes” came in second with 922 selections, and “Lack of parking/motorists in search of a place to park” came in third with 763 selections.

Figure 17. Responses for “Based on your experience, what do you believe are the primary contributors to vehicular traffic in the area? Rank your top 3, please.



Question 13: Please tell us the degree to which you agree or disagree with the following statements related to driving through the study area:

Respondents were presented with a series of statements regarding conditions in the study area and asked to choose from one of five options to describe the degree to which they agreed or disagreed with each statement.

Table 1. Responses for “Please tell us the degree to which you agree or disagree with the following statements related to driving through the study area.”

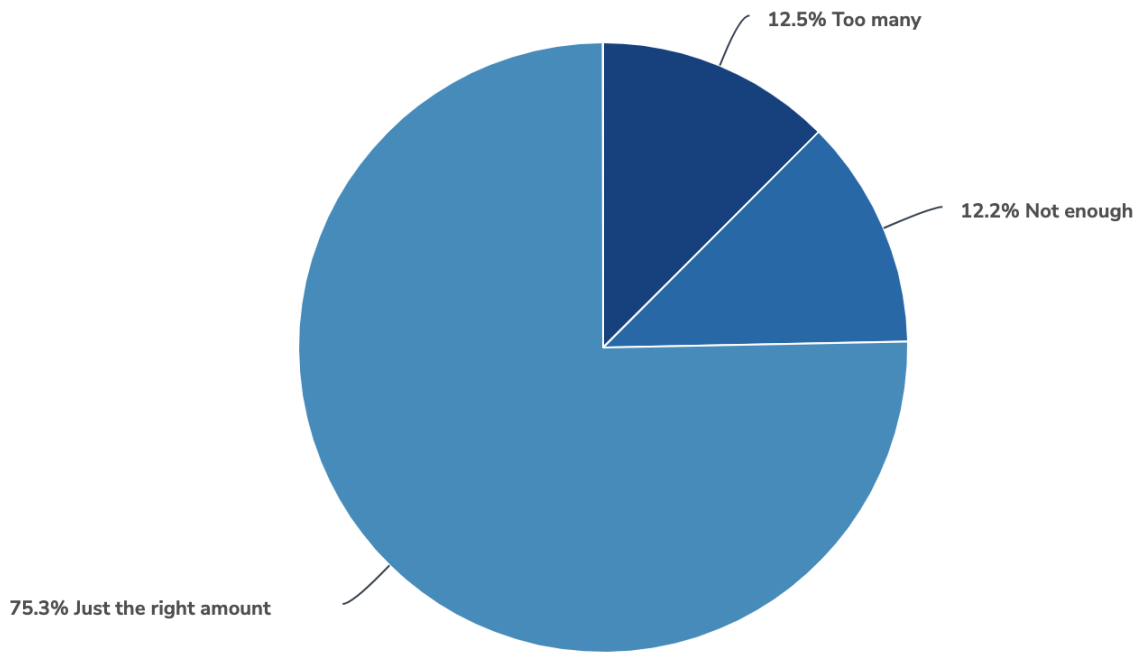
Statement	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
Driving in this area is easy. I generally have no problems getting where I want to go.	32 1.8%	323 18.2%	346 19.5%	824 46.4%	250 14.1%
Although I can get where I need to go pretty easily, traffic in this area tends to slow me down.	526 29.8%	1,025 58.0%	138 7.8%	57 3.2%	22 1.2%
Driving through this area is a bit challenging and it can be difficult getting where I want to go.	359 20.3%	866 49.0%	305 17.3%	209 11.8%	27 1.5%

It's tough driving through this area. I prefer to avoid it when I can.	379 21.4%	604 34.1%	377 21.3%	347 19.6%	62 3.5%
I often have to stop for pedestrians crossing in the middle of the road (not at crosswalks).	420 23.7%	481 27.2%	257 14.5%	526 29.7%	86 4.9%
I slow down to keep an eye out for Loveland Bike Trail users.	1,223 69.1%	471 26.6%	49 2.8%	18 1.0%	8 0.5%
Bicyclists sharing the road in this area concern me.	630 35.7%	554 31.4%	269 15.2%	240 13.6%	73 4.1%
I frequently see drivers in this area run red lights or not stop for pedestrians or bicyclists	171 9.7%	393 22.3%	384 21.8%	646 36.6%	170 9.6%

Question 14: Fill in the blank: There are _____ traffic signals along Loveland Avenue:

An overwhelming majority of respondents indicated that there are “just the right amount” of traffic signals (1,327, or 75.3%). The remaining responses were about evenly split; 12.5% thought there are too many traffic signals, and about 12.2% thought there are not enough.

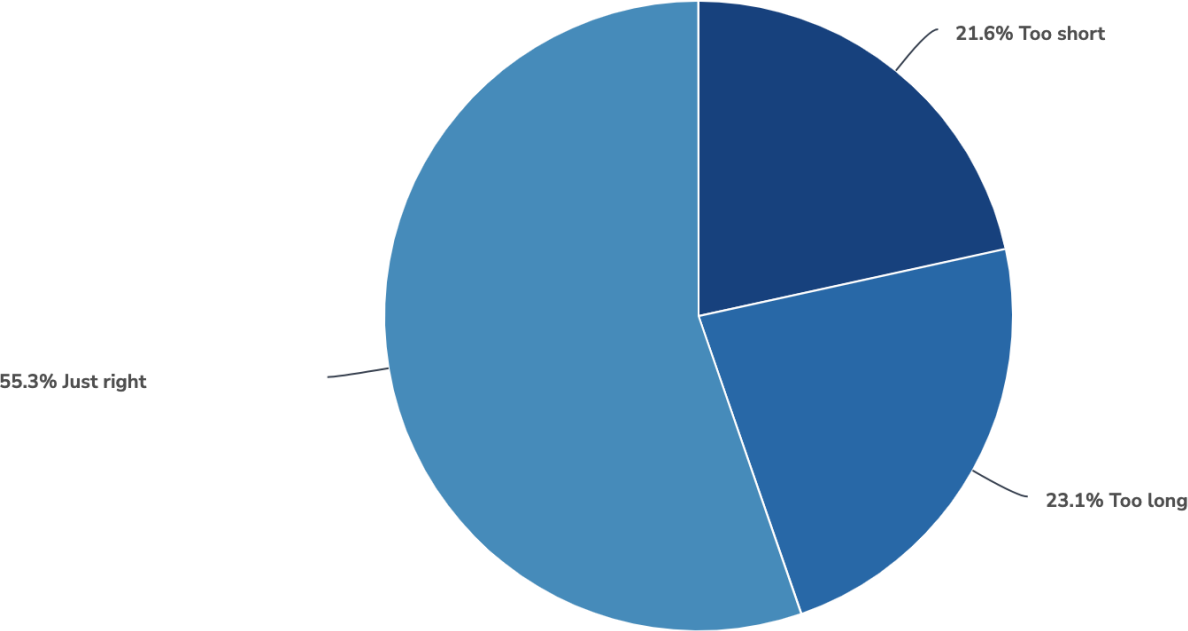
Figure 18. Responses for “Fill in the blank: There are _____ traffic signals along Loveland Avenue.”



Question 15: The timing of traffic signals along Loveland Avenue is:

A majority of respondents indicated that the timing of traffic signals is “just right” (974, or 55.3%). The remaining responses were about evenly split between “too short” and “too long.”

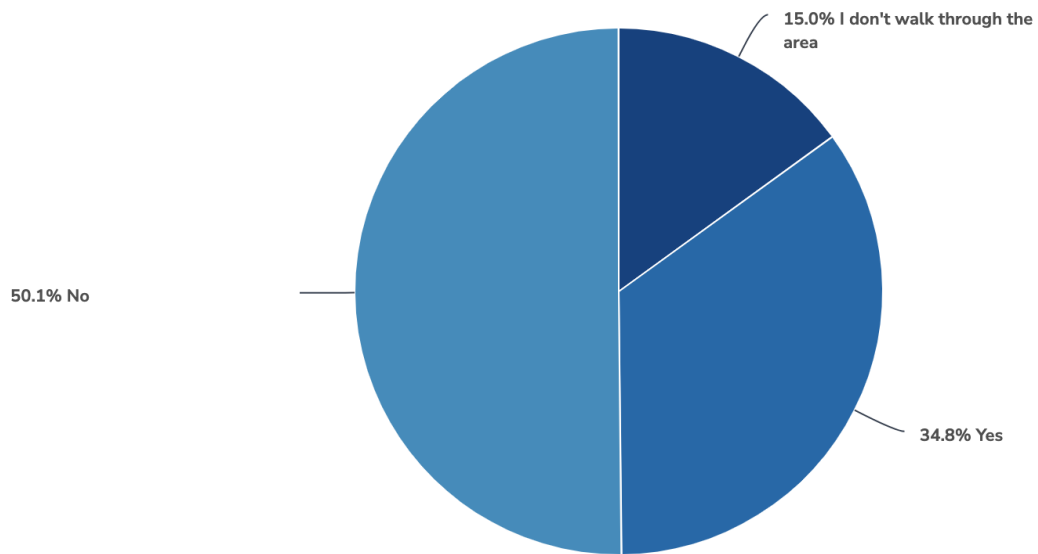
Figure 19. Responses for “Fill in the blank: There are _____ traffic signals along Loveland Avenue.”



Question 16: Do you have any concerns when traveling through the study area as a pedestrian?

A slim majority (50.1%) of respondents said they have no concerns when traveling through the study area as a pedestrian. An additional 15% said they do not walk through the study area. The balance (34.8%) said they do have concerns when walking through the study area. Question 17 asked those who responded “Yes” to provide additional information about their concerns. These results are still being categorized and tabulated at the time of this report’s release.

Figure 20. Responses for “Do you have any concerns when traveling through the study area as a pedestrian?”



Question 17: If yes, please explain [your answer to Question 16].

Of the 611 written responses to this question, all but 34 fit into at least one recurring theme, and several fit into more than one theme. The most common themes were:

Concerns about Reckless Drivers and Cyclists:	370
Congestion/Crowding:	118
Sidewalks/Separating Pedestrians from traffic:	79
Crossing signals and Signage:	72
Crosswalks and Crosswalk Use:	36
Cyclists:	26
Enforcement of Traffic Laws:	11
Accessibility for People with Disabilities:	3

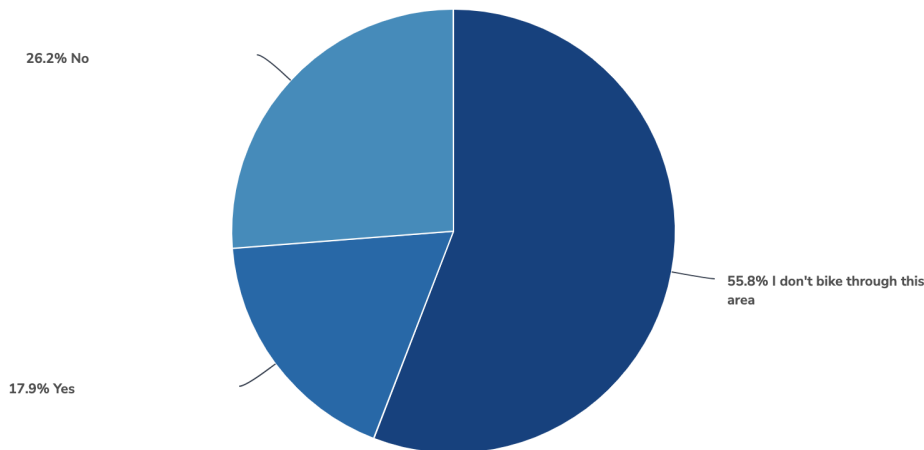
The remaining 34 comments were assigned the theme “miscellaneous.” These responses were incomplete, vague, or otherwise defied categorization.

A full list of all comments received can be found in the appendix beginning on Page 18.

Question 18: Do you have any concerns when traveling through the study area as a bicyclist?

A majority (55.8%) of respondents said they do not ride bicycles in the study area. 26.2% of respondents said they have no concerns when traveling through the area as a bicyclist, and the balance (17.3%) said they do have concerns. Question 19 asked those who responded “Yes” to provide additional information about their concerns. These results are still being categorized and tabulated at the time of this report’s release.

Figure 21. Responses for “Do you have any concerns when traveling through the study area as a bicyclist?”



Question 19: If yes, please explain [your answer to Question 18].

Of the 315 written responses to this question, all but 36 fit into at least one recurring theme, and several fit into more than one theme. The most common themes were:

- Concerns about Reckless Drivers and Cyclists: 137
- Traffic/Congestion/Crowding: 61
- Motor Vehicle Lane Width/Bike Lanes: 57
- Pedestrians: 31
- Crosswalks and Crosswalk use: 17
- Signage/Signals: 12

The remaining 36 comments were assigned the theme “miscellaneous.” These responses were incomplete, vague, or otherwise defied categorization.

A full list of all comments received can be found in the appendix beginning on page 18.

Question 20: Please use this space to share any other comments you may have about traveling through the study area

This question required a response to complete the survey, but 458 respondents either chose to not share any comments or shared comments so short and vague that they were tabulated as non-responses.

All other comments fit into at least one recurring theme, with many comments fitting into several themes. The most common themes were:

Cyclists and/or the Little Miami Bicycle Trail:	352
Pedestrians and/or Pedestrian Crossings:	349
Parking/Parking Structures:	292
New Bridge/Alternate Routes:	245
Area too Busy/Popular/Crowded/Congested:	190
Traffic Lights:	98
Turn Lanes:	72
Train Trestle/Railroad Bridge:	64
Traffic Lane Width/Street Width:	59
Karl Brown Way:	45
Expressions of Civic Pride/Compliments:	34
Need for More Police/Rigorous Enforcement:	29
Roundabouts:	22

In addition, 55 comments were categorized as “miscellaneous,” as the comments made therein did not fit any other prevalent theme.

A full list of all comments received can be found in the appendix below.

APPENDIX A — Write-in Responses to Survey Questions

RESPONSES TO QUESTION 17.....	20
Comments about Reckless Drivers and Cyclists.....	20
Comments about Congestion/Crowding.....	33
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Comments about Crosswalks and Crosswalk Use.....	46
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Comments about Karl Brown Way.....174
Expressions of Civic Pride/Compliments.....179
Comments about Need for More Police/Rigorous Enforcement.....180
Comments about Roundabouts.....182
Miscellaneous.....184

RESPONSES TO QUESTION 17

Question 17 — Comments about Reckless Drivers and Cyclists:

1. As mentioned earlier, some people don't stop for pedestrians. As we all should use caution and cross walks. Wish everyone would use the signal for crossing.
2. Cars are very confused whether to stop for bikes/pedestrians and tend to be overly cautious, waiting for bikers/walkers to approach the road. Trying to be overly polite and let EVERYONE cross.
3. Cars do not always stop at the crosswalks and honestly, on a weekend especially, cars would never get through if every car stopped every time a pedestrian or biker was crossing.
4. Cars don't stop or look for pedestrians near Eads. The crosswalk at Lemons and Limes is dangerous as it is somewhat hidden behind the turn. The walk sign does not seem timed with the lights
5. Cars do not slow down at RR crossings, looking for a place to park cause drivers do not watch pedestrians. If you allow Pedestrians to cross, you miss the light change
6. Cars not stopping Some pedestrians not looking and just walking out.
7. Crossing Loveland Ave as pedestrian is challenging as people are constantly moving across the crosswalk which visibly backs up traffic and appears to frustrate drivers.
8. Crosswalk at the bike trail (both north crossing by Paxtons and south crossing by the south lot) is dangerous not only because of car traffic, but also in good weather by TRAIL USERS there are two kinds that are problematic: 1) "Weekend Warrior Century Riders" who want to speed through the downtown area on the trail and are impatient about families, dogs, and pedestrians in the downtown area, and 2) Families, dogs, and pedestrians who are using the downtown trail as a sidewalk and not as the trail it is, blocking users.
9. Drivers don't always pay attention to pedestrians. Pedestrians assume they always have the right of way.
10. Drivers don't always pay attention to the cross walk lights. Parking areas and pedestrian areas are not clearly defined, which causes problems for pedestrians and motorists.
11. Ensuring that the passing cars yield once we've pressed the crosswalk alert.
12. I appreciate the pedestrian crossing with the flashing lights but still make sure the driver(s) see me when I cross at the crosswalk.
13. I frequently walk down Broadway to get to downtown. It can be difficult to cross 48 because even though you get a crosswalk, drivers in the right hand turn lane fly down the road and go anyway since it's a turn lane. There needs to be some sort of indicator when the crosswalk sign has been pushed or something.
14. I live on Main Street along with my two children ages 10 & 12yrs old . I walk over the bridge almost daily and bike weekly. Additionally, my children like to bike and walk and find that the cross walk signals doesn't seem to be long enough. Over the last three summers now, the number of times we have almost been hit by a car has increased significantly. Specifically when we are at the corner where lemon & limes is. SO many cars, in the turning lane to go right (towards underpass) do NOT look for pedestrians before they start to turn. This is also true for crossing from other side to go back over bridge, cars pull out in front of you intentionally to try to beat you across. A bike lane would be more than appropriate and ideal. Thank you for asking the community for input.
15. I see distracted drivers, pedestrians not complying with pedestrian rules and uncertain people both driving and pedestrian
16. I think crossing from the trail is worrisome as some cars do not stop. I think a light would benefit. It would help the flow. Someone new to the area may not know to slow/stop. A light removes any

confusion. When red pedestrians or bikers are green to go. If not they must stop and wait as at times cars are waiting as big groups cross

17. It is hard to see pedestrians at teh bike trail, particularly at night. flashing lights are not obvious enough
18. It's a high-pressure experience for everyone--pedestrians and drivers--people don't follow established traffic rules on both sides of the equation and put pedestrians in danger. Or, they don't know what the rules are, so everyone hesitates and adds more time and frustration to the situation/environment.
19. Lack of awareness from everyone. I have a small kid
20. Lot of traffic don't stop for pedestrians crossing especially the bike trail. But pedestrians don't stop for traffic. My opinion the bike trail is the problem with traffic backing up on West Loveland Avenue.
21. Not enough crosswalks that make cars actually stop with a signal
22. People don't always stop when turning right off of Loveland Ave by Lemons and Limes even if the pedestrian has the walk sign
23. Some cars do not stop at crosswalks. Some bikers travel to fast through heavy pedestrian areas and do not adhere to road/traffic signals
24. The bike trail crosswalk is always full of people trying to cross, cars get tired of waiting for so many staggered crossings, so they just end up going through. As a motorist, it's terrible having to sit there waiting for people at different times crossing from both directions, so it's understandable why people get impatient. The line of pedestrians and bicyclists is never ending some days!
25. The Crossing path near paxtons is not well signaled, and hope that cars stop to cross
26. The intersection of west Loveland and Karl brown by lemons and limes is a bit nerve wracking with drivers trying to turn right and you have a walk signal. The sidewalk is narrow
27. The mix of bicycles, pedestrians, diners, cars and drunks is an accident waiting to happen. Actually it has already happened.
28. There are many drivers turning right when the walk sign is on giving pedestrians the right of way ie right onto Lebanon from Rich; either direction when crossing at light near Whippy Dip; light at Fallis and Lebanon road; also very concerning as a pedestrian when trying to cross at cross walk near Schutte Cleaners to cross bridge.
29. Traffic is heavy and cars sometimes do not stop for pedestrians. I'd like to see a pedestrian bridge or tunnel for the bike path users when crossing the busy streets.
30. While many drivers are extremely cautious in this area, there are enough that are hell bent on not stopping for pedestrians in the crosswalk. Alternatively, the are MANY pedestrians that do not stop before crossing and will walk out assuming cars will stop.
31. A lot of Pedestrians / bicyclists don't stop before using crosswalks, especially along the bike trail. Even when they have the stop sign. This means motorists have to slow down even when no pedestrians are crossing just to be sure not to hit anyone.
32. Afraid of being hit
33. Afraid of being hit by a car.
34. Afraid of being hit while crossing in the crosswalk
35. Afraid of distracted drivers
36. Afraid of getting hit when walking
37. Afraid to get hit by someone who is not a local and doesn't know how downtown Loveland operates
38. After the accident on May/05, I'm trying to be more aware of the traffic.
39. Almost been hit twice. The recent event at Paxton's and the lack of law enforcement in the area.
40. Always have concerns about cars traveling east on W Loveland turning right into the crosswalk while I'm crossing, due to poor visibility, many traffic distractions, and some cars going too fast.

41. Always have to see if motorists are actually paying attention, if they are planning to stop and slow down. Least concern on Loveland Ave, more on Broadway and Hopewell.
42. Always worried that I will get hit crossing at crosswalk or run over by a biker on trail.
43. As a bicyclist sometimes people don't stop for pedestrians and walkers. I consider it a little dangerous as there is no where for a car to veer away
44. At cross walks, cars often don't stop in both directions
45. Being hit by a car
46. Being hit by a car
47. Being that there are a lot of cars you have to look extra just to make sure, not every car stops at the cross walks either.
48. Bicycles. Vehicles
49. Cars & bikes not paying attention
50. Cars and the speed at which they go through downtown is a major safety issue. Downtown thrives on pedestrian traffic and the safety of the many, many residents and visitors using the Loveland Bike Trail.
51. Cars are going too fast and have trouble stopping
52. Cars are not always paying attention to the crossing for the bike trail
53. cars do not stop for pedestrians
54. Cars do not always stop.
55. Cars do not slow down
56. Cars don't always stop
57. Cars don't always stop at the crosswalk
58. Cars don't always stop for pedestrians at crosswalks or when turning right on green.
59. Cars don't always stop or notice crosswalks
60. Cars don't always stop when using one of the crosswalks.
61. Cars don't look for pedestrians when turning from Karl Brown onto the bridge. I have seen many times people waiting to cross over to Limes and Lemons and cars whiz past them even though the pedestrians have the walk signal. I have also experienced this myself.
62. Cars don't stop for pedestrians when they have the right of way at crosswalks. They don't pay attention to the "walk" signals or alert lights.
63. cars driving quickly to find parking. not enough crosswalks...specifically trying to cross over to Rodi...many people crossing through the road so they don't have to walk all the way up to the cross walk by lemons and limes
64. Cars get impatient and tend to just go ...
65. cars move very quickly through this area and there could be more crosswalks
66. Cars not following the traffic rules or stopping to give crosswalks right of way
67. cars not letting pedestrians cross even in designated crosswalks
68. Cars not paying attention when we have a walk signal at a traffic light.
69. Cars not paying attention, not a safe crosswalk.
70. Cars not stopping at crosswalk
71. Cars not stopping for crosswalks
72. Cars not stopping for pedestrians in crosswalks. Cars speeding.
73. Cars not stopping or yielding to crosswalk
74. Cars not watching for kids, bikes etc
75. Cars running lights and distracted drivers
76. Cars speeding though to beat traffic lights.

77. Cars tend to not want to stop
78. Cars traveling so fast and running lights and then many yes unamericans are criminal actions toward pedestrians
79. Cars turning right on red at the corner of Carl Brown Way. However, without right turn on red the traffic would be even worse.
80. Cars turning right on red often don't realize when the pedestrians have the right of way in the crosswalks, making it dangerous to cross even when there is a walk sign.
81. Cars turning right on red run you down. Cars turning left don't see you in the crosswalk
82. Cars zoom past this area very quickly and I usually have my young son with me. I am always scared that they won't stop. Also visibility with sidewalk cafes is scary as you can't see cars to your left when going to turn out of road near Paxtons.
83. Concern that drivers will not stop to let pedestrians pass on the trail
84. Concerned a motorist is in a hurry and doesn't stop at cross walk
85. Concerned about drivers who do not pay attention - afraid someone will be hit.
86. Concerned cars may jumps curb.
87. Concerned drivers are distracted
88. Concerned over drivers not stopping
89. Concerned that drivers won't stop even at crosswalks
90. Concerned that folks won't slow down to let me cross the road especially on Loveland Ave
91. Concerned that people are not going to stop when crossing the street.
92. Concerned that vehicles won't stop when I need to cross the street
93. Concerns that cars won't see me and stop do I can cross
94. Congestion in crosswalk areas, some drivers in a rush do not stop as they should
95. Constantly making sure I don't get hit by a car at crosswalks.
96. Cross walk in downtown is a huge risk and needs better control. Cars don't always stop for pedestrians
97. Crossing at the crossing areas you still have to be careful not to get hit by either a car or bike.
98. Crossing by the clock, oftentimes cars do not stop even if sign is blinking.
99. Crossing over West Loveland to get to the bike trail is scary. I never know if the cars are going to stop for me.
100. Crossing west Loveland ave at Karl Brown way with cross walk lights is scary. People drive to fast on KBW and can't see people in crosswalk
101. Crosswalks are not observed by drivers
102. dangerous to cross because of cars turning left
103. Debatable if drivers will stop at either of the crosswalks (w loveland or karl brown)
104. Despite traffic signals, I am always concerned as to whether motorists will stop.
105. difficult crossing with all the right turners
106. Difficult to cross because you are challenged by turning vehicles and bikes
107. Disregard for pedestrians
108. Distracted drivers
109. Distracted drivers looking for parking spots often disregard pedestrians
110. Distracted, driving is very common, and when traffic is congested, people get impatient, and will go through red lights because they've sat there for so long
111. Don't know if cars will yield at crosswalks
112. Don't want to get hit by a car or bike speeding through
113. Don't want to get hit by a car.

114. Downtown Loveland is such an attraction, but it is overly congested with traffic, whether it's people passing through or people circling the area for parking. The bike trail is a popular place but drivers are so concerned with getting through lights and finding their own parking that pedestrians need to be on high alert to make sure they do not get hit.
115. Drivers and cyclists not looking/caring about pedestrians.
116. Drivers are distracted. Most are watching their phones not the road
117. Drivers are frustrated and tend to operate abnormally.
118. Drivers are generally in a hurry to beat the traffic lights.
119. Drivers are not always paying attention, so as a pedestrian, you'd better have your head on a swivel.
120. Drivers coming towards the crosswalk from the Karl Brown Way intersection in particular seem unwilling to stop to let pedestrians cross Loveland Avenue
121. Drivers do not give pedestrians the right of way.
122. Drivers do not pay attention to pedestrians due to drivers are looking for parking. I also witness cyclist now following stop signs by Loveland hardware.
123. Drivers do not stop at the bike trail crossings. As an adult I've had to wait for multiple cars before one stops. I am afraid to let my teens cross there which seems ridiculous because they can walk downtown from our house but the bike crossing seems often ignored by vehicle drivers.
124. Drivers do not watch for people on bike path crossings
125. Drivers don't always pay attention to walk signs.
126. Drivers don't stop
127. Drivers frequently do not stop at a crosswalk for pedestrians when you are standing at the crosswalk.
128. Drivers honk and turn when it's time for people to cross at the lights. People don't always stop when the lights flash at the bike trail cross walk.
129. Drivers in area grow impatient with pedestrians and often do not allow pedestrians right of way
130. Drivers lack common knowledge about right of way on streets.
131. Drivers not being observant
132. Drivers not obeying the rules of the road such as stopping for pedestrians and others running red lights.
133. Drivers not paying attention to the crosswalk light.
134. Drivers not stopping
135. Drivers not stopping
136. Drivers obeying the rules of the road.
137. Drivers often are too close and don't always stop to give pedestrians a chance to cross, even when they push the buttons to cross at the crosswalks
138. Drivers running red lights and also not stopping at crosswalks
139. Drivers sometimes don't see or ignore pedestrians in crosswalks
140. Drivers typically do not pay attention to pedestrians or bicyclists in Loveland. Especially bicyclists using the roadway. The city should work to make the study area more pedestrian and bike friendly. Cars going slow thru downtown is better than them going fast and hitting a pedestrian or bicyclist.
141. Drivers who don't stop for red lights or are speeding.
142. Drunk drivers
143. Due to the congestion drivers are required to have extra patience and it seems during congested hours drivers are less patient. Examples - not allowing pedestrians to cross at the bike trail and drivers rushing through red lights in an attempt to not having to wait at another light.

144. During the rush hour times drivers are in a hurry and frustrated and might not be as careful about pedestrian traffic. Some drivers do not stop for the crosswalks or aren't paying attention. We always use crosswalks and make eye contact with drivers before crossing
145. Even at crosswalks I don't always feel safe crossing because of motorists who ignore pedestrian signals.
146. Ever vigilant/considerate for drivers
147. Extra cautious as drivers may not stop.
148. Frustrated drivers hurrying through high pedestrian areas. Safe Pedestrian traffic should be the priority
149. Generally people are pretty nice and stop when I walk my dog on the trail over both streets - Karl brown and Loveland - but when they don't it's is because they are speeding and can't stop in time It can get scary trying to figure out if they are going to see you and stop or not
150. Getting hit
151. Getting hit by a car.
152. Have almost been hit multiple times in the crosswalk with the walk light by a driver not paying attention. I've also had to wait on the side walk for long periods of time because drivers are ignoring the red light and the walk light.
153. Have seen many people almost get hit while walking - whether in a crosswalk or not
154. Have to be cautious of motorists not paying attention to the congestion of people coming and going from each side.
155. Have to watch cars
156. I am a resident at the Loveland Station, an avid runner, and have 2 dogs and we have been nearly been hit many many times by drivers and bikers. I believe this is due to both bikers and drivers not following proper traffic and biking rules. Maybe stricter regulations and patrolling would help this.
157. I am always concerned someone will run a red light and hit me.
158. I am concerned that cars won't stop but I would take the same precaution in every intersection
159. I am never sure if people are actually going to stop for me even though I'm in the crosswalk.
160. I and a neighbor have nearly gotten hit by drivers not watching on multiple occasions
161. I can't trust drivers to stop - even in designated spots.
162. I commonly walk down the bike trail and through town. Some drivers don't stop at the crosswalks, especially the crosswalk to the south of town.
163. I don't always think that drivers will stop for pedestrians
164. I don't feel some travelers realize the amount of foot traffic in Loveland and speed through the crosswalks without being cautious.
165. I don't trust all cars to see me. In fact the light traveling from Cappys where many cars turn right to avoid the train tracks. I've almost been hit when I have the walk signal and the cars still have a red but they want to turn right so quickly.
166. I don't trust drivers or cyclists to pay close attention.
167. I don't trust people to stop and look for pedestrians , especially at the crosswalk by Paxton's. It's even worse for runners
168. I don't trust that the drivers are paying attention and there's a lot to pay attention to when driving in this area. Case in point - how often does a truck get stuck under the bridge because they don't read or follow warnings?
169. I don't trust the crossing/ pedestrian right of way ... sometimes the cars just don't stop

170. I fear getting hit constantly. I fear crossing at lights, cars turn without watching. I have seen many cars almost hit children and strollers while turning (mostly at the Graters intersection). I fear crossing overall from lack of driver awareness.
171. I feel like cars don't always stop at the crosswalks without lights
172. I feel that the biggest problem is that drivers do not abide by the speed limit. They go faster than they should in heavily congested area with pedestrians. They make me nervous and I feel like they don't pay attention and are just trying to get through the center of town as fast as possible.
173. I have been nearly hit by vehicles several times. There are a number of dangerous intersections: Loveland/Karl Brown Way (cars do not always look in the cross-walk while turning right onto KB). Also coming out of downtown going up the hill on Broadway (drivers accelerate to go up hill).
174. I have seen cars almost hit people while in the crosswalk. Possibly due to their frustration building.
175. I have to watch to make sure no one is suddenly turning right into the crosswalk and definitely watch for drivers not paying attention when on the trail crosswalk.
176. I try to cross at the bike trail intersection, but you never know if vehicles will stop for you or not.
177. I walk downtown daily, sometimes multiple times in a day. It's why my family and friends moved to Loveland. However, i don't feel safe as a pedestrian. I always have to worry and be extra diligent. Some cars speed and don't look out for pedestrians. Also the roads are too narrow and crowded to feel safe walking. There are even some crosswalks that are so faded drivers can't see them.
178. I watched a woman get hit as a pedestrian by a mail truck turning right on red.
179. I work at a business in downtown loveland and frequently use the cross walk from lemons and limes towards the mortgage place- people turn extremely quickly at that light next to the cross walk coming from w loveland and I've almost been hit a few times
180. I worry a motorist won't see me and are unable to stop.
181. I worry about cars not stopping to let us cross the road when on the bike path, or one lane stopping while the other keeps going
182. I worry because I see vehicles not stopping for pedestrians or bikes at the designated crosswalks.
183. I worry that drivers aren't paying attention.
184. I worry that drivers aren't paying close attention- and feel rushed bc of limited parking and they get frustrated and hurry through ... as in my previous answer as to what I feel Contributes mostly to traffic issues- my 3rd I marked as other- and that would be that drivers aren't paying attention.
185. I worry that people will turn right on red and not look and I will be struck by a vehicle
186. I'm afraid cars won't see me or if one car stops, the opposite lane won't
187. I'm always watching to see if cars will stop for me in the crosswalk
188. I'm never sure if traffic will stop even in the designated crosswalks
189. I'm older and slower, cars can be impatient
190. I've almost been hit by cars multiple times crossing Loveland Ave on the trail in the crosswalk multiple times.
191. If traffic is light, cars tend to go faster than posted speed limit and I feel the walkways are too close to the lanes on bridge and other areas where, if either a car lost control or a pedestrian strayed, it could end up catastrophic
192. Impatient drivers who assume they have the right away if they are in a vehicle.
193. Inattentive drivers don't understand crosswalks
194. It is dangerous. Drivers are looking at activities going on instead of the road.
195. It is scary because drivers are not paying attention.
196. It's congested, lots of traffic - cars, bikes and walkers. An accident is bound to happen

197. It's important to move quickly because motorists don't like to be slowed down
198. It's just hard to trust people are paying attention.
199. It's just too congested. I'm afraid the cars are too concerned about other cars to also be aware of pedestrians.
200. Just being hyper sensitive to people that may not know the traffic pedestrian laws you have to expect no one knows how to drive.
201. Just motorists paying attention. Could always consider making the block a one way.
202. Just so much congestion. Frustrated drivers.
203. Lack of sidewalks outside of the downtown area combined with motorists speed
204. Lots of distracted drivers looking for parking before pedestrians.
205. Lots of distracted hurried drivers
206. Lots of drivers don't pay attention to crosswalks. Lots of pedestrians jaywalk and I'm concerned a car will swerve to avoid them and go onto the sidewalk.
207. Lots of surface traffic on the bridge, with little or no room on the sidewalks to pass slower pedestrians. For the most part crossing the road at the bike path is ok on Loveland Avenue, but crossing on the other side of the tracks, by the hardware store, drivers are not always as observant of bicyclists and pedestrians.
208. Lots of vehicle traffic and not everyone pays attention
209. Many cars do not stop for pedestrians, even when in the crosswalks
210. Many people don't stop to let pedestrians cross as they drive distracted or would rather go than let them cross
211. Many times cars do not stop
212. Many vehicles don't pay attention to those walking and when we walk our dogs it's condensing they don't give enough space or time
213. Most cars do not stop or sidewalks are too congested on weekends and forces walk too close to or on street
214. Most motorists are very considerate. However it only takes one person not paying attention to ruin your day (or your front awning)
215. Most people slow down for pedestrians, but sometimes people get in a hurry looking for parking spaces. Also, the corner of Loveland Ave & Karl Brown is a dangerous place to cross for pedestrians and drivers alike. Especially when drivers are turning R from Loveland to Karl Brown.
216. Motorist do not always stop at the crosswalk. Sidewalks too close to the street. Having crosswalk is good but really holds up traffic. (Need a cross over!)
217. Motorists do not always yield to pedestrians. I have 3 young sons and I fear for them. Motorists are running red lights, not consistently stopping for pedestrians/cyclists.
218. Motorists not paying attention.
219. Multiple cars not looking for pedestrians when trying to park or driving too quickly when able.
220. My husband was almost hit by a turning car when the walk sign was evident for my husband the walker
221. Need more crosswalks Also, some people turn right on red, so it is dangerous if they're not paying attention.
222. Need to be very alert - sidewalks are now wide, traffic is close and doesn't always stop for bikes or pedestrians. We need to have pedestrian crossings more clearly marked at key intersections (example near Graeters) and all Locations in town where the bike path crosses a road. (Near mile 42 on trail and near Branch Hill Guinea crossing).

223. Need to establish eye contact before crossing any roads in downtown Loveland
224. need to watch cars who may not stop
225. Nervous about drivers not paying attention
226. Never clear if a car is going to stop or not due to driver frustration
227. Never sure what drivers are going to do, even when I have the right of way.
228. No one stops
229. Not all drivers adhere to the traffic laws.
230. not all drivers are familiar with/respectful of the area & pedestrians
231. Not all vehicles pause to let pedestrians walk
232. Not always sure drivers are looking.
233. Not sure drivers will stop for me.
234. Not sure if drivers will stop at designated crosswalks. So I am hesitant to start walking in the crosswalk
235. Not sure motorists will be paying attention to pedestrians
236. Not sure which drivers are mindful and which are not. Not know who may be drunk.
237. Often cars do not pay attention to crosswalks.
238. Often find drivers not paying full attention to pedestrians.
239. Often motorist don't stop for pedestrians
240. Overly Xanaxed upper middle class white women drive as if they're the only people on the road
241. Paxtons accident. Drivers not stopping at lights or bike trail.
242. People are distracted by other things and I always check two or three times before I walk. Do not trust people.
243. People are frustrated by the slowness of traffic and don't always wait for pedestrians
244. People are idiots and don't pay attention while driving.
245. People are impatient and drive to fast
246. people are in such a hurry and DO NOT pay attention as well as they simply do not care to obey the laws and or be considerate of those on the bike trail or simply enjoying what Loveland has to offer on the phones simply rude and careless unfortunately because they are stretched thin as it is there needs to be more police presence on bikes or horseback to be able to navigate more easily through side street and are able to sit mobile so as to watch without having to navigate SUV's and or cruisers (my opinion)
247. People are usually in a rush to leave restaurants or speed through downtown and don't always look for people walking / riding across the trail.
248. People aren't paying attention to walkers or bikers
249. People do not always pay attention when turning left that pedestrians have the right away. We've almost been hit near Graeters several times.
250. People don't always stop at crossings as they should. Distracted drivers an issue also.
251. People don't pay any attention to pedestrians properly using the cross walk. Also the police need to enforce the no left hand turn out of Capps . This leads to traffic and accidents
252. People don't pay attention to pedestrians and drive recklessly
253. People don't pay attention to the crosswalk. One time somebody was about a foot away from hitting me.
254. People don't stop at the cross walk
255. People don't stop at the crosswalk for pedestrians.
256. People don't stop, yield to Pedestrians throughout downtown Loveland

257. People don't watch out for others. They try to run through. Sometimes it concerns me using crosswalks with my kid
258. People don't yield to walkers
259. People don't pay attention at crosswalks- I've almost been hit 10+ times at Loveland and Karl Brown way
260. People drive too fast and seem frustrated by pedestrians and cyclists in the area because they have been held up for time due to traffic.
261. People driving don't pay attention. People are more worried about getting to their destination and out of frustration, may not care to look for pedestrians.
262. People go fast and sometimes aren't paying attention. I wouldn't say it's horrible, but you cannot assume the right of way.
263. People in a hurry sometime do not stop when pedestrians have the walk signal at intersections.
264. People in a hurry to turn off of Loveland onto Karl Brown way are not observant of pedestrians in the crosswalk, even when the pedestrians are following signals correctly. Additionally, the surface in the crosswalk in the Loveland-Karl Brown intersection is dangerously uneven.
265. People lack patience when they drive through Loveland and can be reckless. It makes me nervous.
266. People nearly hit me crossing Riverside at Loveland Ave headed downtown. People don't look for pedestrians there.
267. People not looking when turning onto Karl Brown way.
268. People not paying attention to bikers and walkers
269. People not paying attention, running stop signs/lights
270. People not stopping
271. People not stopping at bike trail crossings. I don't feel safe getting into my car if I park on the street. The streets are too narrow.
272. People not stopping or paying attention
273. People often don't slow down or look for pedestrians crossing on the bike path.
274. People running lights. Not watching when turning
275. People sometime speed through town and that's concerning
276. People sometimes drive way too fast or don't stop to let us cross at the crosswalk.
277. People speed (if able), don't pay attention to pedestrians, don't obey traffic lights as far as yielding to pedestrians.
278. People speeding through downtown Loveland
279. People turn on red when in crosswalk with walk light
280. People who do not live in the area do not pay attention to pedestrians or the surroundings.
281. People will run you over because they are tired of waiting on the traffic
282. People won't stop and look for pedestrians crossing the bike path
283. Poor light timing leads to long waits and impatient drivers who blow through lights without checking for pedestrians
284. right turns to Karl Brown way do not stop for pedestrians
285. Road rage. People get very frustrated with the pedestrians and bikes crossing on the crosswalk. The area is very narrow and pedestrians are very close to the street when they're walking in front of Ramsey's and Paxton's etc..
286. Roads are narrow, cars travel TOO FAST on East Loveland
287. Rude drivers, not respecting pedestrians
288. Running/biking on the bike trail and motorists not stopping.

289. So much traffic and drivers aren't paying attention to pedestrians
290. So much traffic and since people are slowed or stopped they are on phones
291. Some cars do not stop at the trail crossing the street, and some drive erratically looking for parking
292. Some cars don't stop or look
293. Some drivers are too focused to get to their destination to take the time to notice pedestrians.
294. Some drivers do not stop for the crosswalk
295. Some drivers don't give pedestrians the right of way.
296. Some drivers don't pay attention or follow cross walk rules
297. Some drivers fail to stop. Some bicyclists fail to share the trails with walkers.
298. Some drivers ignore the crosswalks. I'm really glad to see one being constructed near Tahona, I was always worried people would get hit!
299. Some folks do not pay attention
300. Some just do not stop at crosswalks. Cars may choose not to wait for walkers because they have already sat too long. And some walkers do not use crosswalks making cars frustrated.
301. Some motorists do not pay attention to pedestrians
302. Some people do not want to stop
303. Some people don't slow down, don't think it's something the city can fix
304. Some people run lights because they have been waiting to get through intersection.
305. Some ppl don't stop for the bike trail crossings. Although I do feel like stopping for bike lane crossings slows down traffic, but it's safest for bikes/runners/walkers
306. Sometimes a car won't yield when they should
307. Sometimes drivers aren't as alert when going through a light
308. Sometimes drivers do not stop due to volume of pedestrians crossing in a short amount of time
309. Sometimes drivers don't understand when pedestrians have the right of way
310. Specifically with crossing the road in the pedestrian crosswalk. Not everyone slows down.
311. Speed of other drivers, trucks getting stuck under trundle causes problems, drivers taking a left on 48 from S Taylor St can cause back ups
312. Speeding and some bicyclist feel as if they always have the right of way
313. Speedy drivers
314. That people won't slow down when I am crossing and they will hit me or my kids
315. The bike trail crossing next to Eads is so close to the train track bridge - I am always concerned for my kids that someone is going to whip out from under there and not stop. People are so frustrated with the stop and go that they can whip through there quickly when it isn't log jammed.
316. The cars are too close to where we can walk, especially at certain points such as in front of Paxton's, before the truck smashed their porch, you have to walk single file to not be in the way of cars. But also the fact that there are large vehicles with people who drive like that and there are no posts or trees to stop us from getting hit. It doesn't just feel like a fluke that it happened either. In the last couple decades, would anybody say that cars have gotten smaller in general? Have drivers become more or less attentive and/or responsible? It's only luck that nobody was walking in front of Paxton's that day. They would have been killed. The other bad place is walking across the river on Loveland Ave. The walk way is elevated, and narrow. It's never a good feeling to think if you walk off the path a bit, you'll fall right into traffic. Plus it's supposed to be 25mph there but people often go much faster, and no surprise. When you drive it, the 2 lanes make it feel like you should be going faster. And the correct speed feels slow. Also, crossing Loveland Ave. on the East side of the river isn't safe. There aren't crosswalks at all the intersections, and you have to cross 4 lanes there.

317. The intersection of W Loveland and Karl Brown Way is horrible for cars not paying attention to pedestrians having the right of way. I also have concerns as a driver about people standing on the corner of Lemons and Limes when I'm turning right off of W Loveland; people stand too close to the road.
318. The intersection on the west side of the bridge lacks safety measures for pedestrians. Drivers coming out of Riverside Dr and turning onto Loveland Ave often don't see me walking.
319. The light by the bridge, drivers don't look when turning onto Carl Brown way. I have almost got hit there.
320. The sidewalk on the bridge is right next to traffic and people drive too fast. I feel unsafe walking on the bridge especially when my kids are with me.
321. The trail crossing at Loveland Ave is very congested not clearly signed/ signaled. Hard to know if cars are going to stop.
322. There's been a few times where cars try to speed through the designated crosswalk areas while I was already crossing and the lights at the crosswalks were blinking particularly at the crosswalk across W Loveland. The one across Broadway doesn't seem to have this issue as much, but it is easier to see bikers & pedestrians getting ready to cross than at the W Loveland Crosswalk
323. There's still not enough pedestrian walkways from The Landing and Cindys, towards Rodi and Tahona. I personally don't like using the crosswalk at the corner of Karl Brown and Loveland Ave, because drivers making a right hand turn (coming from West Loveland Ave) zip around that turn and there's a blind spot. So, I am happy to see the new crosswalk across from the parking lot on Karl Brown Way
324. Too fast traffic. Narrow roads. People have no patience. And WAY WAY TOO MUCH NOISE!! Why are trucks without exhaust systems OK? Or the same with Harleys? Too damn loud.
325. Too many cars darting in and out trying to find a parking spot and people walking through the lots and street to get to their car.
326. Too many cars don't pay attention to the traffic lights and pedestrian crossing
327. Too many cars in a hurry and not all of them look out for pedestrians.
328. Too many distracted drivers that don't pay attention or do not yield to pedestrians.
329. Too many people and drivers not watching out for each other.
330. Too much traffic and have to watch for delays and drivers not paying attention.
331. Too often, drivers aren't looking for pedestrians crossing when they are waiting to turn right on a red light onto W Loveland Ave going toward downtown, particularly at the intersection where the dry cleaners is. I've almost been hit while walking there a couple of times.
332. Too small of a space and sidewalk and not all cars care that you are there.
333. Traffic causes irritated drivers. This sometimes causes ignoring traffic signals and lack of safety for pedestrians & bike riders
334. Traffic goes very fast near sidewalks
335. Traffic is always heavy no matter what time of day. Cars speeding, cars searching for parking that you don't have to pay for. Shame on the City of Loveland for paving over more greenspace. If you build it, they will come and in this case, it is NOT a good thing. Loveland has lost its charm.
336. Traffic is Not yielding to pedestrians
337. Traffic is simply unpredictable even at crosswalks.
338. Traffic often does not stop for pedestrians at crosswalks
339. traffic on both road and also bike traffic on bike trail
340. Traffic speed at times is concerning.
341. Trail crossing both downtown and, especially, near Mile 42 crossing can be concerning knowing whether drivers will see me and stop.

342. Trying to cross at any/all crosswalks is dangerous when traffic is heavy. So many cars, so many places to go in and out of. Right turn on reds also add to danger.
343. Unsure if vehicles will stop for pedestrians
344. Vehicles aren't always watching for pedestrians at Karl Brown.
345. Vehicles go way too fast and I think motorists get frustrated with all the pedestrians
346. Vehicles often don't stop for pedestrians
347. Vehicles travel way too fast coming across the bridge and even faster on Karl Brown Way. Cars turning right off the bridge turn the corner too fast and pedestrians cross wherever. This causes major traffic jams. Also, cars coming off bridge do not allow enough space for parallel parking. Another jam up.
348. Vehicles turning right not paying attention to pedestrians.
349. Vehicles turning when pedestrians have a walk light
350. Way too many people speeding through the area, not stopping at red lights before turning right on red, and not yielding to pedestrians at crosswalks.
351. We have almost gotten hit multiple times with people who don't stop at the crosswalk. Also bikers are going way too fast through the area and almost gotten hit by bikers as well
352. We have very bad drivers including inebriated ones in the area and local law enforcement doesn't enforce traffic laws.
353. We live within walking distance to downtown and would love to walk but there are no sidewalks from Sentry Hill to Lyons. Also the traffic coming down 48 into Loveland go faster than 35mph picking up speed as they go down the hill. Many times they go off the side of the road and hit the guard rails.
354. We need a pedestrian lane along south Karl brown way. Not enough motorists stop along west Loveland ave crosswalk.
355. We walk over quite often to avoid having to find parking. The drivers do not pay attention to pedestrians in the crosswalk and we were almost hit a few times. We try to go out a bit in the crossing when the walk sign is on and make sure they are stopping before we commit ourselves to the middle of the road.
356. When crossing the street drivers don't always look out for pedestrians.
357. When the crossing sign says to go but cars still turn right on red.
358. Will cars stop?
359. With all of the sensory overload in that area, drivers just focus ahead and rarely look to the sides for pedestrians.
360. With children on the trail it is VERY scary wondering if cars will stop or not.
361. With drivers so stressed trying to get through town, it feels unsafe to cross the streets even in the well marked/lit cross walk (bike path).
362. Worried about being hit by auto
363. Worried about getting hit
364. Worried drivers aren't paying attention to crosswalks and pedestrians
365. Worry about distracted drivers. Worry about people driving too fast and not being cautious of pedestrians.
366. You cannot take for granted any car or truck will stop for you
367. You have to be really careful on crosswalks
368. You must be cautious when crossing as there are a lot of distractions for drivers and an urgency to make the next light
369. You need to be extra cautious and watchful cars and bicycles.
370. You need to be very careful of vehicles, to make sure they will stop at crosswalks.

Question 17 — Comments about Congestion/Crowding:

1. cars driving quickly to find parking. not enough crosswalks...specifically trying to cross over to rodi...many people crossing through the road so they dont have to walk all the way up to the cross walk by lemons and limes
2. Not enough crosswalks with the congested traffic it's hard to cross
3. Too much traffic and not enough crosswalks
4. Trying to cross the road- just so many cars and not a lot of crosswalks. The sidewalk over the bridge is not protected and narrow for families to walk safely.
5. It's a high-pressure experience for everyone--pedestrians and drivers--people don't follow established traffic rules on both sides of the equation and put pedestrians in danger. Or, they don't know what the rules are, so everyone hesitates and adds more time and frustration to the situation/environment.
6. The bike trail crosswalk is always full of people trying to cross, cars get tired of waiting for so many staggered crossings, so they just end up going through. As a motorist, it's terrible having to sit there waiting for people at different times crossing from both directions, so it's understandable why people get impatient. The line of pedestrians and bicyclists is never ending some days!
7. After the accident on May/05, I'm trying to be more aware of the traffic.
8. Being that there are a lot of cars you have to look extra just to make sure, not every car stops at the cross walks either.
9. Distracted, driving is very common, and when traffic is congested, people get impatient, and will go through red lights because they've sat there for so long
10. Downtown Loveland is such an attraction, but it is overly congested with traffic, whether it's people passing through or people circling the area for parking. The bike trail is a popular place but drivers are so concerned with getting through lights and finding their own parking that pedestrians need to be on high alert to make sure they do not get hit.
11. Drivers typically do not pay attention to pedestrians or bicyclists in Loveland. Especially bicyclists using the roadway. The city should work to make the study area more pedestrian and bike friendly. Cars going slow thru downtown is better than them going fast and hitting a pedestrian or bicyclist.
12. Due to the congestion drivers are required to have extra patience and it seems during congested hours drivers are less patient. Examples - not allowing pedestrians to cross at the bike trail and drivers rushing through red lights in an attempt to not having to wait at another light.
13. During the rush hour times drivers are in a hurry and frustrated and might not be as careful about pedestrian traffic. Some drivers do not stop for the crosswalks or aren't paying attention. We always use crosswalks and make eye contact with drivers before crossing
14. I don't feel some travelers realize the amount of foot traffic in Loveland and speed through the crosswalks without being cautious.
15. I worry that drivers aren't paying close attention- and feel rushed bc of limited parking and they get frustrated and hurry through ... as in my previous answer as to what I feel Contributes mostly to traffic issues- my 3rd I marked as other- and that would be that drivers aren't paying attention.
16. It's congested, lots of traffic - cars, bikes and walkers. An accident is bound to happen
17. It's just too congested. I'm afraid the cars are too concerned about other cars to also be aware of pedestrians.
18. Just so much congestion. Frustrated drivers.

19. Lots of surface traffic on the bridge, with little or no room on the sidewalks to pass slower pedestrians. For the most part crossing the road at the bike path is ok on Loveland Avenue, but crossing on the other side of the tracks, by the hardware store, drivers are not always as observant of bicyclists and pedestrians.
20. Lots of vehicle traffic and not everyone pays attention
21. Most cars do not stop or sidewalks are too congested on weekends and forces walk too close to or on street
22. So much traffic and drivers aren't paying attention to pedestrians
23. So much traffic and since people are slowed or stopped the are on phones
24. The trail crossing at Loveland Ave is very congested not clearly signed/ signaled. Hard to know if cars are going to stop.
25. Too fast traffic. Narrow roads. People have no patience. And WAY WAY TOO MUCH NOISE!! Why are trucks without exhaust systems OK? Or the same with Harleys? Too damn loud.
26. Too much traffic and have to watch for delays and drivers not paying attention.
27. Too small of a space and sidewalk and not all cars care that you are there.
28. Traffic causes irritated drivers. This sometimes causes ignoring traffic signals and lack of safety for pedestrians & bike riders
29. Traffic is always heavy no matter what time of day. Cars speeding, cars searching for parking that you don't have to pay for. Shame on the City of Loveland for paving over more greenspace. If you build it, they will come and in this case, it is NOT a good thing. Loveland has lost its charm.
30. Traffic often does not stop for pedestrians at cross-walks
31. Trying to cross at any/all crosswalks is dangerous when traffic is heavy. So many cars, so many places to go in and out of. Right turn on reds also add to danger.
32. Congested, too much traffic, someone getting hit or someone getting impatient and running on the sidewalk like the previous incident that just occurred.
33. if the trestle was not there, you could do one way traffic. the cross walk is a big problem. it needs to have a cross gate like railroad crossings. red light cameras would help too.
34. If you need to use a button to walk it should have the walk signal, not just lights advising cars you need to cross. Especially in heavy traffic it can be hard crossing there
35. It is the same with drivers. Not enough room. Lights are not synced up. Too much busy in one small area.
36. The amount of traffic is a concern sometimes. Most people are good about yielding to pedestrians but sometimes downtown is very busy with people and it can be hard to navigate as a driver and pedestrian.
37. The bike trail crossings either need to be eliminated entirely or there needs to be a timed signal, triggered by button as needed by pedestrians/cyclists. The pedestrians/cyclists act as if THEY have the right of way DEMANDING traffic yield to them. Its a wonder no one has been hit by the canoe livery, by Ramseys or by Kirbys. I LOATHE being in downtown Loveland. We dine out weekly - outside of Loveland because traffic, parking and logistics in downtown Loveland are ridiculous.
38. Traffic congestion and wondering if people will properly yield.
39. A lot going on traffic bikes and people multiple areas
40. A lot of congestion, noise, air pollution and safety issues from cars.
41. A lot of traffic in the area
42. At high traffic times it is hard.
43. Bike trail cross walk is unsafe...too many people, too many cars, too many bikes...all trying to get through the same space as fast as possible. huge bottleneck
44. Congestion, & parking issues

45. Crossing on the bike trail is easy. Crossing all other intersections when congested seems more dangerous. By Bishop Quarter, Lemons and Limes, Graeters, Kayak and Canoe. Etc... Hard to walk around the inner loop by Cindy's and under bridge etc.
46. Crossing the street even in the crosswalk with such congested traffic.
47. Crowded
48. Downtown has become so popular it should be pedestrian only and have an alternative route to park and drive through
49. Downtown Loveland and anywhere along the bike trail where you have to cross a street are worrisome and often dangerous. Ideally I'd love to see downtown as a pedestrian area mainly with a bypass for most traffic. Something like 4th street in Louisville. Main Street in particular is scary for pedestrians and frustrating for drivers. making the bridge passable underneath for all traffic and widening that road to bypass downtown might be the most feasible if another bypass can't be created.
50. Getting coffee at 42..There is no room to get in or out of my car if parking on street. Also the ice cream place on W. Loveland/ Loveland Madierra has often been a mess with cars trying to get in and get out in the flow of traffic along W. Loveland.
51. Hard to cross roads with children given high traffic volume
52. Hard to walk due to traffic
53. Have to be very vigilant as traffic is always heavy
54. Heavy traffic and construction
55. Heavy traffic with small children is stressful.
56. I avoid walking, run etc on the trail through Downtown Loveland due to the high volume of traffic.
57. It can be very busy, never know if a cyclist, motorist or another pedestrian is going to jump in front of you
58. It can be very difficult to cross the street during peak busy times on Friday and Saturday evenings.
59. It is worrisome to cross the street at the bike path with children because of the heavy traffic flow.
60. It's hard to get across the road safely during congested times
61. It's usually pretty chaotic and traffic is heavy. If we go to old Loveland we try to avoid crossing the bike trail near Paxton's.
62. Just feels dangerous with the constant traffic and crossing the street even at the crosswalks.
63. Just too many cars at busy times and making sure they stop
64. Lots of cars driving and people parking
65. Lots of traffic
66. lots of traffic - stop and start; no organized pedestrian rules / signage to direct people; folks cutting between parked cars and traffic; bikes darting out in traffic and walkways
67. Lots of traffic and lots of possibility to be hit if you aren't in a car
68. Many cars
69. Many times the sidewalks are so congested its hard to use them. Also with bike trail users and businesses from side streets the downtown area is too crowded
70. More vehicles equals more chances of being hit by one of them.
71. Nonstop road traffic is a concern.
72. Overall there is just too much pedestrian/vehicle interaction. Has the city considered closing the road by Paxton's to cars, eliminating the 6? Parking spots? That would remove a lot of interactions and give it's Paxton's a real patio space that the city could probably charge them for. Also the whole of downtown could be a one way circle, just need to improve the truck access next to the boutique and Cindy's
73. Overcrowded

74. Parking is bad...people in cars backing up, people walking behind cars, bicycles zooming around. Its just alot to keep an eye out for. Example: car running into the tables by the bike trail. Maybe some barriers would help. It was an accident but what if its not?
75. Pedestrians walking in front of you. Cars have blind spots and we only have two eyes. Can see 20 people all around a car at once.
76. Scary when all the traffic
77. See Paxton Grill. Too much traffic, parked cars creating blind spots. Sidewalk and road parking are way too close to road
78. Sidewalks and bridge crossing are very close to heavy traffic.
79. simply the high traffic
80. so many people crossing bike trail that cars hardly have a chance to pass through at busy evening times
81. So much traffic. It can be a challenge to cross safely.
82. Some areas are way too congested both in vehicles and people in general with not a lot of options such as areas to walk, parking, lanes, alternate routes. It's way too congested period and they keep building more- which is making it way worse.
83. The amount of traffic and with on street parking can make it difficult for cars to see pedestrians. Add that to drivers being frustrated by congestion and lack of parking I'm always extra cautious walking around the Loveland area
84. The amount of traffic keeps me on alert
85. The bridge is the worse to walk over during high traffic times
86. The congestion of cars along the main drag always makes me nervous bc the sidewalks are narrow and close very close to the traffic
87. The roads are so tight and then you add in parked cars and it makes it a nightmare to see people at times.
88. The sidewalk is narrow in front of Paxton's putting pedestrians very close to heavy vehicular traffic.
89. The town has exploded as a recreation destination. It has marketed itself as such, creating a small town feel with pedestrians and bicyclists in mind. The Dora district also suggests a place to enjoy and relax. But now over-development is bringing with it a feeling of sprawl and congestion. It appears there has been little if no consideration until now of the amount of traffic congestion that would happen from all the growth, breweries, and eateries. Has there been any consideration for certain areas to be free of cars entirely? The people of Loveland and Landen want this!!Lebanon has an area, as do other small towns I have visited. Paxton's outside seating is too close to the road. Consider hosting your council meetings there at 5:00 and you will experience the why for making changes that would create a by-pass and limit cars traveling on certain streets, especially at certain times. Make decisions with the future in mind, please.
90. The trail clogs up traffic and as a pedestrian, I worry I'm going to get hit when crossing
91. There is a high volume of pedestrian and automobile traffic, that always leads to a heightened sense of concern for me.
92. There is a lot of congestion. It make me worried especially when I have my kids with me
93. There is a lot of foot traffic... something as simple as putting some benches (facing away from the road) or other barrier from the roadway could help separate pedestrians form drivers.
94. There is so much traffic it's sometime intimidating to frequent this area at all
95. There's just a LOT of people in a small.space.
96. To congested.
97. Too congested and too many vehicles and people walking

98. Too congested, feels dangerous to cross roads
99. Too crowded both cars and walkers.
100. Too many cars driving in area
101. Too many cars going in and out of parking lots, bikes everywhere
102. Too many cars. Chances of getting hit in Loveland goes up every year
103. Too many things going on at the same time; cars, bikes, and pedestrians coming out of different streets at the same time.
104. Too much traffic
105. Too much traffic to get around easily
106. Too much traffic, bike trail users are at risk crossing the street. There is too much vehicle, bike and pedestrian traffic all mixed together. I am uncomfortable driving through downtown Loveland, too much congestion in such a multi-use narrow road.
107. Too much traffic, obviously.
108. Too much traffic, roads are too narrow.
109. Too much traffic. Until you get another bridge built to bypass the downtown area traffic will always be a nightmare. You have outgrown the infrastructure. BUILD A NEW BRIDGE OUTSIDE OF DOWNTOWN!
110. Too much traffic. We should avoid all the cars going through the downtown area and make it more pedestrian friendly
111. Traffic
112. Traffic is inconsistent with regard to knowing rules when dealing with walkers and bikers
113. Traffic volume
114. Very congested.
115. Volume of traffic and anxious drivers make walking something that needs to be done very cautiously.
116. Walking across bridge due to traffic speed and not protection for pedestrians.
117. We have toddlers, and walking on sidewalk need to be extra precautious with high amount of traffic
118. We need another bridge to handle the lg amount of traffic going in both directions. I propose along the railroad tressel over to river road especially in the morning and evening rush hours. I live in Brandywine 18 years and this problem is increasing every year and will get worse with further development around the area. Hopefully the turning lane will help however probably only temporary unless there is another bridge to get the traffic across the river. Also a designated bicycle lane over the river so the bike teams don't hold up traffic should help. A second bridge where I suggested would handle traffic going up and down 48 towards St. Columban Church also solves the truck, tractor trailer, school bus,etc problem of not being able to go under bridge by Cindy's that can also back up traffic especially school buses in morning and afternoon/evening hour's when traffic is heavy. This would also prevent lf turn back up problems coming down into loveland onto West Loveland by the Gratters Ice Cream. I don't think a bridge from Adams to Fields Ertel would solve the downtown historic Loveland problems because most people head to 275 via river road. If you would like any other comments or suggestions you can reach me Scott Stanley at 513-545-2684. Thanks for asking the local public for help by the survey.

Question 17 — Comments about Sidewalks/Separating Pedestrians from Traffic

1. Drivers typically do not pay attention to pedestrians or bicyclists in Loveland. Especially bicyclists using the roadway. The city should work to make the study area more pedestrian and bike friendly. Cars going slow thru downtown is better than them going fast and hitting a pedestrian or bicyclist.
2. All the tables and chairs in front of restaurants have pushed pedestrians closer to the street. Please remove them. Almost all the restaurants have other outdoor dining options. It's not safe and it clutters up the look of the city.
3. Walking across bridge due to traffic speed and not protection for pedestrians.
4. Sidewalks don't provide adequate protection from cars
5. Narrow walkways, Deteriorating walkways, Jaywalkers, Panhandlers, Drunks, Stoned druggies, et. cetera...Hope you catch my drift!!
6. Getting coffee at 42..There is no room to get in or out of my car if parking on street. Also the ice cream place on W. Loveland/ Loveland Madierra has often been a mess with cars trying to get in and get out in the flow of traffic along W. Loveland.
7. The sidewalk is narrow in front of Paxton's putting pedestrians very close to heavy vehicular traffic.
8. If traffic is light, cars tend to go faster than posted speed limit and I feel the walkways are too close to the lanes on bridge and other areas where, if either a car lost control or a pedestrian strayed, it could end up catastrophic
9. The sidewalk on the bridge is right next to traffic and people drive too fast. I feel unsafe walking on the bridge especially when my kids are with me.
10. Crossing roads, it's tight at times on the sidewalk.
11. More sidewalks. Extend them further up Hannah
12. Side walks are not wide enough (especially in front of Paxtons)
13. Worry about sidewalk being so close to road
14. Sidewalks are not developed enough for any kind of volume. It is just the nature of a small town, walking is not a priority.
15. Overall there is just too much pedestrian/vehicle interaction. Has the city considered closing the road by Paxtons to cars, eliminating the 6? Parking spots? That would remove a lot of interactions and give it's Paxtons a real patio space that the city could probably charge them for. Also the whole of downtown could be a one way circle, just need to improve the truck access next to the boutique and Cindy's
16. Clear the sidewalks of tables and chairs!!!
17. Concerned cars may jump curb.
18. Loveland should create more ways to embrace pedestrian traffic. How can we connect the other part of Loveland across the river with a parking garage and mixed use near the river road? How can we make Loveland more walkable. Make a by pass around it during certain times with Karl Brown Way. Please - Keep Loveland unique and not anywhere America!
19. Trying to cross the road- just so many cars and not a lot of crosswalks. The sidewalk over the bridge is not protected and narrow for families to walk safely.
20. Sidewalks are busy with outside sitting or construction. Not enough wide of the sidewalk.
21. Many times the sidewalks are so congested it's hard to use them. Also with bike trail users and businesses from side streets the downtown area is too crowded
22. The intersection of W Loveland and Karl Brown Way is horrible for cars not paying attention to pedestrians having the right of way. I also have concerns as a driver about people standing on the corner of Lemons and Limes when I'm turning right off of W Loveland; people stand too close to the road.

23. The sidewalk in front of paxtons, etc., feels too close to the road.
24. Side walks are too narrow neat business
25. Sidewalks and bridge crossing are very close to heavy traffic.
26. Closeness of tables / chairs / etc the downtown businesses to the road blocking large sections of the sidewalks and forcing pedestrians to walk in or very close to the road.
27. Walking across the bridge is a bit scary since there isn't a railing between the sidewalk and road, and the railing on the river side is fairly short.
28. I run every day from East Loveland to the bike trail. There have been countless times where motorists have come too close and I have feared for my safety (no sidewalks on East Loveland). Along with other Loveland runners, I will be starting to drive the 1/2 mile to the trail because of this.
29. The condition of the sidewalks, especially on the bridge.
30. The intersection of west Loveland and Karl brown by lemons and limes is a bit nerve wracking with drivers trying to turn right and you have a walk signal. The sidewalk is narrow
31. Sidewalks do not have ADA clearance with the restaurant seating allowed on the sidewalks.
32. I don't feel the pedestrian walkways on the bridge are safe. There is no barrier between the sidewalk and the road.
33. I feel uneasy walking along the bridge with my young children, as well as seeing other kids as I drive by. There needs to be a separation from pedestrians/bikers and motor vehicles (check out the awesome bridge example in Missoula, MT- much safer!)
34. The sidewalks are very close to busy streets, and some areas I want to walk don't have a sidewalk.
35. The intersection on the west side of the bridge lacks safety measures for pedestirans. Drivers coming out of riverside dr and turning onto Loveland Ave often don't see me walking.
36. Sidewalks right on Loveland Ave when it is crowded- people always stepping out into the street. Crosswalk is an issue and the new one on Karl Brown is not needed and will slow things down in that area even more. People shouldn't mind walking to the corner - it's not far. The farmers market needs to be relocated. Everyone I know complains about Tuesdays
37. Concerned with how close the road is to the walking area in front of Paxton's. Also concerned in general with children stepping off sidewalk.
38. The congestion of cars along the main drag always makes me nervous bc the sidewalks are narrow and close very close to the traffic
39. I dislike walking on the sidewalks with the street so close
40. I run in the area, and outside of the bike trail, lots of running from my subdivision has to be done on 48 and Butterworth, where there is no option other than running on the road.
41. Too many businesses and decorative clutter.
42. Be easier if there was a walkway going over the road. Keeps us safe and traffic moving.
43. The town has exploded as a recreation destination. It has marketed itself as such, creating a small town feel with pedestrians and bicyclists in mind. The Dora district also suggests a place to enjoy and relax. But now over-development is bringing with it a feeling of sprawl and congestion. It appears there has been little if no consideration until now of the amount of traffic congestion that would happen from all the growth, breweries, and eateries. Has there been any consideration for certain areas to be free of cars entirely? The people of Loveland and Landen want this!!Lebanon has an area, as do other small towns I have visited. Paxton's outside seating is too close to the road. Consider hosting your council meetings there at 5:00 and you will experience the why for making changes that would create a by-pass and limit cars traveling on certain streets, especially at certain times. Make decisions with the future in mind, please.

44. The amount of traffic and with on street parking can make it difficult for cars to see pedestrians. Add that to drivers being frustrated by congestion and lack of parking I'm always extra cautious walking around the Loveland area
45. Cars are way too close to walkers on the bridge sidewalk. Sidewalk isn't large enough for two way pedestrian traffic and the bridge railing is too low
46. Mostly in front of Paxton's when you had to walk single file because there's just no sidewalk left with the patio up.
47. West Loveland avenue seems to always have some close calls when walking along the street or crosswalk. West Loveland ave from 48 to Karl Brown is the heart of downtown Loveland and thus has a lot of people. To make it safer for both people and faster, it may be wise to completely pedestrianize this section: no through traffic (minus deliveries to those certain restaurants) and remove street parking, installing concrete barriers at each end of the portion would allow for safe crossings and for businesses to expand outdoor dining while providing more sidewalk space for walkers and the general public to connect both sides of downtown Loveland. This could reduce crossings on the eastern crosswalk of the Karl brown/W Loveland that many people may complain of.
48. sidewalk on bridge is too narrow and not protected from traffic. motor vehicles not yielding at crosswalks.
49. Most cars do not stop or sidewalks are too congested on weekends and forces walk too close to or on street
50. The sidewalk on the bridge is small and close to traffic. Nervous to walk across it with my children, so parking west of the river and walking into downtown sadly is not an option for us.
51. Walking across the bridge is dangerous, we try to avoid it with our kids
52. Walking across the bridge is not safe. The sidewalks are not wide enough in some areas.
53. What recently happened to Paxton's patio, which is WAY too close to the street as it is, is a prime example.
54. Motorist do not always stop at the crosswalk. Sidewalks too close to the street. Having crosswalk is good but really holds up traffic. (Need a cross over!)
55. Lots of surface traffic on the bridge, with little or no room on the sidewalks to pass slower pedestrians. For the most part crossing the road at the bike path is ok on Loveland Avenue, but crossing on the other side of the tracks, by the hardware store, drivers are not always as observant of bicyclists and pedestrians.
56. The outdoor seating area at Paxton's is dangerous, as recently shown and is right back as dangerous as before! In addition to being exposed to drivers veering off the roadway, it creates a very narrow sidewalk walkway along the street where just a simple trip or a wandering child is right in front of traffic. It's a pretty scary situation. Additionally, there should be no left turn there off Railroad Ave. as traffic and visibility is a big issue.
57. Pedestrian traffic over the bridge does not feel safe. The steep sidewalk and short guardrail on the bridge are not ideal.
58. Lack of sidewalks outside of the downtown area combined with motorists speed
59. The cars are too close to where we can walk, especially at certain points such as in front of Paxton's, before the truck smashed their porch, you have to walk single file to not be in the way of cars. But also the fact that there are large vehicles with people who drive like that and there are no posts or trees to stop us from getting hit. It doesn't just feel like a fluke that it happened either. In the last couple decades, would anybody say that cars have gotten smaller in general? Have drivers become more or less attentive and/or responsible? It's only luck that nobody was walking in front of Paxton's that day. They would have been killed. The other bad place is walking across the river on Loveland Ave. The walk way

is elevated, and narrow. It's never a good feeling to think if you walk off the path a bit, you'll fall right into traffic. Plus it's supposed to be 25mph there but people often go much faster, and no surprise. When you drive it, the 2 lanes make it feel like you should be going faster. And the correct speed feels slow. Also, crossing Loveland Ave. on the East side of the river isn't safe. There aren't crosswalks at all the intersections, and you have to cross 4 lanes there.

60. Just a very tight walking area. Something could easily go wrong. More like not an "if" but a "when" type of thing which is scary with young kids! I absolutely love the area though, but am always extra cautious. I think it all just needs expanded!
61. The sidewalk over the bridge is poorly maintained and many times people have to step into the road to pass an oncoming pedestrian. So thankful for the new crosswalk at Tahona, but the one at the intersection of Limes and Lemons is dangerous. My sons cross country team has almost been hit by cars there turning right
62. See Paxton Grill. Too much traffic, parked cars creating blind spots. Sidewalk and road parking are way too close to road
63. There's still not enough pedestrian walkways from The Landing and Cindys, towards Rodi and Tahona. I personally don't like using the crosswalk at the corner of Karl Brown and Loveland Ave, because drivers making a right hand turn (coming from West Loveland Ave) zip around that turn and there's a blind spot. So, I am happy to see the new crosswalk across from the parking lot on Karl Brown Way
64. Road rage. People get very frustrated with the pedestrians and bikes crossing on the crosswalk. The area is very narrow and pedestrians are very close to the street when they're walking in front of Ramsey's and Paxton's etc..
65. Using the sidewalk to cross the bridge feels unsafe, especially when moving around other pedestrians and cyclists. The vehicles accelerate on this bridge as they come out of the downtown area.
66. We could use more sidewalks along the river. I'd love to see it more bike and walk friendly--even to get to Krogers or the library.
67. Too small of a space and sidewalk and not all cars care that you are there.
68. We live within walking distance to downtown and would love to walk but there are no sidewalks from Sentry Hill to Lyons. Also the traffic coming down 48 into Loveland go faster than 35mph picking up speed as they go down the hill. Many times they go off the side of the road and hit the guard rails.
69. Broken sidewalks and curbs on East Loveland. Uneven sidewalks.
70. I walk downtown daily, sometimes multiple times in a day. It's why my family and friends moved to Loveland. However, i don't feel safe as a pedestrian. I always have to worry and be extra diligent. Some cars speed and don't look out for pedestrians. Also the roads are too narrow and crowded to feel safe walking. There are even some crosswalks that are so faded drivers can't see them.
71. Sidewalk are in disrepair bricks broken very near city hall, doesn't the leaders of Loveland see these broken bricks?
72. Drivers often are too close and don't always stop to give pedestrians a chance to cross, even when they push the buttons to cross at the crosswalks
73. The bike trail crossing next to Eads is so close to the train track bridge - I am always concerned for my kids that someone is going to whip out from under there and not stop. People are so frustrated with the stop and go that they can whip through there quickly when it isn't log jammed.
74. The sidewalks are narrow so at times you are practically walking on the street & outdoor dining areas (mostly one) makes pedestrians having less room to walk to businesses. Pedestrian bridges would be great & might be able to be designed with benches etc. something must be done to protect pedestrians crossing from parking to Rodi, Tahona. As a driver it Terrie's me as people will walk out right out in front

me. Also the corner by Lemons & Limes is treachous because it is so narro at the crosswalk. People are often standing in the road or children swinging around the pole often go out to the road while waiting for the crossing signal to change.

75. sidewalks are in need of repair, sidewalks are too close to roadway
76. There needs to be a pedestrian walkway by Hops and Berries to Rodi's/surrounding area.
77. Walking across bridge feels dangerous
78. More access points from butterworth road to the bike trail. 48 is not safe to walk down.
79. Side walks are in horrible condition

Question 17 — Comments about Crossing Signals and Signage:

1. A walk/don't walk light at the bike trail crossing, timed with the light at Karl Brown Way and bridge would allow traffic to flow through and resolve most of the congestion !!
2. As mentioned earlier, some people don't stop for pedestrians. As we all should use caution and cross walks. Wish everyone would use the signal for crossing.
3. Cars and pedestrians aren't sure who has right of way. There are stop signs on the bike trail, but cars slow down. It's confusing.
4. Cars are very confused whether to stop for bikes/pedestrians and tend to be overly cautious, waiting for bikers/walkers to approach the road. Trying to be overly polite and let EVERYONE cross.
5. Cars do not always stop at the crosswalks and honestly, on a weekend especially, cars would never get through if every car stopped every time a pedestrian or biker was crossing.
6. Cars don't stop or look for pedestrians near Eads. The crosswalk at Lemons and Limes is dangerous as it is somewhat hidden behind the turn. The walk sign does not seemed timed with the lights
7. Cars go not slow down at RR crossings, looking for a place to park cause drivers yo not watch pedestrians. If you allow Pedestrians to cross, you miss the light change
8. Cars not stopping Some pedestriars not looking and just walking out.
9. Congested, too much traffic, someone getting hit or someone getting inpatient and running on the sidewalk like the previous incident that just occurred.
10. Crossing Loveland Ave as pedestrian is challenging as people are constantly moving across the crosswalk which visibly backs up traffic and appears to frustrate drivers.
11. Crosswalk at the bike trail (both north crossing by Paxtons and south crossing by the south lot) is dangerous not only because of car traffic, but also in good weather by TRAIL USERS there are two kinds that are problematic: 1) "Weekend Warrior Century Riders" who want to speed through the downtown area on the trail and are impatient about families, dogs, and pedestrians in the downtown area, and 2) Families, dogs, and pedestrians who are using the downtown trail as a sidewalk and not as the trail it is, blocking users.
12. Driver's get frustrated and distracted by too many people and bikers darting across street without yielding themselves. Bike path needs a traffic signal so that cars can freely flow!
13. Drivers don't always pay attention to pedestrians. Pedestrians assume they always have the right of way.
14. Drivers don't always pay attention to the cross walk lights. Parking areas and pedestrian areas are not clearly defined, which causes problems for pedestrians and motorists.
15. Ensuring that the passing cars yield once we've pressed the crosswalk alert.
16. Generally drivers are very aware and stop for pedestrians. I do like to cross with other people so I don't feel guilty making drivers stop just for me!

17. I appreciate the pedestrian crossing with the flashing lights but still make sure the driver(s) see me when I cross at the crosswalk.
18. I don't want to slow down traffic on Loveland Ave so I stand back and wait but people still try to wave me across.
19. I feel uneasy walking along the bridge with my young children, as well as seeing other kids as I drive by. There needs to be a separation from pedestrians/bikers and motor vehicles (check out the awesome bridge example in Missoula, MT- much safer!)
20. I frequently walk down Broadway to get to downtown. It can be difficult to cross 48 because even though you get a crosswalk, drivers in the right hand turn lane fly down the road and go anyway since it's a turn lane. There needs to be some sort of indicator when the crosswalk sign has been pushed or something.
21. I have nearly been hit by cars because the walk signal corresponds with a green light. Pedestrians should have their own allotted time to cross.
22. I live on Main Street along with my two children ages 10 & 12yrs old . I walk over the bridge almost daily and bike weekly. Additionally, my children like to bike and walk and find that the cross walk signals doesn't seem to be long enough. Over the last three summers now, the number of times we have almost been hit by a car has increased significantly. Specifically when we are at the corner where lemon & limes is. SO many cars, in the turning lane to go right (towards underpass) do NOT look for pedestrians before they start to turn. This is also true for crossing from other side to go back over bridge, cars pull out in front of you intentionally to try to beat you across. A bike lane would be more then appropriate and ideal. Thank you for asking the community for input.
23. I see distracted drivers, pedestrians not complying with pedestrian rules and uncertain people both driving and pedestrian
24. I think crossing from the trail is worrisome as some cars do not stop. I think a light would benefit. It would help the flow. Someone new to the area may not know to slow/stop. A light removes any confusion. When red pedestrians or bikers are green to go. If not they must stop and wait as at times cars are waiting as big groups cross
25. I think there needs to be a light to help time pedestrians so pedestrians don't just straggle across one at a time.
26. if the trestle was not there, you could do one way traffic. the cross walk is a big problem. it needs to have a cross gate like railroad crossings. red light cameras would help too.
27. If you need to use a button to walk it should have the walk signal, not just lights advising cars you need to cross. Especially in heavy traffic it can be hard crossing there
28. It is hard to see pedestrians at teh bike trail, particularly at night. flashing lights are not obvious enough
29. It is nearly impossible to cross at 48th and Loveland Avenue. The lights are ridiculous.
30. It is the same with drivers. Not enough room. Lights are not synced up. To much busy in one small area.
31. It is very dangerous to cross Loveland Ave near Bond Furniture & BQ. The traffic signal at this intersection needs a left turn arrow to turn onto Loveland Ave. A few cars coming from the Eagles Lodge have the right away and cause a huge backup for those making a left turn from Bond Furniture onto Loveland Ave.
32. It's a high-pressure experience for everyone--pedestrians and drivers--people don't follow established traffic rules on both sides of the equation and put pedestrians in danger. Or, they don't know what the rules are, so everyone hesitates and adds more time and frustration to the situation/environment.

33. Its not going to fix the situation but the pedestrain crossing should not be on demand, it should have a light to keep traffic going. I think that could help a little bit. Each car is constantly stopping for bikers or walkers
34. Lack of awareness from everyone. I have a small kid
35. Lot of traffic don't stop for pedestrians crossing especially the bike trail. But pedestrians don't stop for traffic. My opinion the bike trail is the problem with traffic backing up on West Loveland Avenue.
36. More obvious identification of cross walk to drivers could be helpful. I generally think the numbers of lights is fine but wonder if one at the cross walk by the trail might be helpful.
37. Need blinking crosswalks
38. Need pedestrian traffic light at bike trail
39. No crossing lanes where needed. We need a pedestrian/bike light at the trail crossing downtown.
40. Not enough crosswalks that make cars actually stop with a signal
41. Not really any crossings with signals at lights from the few times I've walked across the street. It's more waiting on traffic to stop for you, which in my experience they do for the most part.
42. Pedestrian traffic across W. Loveland Avenue at the bike trail needs to be controlled, either by means of a traffic light or a traffic cop. Allowing pedestrians to cross at will causes Loveland's most frustrating traffic jams.
43. Pedestrians back up Loveland Ave. when cars stop for them even though the light is green for the drivers. I hope the crosswalk lights reduce this.
44. People don't always stop when turning right off of Loveland Ave by Lemons and Limes even if the pedestrian has the walk sign
45. People don't know how to walk in the street or use the pedestrian crosswalk or just don't care
46. People jaywalk and do not use the crossing light button at the bike trail. They just walk freely into traffic and expect you to stop. Police need to address this at the bike trail.
47. Scary to cross West Loveland Avenue (near Paxtons). Pedestrians do not understand that we are supposed to YIELD to the traffic when we can. Most abuse or simply do not use the signal crossing
48. Sidewalks right on Loveland Ave when it is crowded- people always stepping out into the street. Crosswalk is an issue and the new one on Karl Brown is not needed and will slow things down in that area even more. People shouldn't mind walking to the corner - it's not far. The farmers market needs to be relocated. Everyone I know complains about Tuesdays
49. Some cars do not stop at crosswalks. Some bikers travel to fast through heavy pedestrian areas and do not adhere to road/traffic signals
50. Sometimes it's hard to understand the timing of traffic lights, they seem to be changing frequently
51. The amount of traffic is a concern sometimes. Most people are good about yielding to pedestrians but sometimes downtown is very busy with people and it can be hard to navigate as a driver and pedestrian.
52. The bike trail crossings either need to be eliminated entirely or there needs to be a timed signal, triggered by button as needed by pedestrians/cyclists. The pedestrians/cyclists act as if THEY have the right of way DEMANDING traffic yield to them. Its a wonder no one has been hit by the canoe livery, by Ramseys or by Kirbys. I LOATHE being in downtown Loveland. We dine out weekly - outside of Loveland because traffic, parking and logistics in downtown Loveland are ridiculous.
53. The bike trail crosswalk is always full of people trying to cross, cars get tired of waiting for so many staggered crossings, so they just end up going through. As a motorist, it's terrible having to sit there waiting for people at different times crossing from both directions, so it's understandable why people get impatient. The line of pedestrians and bicyclists is never ending some days!
54. The Crossing path near paxtons is not well signaled, and hope that cars stop to cross

55. The crosswalk over rt. 48 is very dangerous. (Where the Mobil used to be)
56. The culture of the bike trail crossing West Loveland is awful! No other place in Loveland and no other bike trail crossing do cyclists and walkers feel "entitled" to cross the road whenever that want. Drivers basically slow down and stop when people are even approaching this spot.
57. The intersection by lemons limes, bishops. My adult son almost got hit more than once when crosswalk says walk but people have green light
58. The intersection of west Loveland and Karl brown by lemons and limes is a bit nerve wracking with drivers trying to turn right and you have a walk signal. The sidewalk is narrow
59. The light signals for pedestrians are way too short
60. The mix of bicycles, pedestrians, diners, cars and drunks is an accident waiting to happen. Actually it has already happened.
61. The new crossing system at W Loveland Ave should help
62. The pedestrians/cyclists need a stop light at the crossing forcing them to stop that coincides with a green light towards the bridge. How does this survey NOT list the trail crossing as an issue??? It's the biggest problem! I drive through here up to 10x a day and that is a huge issue. Nonstop people straggling across the trail forcing people to miss the green light and creating a traffic jam up route 48.
63. The sidewalks are narrow so at times you are practically walking on the street & outdoor dining areas (mostly one) makes pedestrians having less room to walk to businesses. Pedestrian bridges would be great & might be able to be designed with benches etc. something must be done to protect pedestrians crossing from parking to Rodi, Tahona. As a driver it Terrie's me as people will walk out right out in front me. Also the corner by Lemons & Limes is treachous because it is so narro at the crosswalk. People are often standing in the road or children swinging around the pole often go out to the road while waiting for the crossing signal to change.
64. There are many drivers turning right when the walk sign is on giving pedestrians the right of way ie right onto Lebanon from Rich; either direction when crossing at light near Whippy Dip; light at Fallis and Lebanon road; also very concerning as a pedestrian when trying to cross at cross walk near Schutte Cleaners to cross bridge.
65. There needs to be more safety with the bike trail. I suggest a railroad crossing type system the closes when the lights are green allowing traffic to flow and pedestrians and bikes to stop
66. There needs to simply be a light that is timed to the traffic light for pedestrians. Pedestrians have the right of way so traffic frequently has to stop, especially when the weather is nicer, so then traffic builds even outside of the typical rush hour times. If there is a light installed for the bike trail I'm not sure a turning lane where the gas station used to be is even necessary.
67. Traffic congestion and wondering if people will properly yield.
68. Traffic is heavy and cars sometimes do not stop for pedestrians. I'd like to see a pedestrian bridge or tunnel for the bike path users when crossing the busy streets.
69. Walk signs don't seem to be appropriately timed with traffic signals. The light will be red but the walk signal still says do not walk. Being a frequent walker I know the button has to be pushed, but I've seen others wait to no avail. You must push the button even when the signal is red.
70. We need to light up or flash cross walks for cars to see
71. While many drivers are extremely cautious in this area, there are enough that are hell bent on not stopping for pedestrians in the crosswalk. Alternatively, there are MANY pedestrians that do not stop before crossing and will walk out assuming cars will stop.
72. You need to have a crosswalk arms that block folks when traffic lights are green. And they let folks cross when traffic lights are red.

Question 17 — Comments about Crosswalks and Crosswalk Use

1. cars driving quickly to find parking. not enough crosswalks...specifically trying to cross over to rodi...many people crossing through the road so they dont have to walk all the way up to the cross walk by lemons and limes
2. Not enough crosswalks with the congested traffic it's hard to cross
3. Too much traffic and not enough crosswalks
4. Trying to cross the road- just so many cars and not a lot of crosswalks. The sidewalk over the bridge is not protected and narrow for families to walk safely.
5. Not enough crosswalks that make cars actually stop with a signal
6. cars move very quickly through this area and there could be more crosswalks
7. I walk downtown daily, sometimes multiple times in a day. It's why my family and friends moved to Loveland. However, i don't feel safe as a pedestrian. I always have to worry and be extra diligent. Some cars speed and don't look out for pedestrians. Also the roads are too narrow and crowded to feel safe walking. There are even some crosswalks that are so faded drivers can't see them.
8. Lots of drivers don't pay attention to crosswalks. Lots of pedestrians jaywalk and I'm concerned a car will swerve to avoid them and go onto the sidewalk.
9. Need more crosswalks Also, some people turn right on red, so it is dangerous if they're not paying attention.
10. Need to be very alert - sidewalks are now wide, traffic is close and doesn't always stop for bikes or pedestrians. We need to have pedestrian crossings more clearly marked at key intersections (example near Graeters) and all Locations in town where the bike path crosses a road. (Near mile 42 on trail and near Branch Hill Guinea crossing).
11. Some just do not stop at crosswalks. Cars may choose not to wait for walkers because they have already sat too long. And some walkers do not use crosswalks making cars frustrated.
12. The cars are too close to where we can walk, especially at certain points such as in front of Paxton's, before the truck smashed their porch, you have to walk single file to not be in the way of cars. But also the fact that there are large vehicles with people who drive like that and there are no posts or trees to stop us from getting hit. It doesn't just feel like a fluke that it happened either. In the last couple decades, would anybody say that cars have gotten smaller in general? Have drivers become more or less attentive and/or responsible? It's only luck that nobody was walking in front of Paxton's that day. They would have been killed. The other bad place is walking across the river on Loveland Ave. The walk way is elevated, and narrow. It's never a good feeling to think if you walk off the path a bit, you'll fall right into traffic. Plus it's supposed to be 25mph there but people often go much faster, and no surprise. When you drive it, the 2 lanes make it feel like you should be going faster. And the correct speed feels slow. Also, crossing Loveland Ave. on the East side of the river isn't safe. There aren't crosswalks at all the intersections, and you have to cross 4 lanes there.
13. Vehicles travel way to fast coming across the bridge and even faster on Karl Brown Way. Cars turning right off the bridge turn the corner too fast and pedestrians cross wherever. This causes major traffic jams. Also, cars coming off bridge do not allow enough space for parallel parking. Another jam up.
14. We need a pedestrian lane along south Karl brown way. Not enough motorists stop along west Loveland ave crosswalk.

15. More obvious identification of cross walk to drivers could be helpful. I generally think the numbers of lights is fine but wonder if one at the cross walk by the trail might be helpful.
16. No crossing lanes where needed. We need a pedestrian/bike light at the trail crossing downtown.
17. People don't know how to walk in the street or use the pedestrian crosswalk or just don't care
18. We'd a crosswalk by tahona/rodi
19. Cross walks are a concern.
20. Crossing the street to get from parking to destination
21. Down by the railroad tracks I often see people dart across the road
22. I travel Karl Brown way and turn left onto Loveland ave quite frequently. I have noticed since the Landing event center & Hop/Berry have gone in an extreme increase In pedestrians illegally J-walking crossing Karl Brown way. I have almost hit several people because I did not see them coming out between parked cars to illegally cross the street. They act like they are entitled to cross wherever they want (just being lazy) instead of going to the crosswalk located at Loveland ave. This J-walking slows down traffic and causes dangerous conditions for both drivers & pedestrians - especially after the pedestrians had a few. The solution is not another pedestrian crosswalk - this would further slow down traffic - especially on the weekends
23. I'm the area near Hops and Berry, Tahona, and Rodi, it would be nice to have a designated cross walk
24. Insufficient pedestrian crossings west Luther bridge Drive
25. More access points from butterworth road to the bike trail. 48 is not safe to walk down.
26. Narrow walkways, Deteriorating walkways, Jaywalkers, Panhandlers, Drunks, Stoned druggies,et. cetera...Hope you catch my drift!!
27. No crosswalk by Tahona. Dangerous crossing at intersection of Karl Brown Way and Loveland Ave
28. Not enough crosswalks or dedicated pedestrian sidewalk or bridges
29. Not enough side walks
30. Only one crosswalk available next to the bike trail
31. People cross the street in the middle of town with no crosswalk.
32. The sidewalk over the bridge is poorly maintained and many times people have to step into the road to pass an oncoming pedestrian. So thankful for the new crosswalk at Tahona, but the one at the intersection of Limes and Lemons is dangerous. My sons cross country team has almost been hit by cars there turning right
33. There should be a crosswalk at the corner of river rd and loveland Ave
34. there should be a crosswalk or pedestrian bridge by tahona and the parking lot next to cindy's
35. Use of cross walks
36. We could use more sidewalks along the river. I'd love to see it more bike and walk friendly--even to get to Krogers or the library.

Question 17 — Comments about Cyclists:

1. Drivers typically do not pay attention to pedestrians or bicyclists in Loveland. Especially bicyclists using the roadway. The city should work to make the study area more pedestrian and bike friendly. Cars going slow thru downtown is better than them going fast and hitting a pedestrian or bicyclist.
2. A lot going on traffic bikes and people multiple areas
3. Parking is bad...people in cars backing up, people walking behind cars, bicycles zooming around. Its just alot to keep an eye out for. Example: car running into the tables by the bike trail. Maybe some barriers would help. It was an accident but what if its not?

4. Too many cars going in and out of parking lots, bikes everywhere
5. Crosswalk at the bike trail (both north crossing by Paxtons and south crossing by the south lot) is dangerous not only because of car traffic, but also in good weather by TRAIL USERS there are two kinds that are problematic: 1) "Weekend Warrior Century Riders" who want to speed through the downtown area on the trail and are impatient about families, dogs, and pedestrians in the downtown area, and 2) Families, dogs, and pedestrians who are using the downtown trail as a sidewalk and not as the trail it is, blocking users.
6. The mix of bicycles, pedestrians, diners, cars and drunks is an accident waiting to happen. Actually it has already happened.
7. Always worried that I will get hit crossing at crosswalk or run over by a biker on trail.
8. As a bicyclist sometimes people don't stop for pedestrians and walkers. I consider it a little dangerous as there is no where for a car to veer away
9. Bicycles. Vehicles
10. Cars & bikes not paying attention
11. Crossing at the crossing areas you still have to be careful not to get hit by either a car or bike.
12. Difficult to cross because you are challenged by turning vehicles and bikes
13. Don't want to get hit by a car or bike speeding through
14. Drivers and cyclists not looking/caring about pedestrians.
15. Drivers do not pay attention to pedestrians due to drivers are looking for parking. I also witness cyclist now following stop signs by Loveland hardware.
16. I am a resident at the Loveland Station, an avid runner, and have 2 dogs and we have been nearly been hit many many times by drivers and bikers. I believe this is due to both bikers and drivers not following proper traffic and biking rules. Maybe stricter regulations and patrolling would help this.
17. Some drivers fail to stop. Some bicyclists fail to share the trails with walkers.
18. Speeding and some bicyclist feel as if they always have the right of way
19. traffic on both road and also bike traffic on bike trail
20. We have almost gotten hit multiple times with people who don't stop at the crosswalk. Also bikers are going way too fast through the area and almost gotten hit by bikers as well
21. You need to be extra cautious and watchful cars and bicycles.
22. Bikers who don't slow down for pedestrians or don 't follow rules
23. Getting run down by bicyclists.
24. I have been almost run over by a bicyclist going 50+ mph. I had a large group walking towards me and I got my dog off the trail in the grass but I was walking on the trail still and had a bicyclist come around the large group almost hit me. He would have killed me. I never walked on that trail again. My daughter's cheer practice was at nesbit. That bicyclist never said on the left, never slowed down, never apologized.
25. I worry about bicyclists not paying attention and motorists zooming through due to a lack of patience
26. People on bicycles do not adhere to traffic laws as they should when riding in the street... Have had too many near misses with bicycles

Question 17 — Comments about Enforcement of Traffic Laws

1. I am a resident at the Loveland Station, an avid runner, and have 2 dogs and we have been nearly been hit many many times by drivers and bikers. I believe this is due to both bikers and drivers not following proper traffic and biking rules. Maybe stricter regulations and patrolling would help this.
2. Traffic is inconsistent with regard to knowing rules when dealing with walkers and bikers

3. Almost been hit twice. The recent event at Paxton's and the lack of law enforcement in the area.
4. Cars traveling so fast and running lights and then many yes unamericans are criminal actions toward pedestrians
5. Cross walk in downtown is a huge risk and needs better control. Cars don't always stop for pedestrians
6. people are in such a hurry and DO NOT pay attentioin as well as they simply do not care to obey the laws and or be considerate of those on the bike trail or simply enjoying what loveland has to offer on the phones simply rude and careless unfortuniatly because they are stretched thin as it is there needs to be more police presence on bikes or horseback to be able to navigate more easily through side street and are able to sit mobile so as to watch withouth having to navigate suv's and or cruisers (my opinion)
7. People don't pay any attention to pedestrians properly using the cross walk. Also the police need to enforce the no left hand turn out of Cappys . This leads to traffic and accidents
8. We have very bad drivers including inebriated ones in the area and local law enforcement doesn't enforce traffic laws.
9. Cars and pedestrians aren't sure who has right of way. There are stop signs on the bike trail, but cars slow down. It's confusing.
10. Pedestrian traffic across W. Loveland Avenue at the bike trail needs to be controlled, either by means of a traffic light or a traffic cop. Allowing pedestrians to cross at will causes Loveland's most frustrating traffic jams.
11. People jaywalk and do not use the crossing light button at the bike trail. They just walk freely into traffic and expect you to stop. Police need to address this at the bike trail.

Question 17 — Questions about Accessibility for People with Disabilities

1. I'm older and slower, cars can be impatient
2. I'm handicapped and parking is difficult to find close to the businesses and restaurants I want to get to.
3. Not wheelchair accessible and even dangerous. Brinks have broken and deteriorated leaving holes large enough for my wheels to fall in and almost tip me over. Very difficult to travel over broken bricks. Curb cuts have standing water after rains and sand from bricks not smooth to roll up and down. Restaurants often block sidewalks so bad with chairs and signs that I don't have enough space unless I move them myself. Crossing buttons are difficult to reach from my chair and then often I have to try to quickly turn around with poles and planters and stuff in my way to be ready to cross. Vehicles will block marked crosswalks.

Question 17 — Miscellaneous

1. Narrow walkways, Deteriorating walkways, Jaywalkers, Panhandlers, Drunks, Stoned druggies,et. cetera...Hope you catch my drift!!
2. At crosswalk
3. bike trail by Paxton's is scary and a major source of traffic delay
4. Crossing at the bike trail is dangerous
5. Crossing over to Tahona & Rodi near Cindys
6. Crossing street
7. Crossing the streets at the crosswalks can be frustrating.
8. Crossing the streets is dangerous.
9. Crossing W Loveland at the bike trail is difficult.
10. Dangerous crosswalk on Karl Brown Way

11. Getting from parking lot to Farmers Mkt area.
12. Hard to be aware of everything going on around in order to feel safe crossing
13. Hard to cross any street-even in a cross walk
14. I appreciate the work that this survey is attempting to resolve.
15. I avoid the bridge and feel the crossing at the corners can be hazardous
16. I feel this is a quaint town with a lot of history. Pedestrians walking and biking is a huge draw for this area. They should definitely be considered when making decisions of improving the infrastructure.
17. I feel you need to put a round about right by Rt 48 and West Loveland Avenue. I think this will help with the traffic
18. I'm generally nervous as a pedestrian
19. impatient people
20. Nervous walking with small children and/or our stroller
21. People are crazy
22. Safety
23. Safety
24. Some people are stupid
25. The bridge on W Loveland over the river needs a rail to prevent pedestrians from falling into traffic
26. The over growth of trees, big old bushes and tall fence where The Miami Bike Trail and Carl Brown Way intersects, leave drivers with little to no visibility! I don't care how slow you go, It's hard to see or pick up on people/bikes crossing until you are right on them!!! FIX IT!!! Drivers need a better line of sight down both directions of the bike path to see/pickup-on what's coming or about to cross CBW!!!
27. The railroad crossings are shotty at best and before the recent replacing was dangerous. On rt 48 it is still dangerous and also need replacing.
28. This area is not for families any more. I've lived here my whole life and I'm so disappointed in what this area has become. Turning these holes into businesses. Drunk people on the bike trail. Lack of parking. Car driving into the people eating.
29. To many road trail crossings
30. Usually people stop for pedestrians and cyclist in the crosswalk. There are always a few who don't stop and abide the law, but this is a statewide problem for foot and bike traffic. After almost being run down while on foot in Mason I started wearing a safety vest when I walk. I live in an area with now sidewalks and fast cars. Loveland traffic does a far better job of stopping for people then the city of Mason does.
31. We often cross over the bridge on Little Miami. It concerns us the height of the bridge. It also concerns us one people are going the opposite direction of us on the bridge.
32. Worry about m safety
33. You have to super alert when crossing the road as a pedestrian. It used to be terrible crossing the crosswalk by Loveland Canoe and Kayak but over the years people driving seem to be more cognizant. Maybe that is because you naturally have to drive slower through the area now with more parked vehicles alone the apartments and Mile 42
34. You must be very vigilant.

RESPONSES TO QUESTION 19

Question 19 — Comments about Reckless Drivers and Cyclists:

1. Drivers are not very considerate of cyclists.
2. No one pays attention everyone is in a hurry and frustrated or drink in this area. They do not watch for kids or people walking or riding.
3. Traffic stops for me when tgey should not causing road issues
4. Making sure people stop at intersections, but I am always cautious when crossing the road.
5. Vehicles have no regard for bikes.
6. Cars texting and driving .
7. We have very bad drivers including inebriated ones in the area and local law enforcement doesn't enforce traffic laws
8. I have seen motorists so impatient that they zoom through when finally given a chance.
9. Never trust cars will stop. Also a lot of people not paying attention to bikes
10. It's gotten better, but it's hard to ride bike through downtown due to heavy traffic and so many people walking/standing on trail in downtown.
11. The current feeling is some drivers hate bicyclists and the slow down they cause in the Loveland area. At the main crossing in downtown I would like to see rumble strips put across on both side right before the crosswalk
12. Stop and go at the crosswalks is hard when you don't know if a car will be one to wait for you.
13. It doesn't feel very safe to cross the Loveland Ave river bridge by bike. Again, there's no protection for bikes and the cars go fast because it feels like they should be able to. The crosswalks for the bike trail are better than most other trail junctions, but for that area and with that level of traffic, they should be better. They should be raised more, to the point that when driving it "feels" right to proceed slowly. If possible, the sidewalk should "bump out" here as well do give us less distance to cross and to encourage us to be more careful when we drive. (It could even save lives) Lastly, it's nice to ride on the trail, but if you want to ride off of the trail and into the rest of downtown loveland then the infrastructure isn't good. The river bridge isn't good for cycling as mentioned above, and if you want to go east toward Graeter's or the restaurants farther up, the sidewalks are way too narrow, partly due to a right turn lane and on-street parking. They just aren't well suited for riding, so that forces you onto the street, which is not only especially dangerous for littler people, but it slows down traffic.
14. First not all cyclists stop to look for cars and not all cars stop for cyclists. I would love to see a dedicated bike lane.
15. I follow established traffic rules for bikers and vehicles, but SO MANY bikers don't. They are a significant contribution to the issues we have down by the bike trail.
16. Too much traffic and drivers don't pay attention to bikers. I have almost been hit by a car turning off W Loveland onto Riverside.
17. Room. Visibility. Patience of drivers distracted on cell phone when driving in front of Tanos.
18. It's a 50/50 chance someone doesn't know what the bike lane is and will run you over!
19. There are a large amount of pedestrians and bicyclists and pedestrians can be seriously harmed by accidents. Drivers on bridge street don't always see bicyclists coming.
20. People don't always look out for small kids on bikes. Also inexperienced cyclists have almost ran my kids over, going way too fast through town on the bike trail.

21. On the bike path, not everyone seems to know the "on your left" rule. Motorists are generally patient at the crossing
22. Many drivers don't pay attention or know when or where to stop for bikes
23. Some vehicles don't stop along the trail.
24. bike users full speed down the trail and as a walker I am terrified I will be ran over, not safe for kids on the bike trail with these idiots full speed on bikes as kids tend to dart out in front of bikes, not safe for dogs for the same reason
25. Feels dangerous, too congested, cars go above speed limit
26. Motorists are not careful
27. People hate sitting in traffic and do not pay attention to bicycles It is very dangerous.
28. Backing up traffic and getting hit by a car.
29. I have seen several times bikers zoom across the street not paying attention.
30. Cars not stopping
31. Drivers are uncertain and rude at times
32. More concern crossing hopewell and Broadway - motorists are inconsistent with their attention.
33. Fear of being hit
34. Speed of traffic and lack of bike lanes in/around the downtown area
35. Cars going too fast
36. Cars are not always paying attention to the crossing for the bike trail
37. cars also do not stop for bicycles
38. Cars don't always stop
39. Cars don't pay attention to cyclists sharing the road, or at the trail cross walk. Loveland is a trail town which comes with a responsibility of respecting fellow travelers. Cyclists and pedestrians are seen as an inconvenience to those who drive and don't use the amenities our city offers. Designated bike lanes and wider sidewalks coming into town would bring awareness to those groups of travelers.
40. Cars not giving me room on rt 38
41. Cars tend to not want to stop
42. Just that drivers won't see me ... although the flashing cross signs have helped.
43. Drivers not stopping
44. Distracted drivers
45. Folks drive too fast and seem to get irritated with cyclists
46. Cars do not always stop
47. Despite traffic signals, I am always concerned as to whether motorists will stop.
48. Drivers are not alert to bikers and seem to purposely drive close, and yell rude things at bikers.
49. Drivers don't stop for bikes crossing the road on the bike path
50. Drivers not aware of cyclists crossing
51. Very congested especially on weekends. Always afraid of being hit on bicycle
52. Drivers don't obey rules set for riders and pedestrians.
53. Distracted drivers
54. Drivers not stopping
55. Drivers hurrying through area, traffic needs to be slower
56. Same - as walking my dog but I see more and more drivers not wanting to stop or speeding through and can't stop I bike through Loveland everyday and I feel I should be seen and treated as another car on the road It's the few jerks that ruin it for you and cause you to wipe out trying to stop for them - I feel it should be a shared road way - 50/50 - bikes are just as important as cars in Loveland More and more

people are riding electric bikes making it even more scary when they blow through the street - I think if it is possible to add blinking lights for when a bike/walker is coming that would help! Same tech as driving up to a red light with the wires in the pavement to tell the signal you are there

57. Getting hit by a car.
58. I am always concerned someone will be paying attention to their cell phone or run a red light and hit me.
59. I am concerned that cars won't stop but feel the same in all intersections
60. I can't trust cars to stop at crosswalks
61. I don't always think that drivers will stop for cyclists.
62. I don't trust drivers
63. Don't trust drivers and lots of foot traffic too.
64. Vehicles do not always give bicycles the right-of-way. Several narrow spots on the roads that make bicycling dangerous when cars are trying to pass.
65. Too many frustrated drivers trying to make turns and generally it's too congested and narrow.
66. Worry about cars not stopping
67. Drivers an crosswalks
68. It's hard to trust people are paying attention. There's a lot of traffic and motorists often seem frustrated.
69. Motorists paying attention.
70. Car traffic does not pay attention and often goes too fast in front of mile 42 coffee
71. Cars not paying attention
72. Don't trust that people will stop
73. People don't like to stop for bikers
74. Motor vehicles not stopping
75. Motorists not stopping when in crosswalk.
76. Some cars don't stop
77. Same as walking, drivers don't always stop
78. People not paying attention at bike trail crosswalks
79. Cars at times won't yield to cyclists
80. Same reason. Not everyone slows down.
81. Speedy drivers
82. Too many cars in a hurry and not all of them look out for bicyclists.
83. Drivers are distracted and don't follow traffic laws. I barely avoided being hit the other day.
84. Again traffic is just unpredictable- will people stop or not
85. Same as above: Trail crossing both downtown and, especially, near Mile 42 crossing can be concerning knowing whether drivers will see me and stop.
86. Too congested and motorist not paying attention and giving enough room between them and cyclists.
87. Scared of traffic not stopping
88. Many bikers go too fast through Loveland on trail. I don't think they realize how many kids (and adults!) cross over the path. I try to maintain a safer speed and stay on the lookout for obstacles.
89. There's no speed bump or any other physical reminder to motorists that we are cycling
90. Cars not paying attention
91. Bikers do not follow signage and drive right across roads. There are stop signs not followed .
92. Not every car stops, especially people who frequently have to pass by the bike trail on their route. As a biker, I take the main intersection in downtown slowly.
93. I ride on the sidewalks bc I don't trust motorists to see me in the traffic lane. Biking on sidewalks isn't ideal either

94. Getting hit by car
95. Motorists speed through town and do not pay attention to cyclists or runners that are on their way to the trail.
96. I don't bike very often lately, but I know I will here soon when my kids get a little older. Used to bike a lot more often. Just never really sure if a car is going to stop or that sort of thing.
97. Drivers not paying attention
98. motor vehicles not obeying traffic laws with respect to cyclists traveling in roadway.
99. Too many coming from different side streets. People getting impatient with traffic and not stopping for bikers.
100. Angry drivers incapable of sharing the road.
101. Bicyclist seem to have no regard for cars and the narrow traffic lanes. They don't follow the rules of the road that they should
102. Bikers tend not to obey traffic and biking laws
103. Cars don't always stop for people on bikes.
104. Cars don't stop.
105. Cars not paying attention to walkers and cyclists.
106. Cars not paying attention.
107. Cars not slowing for bike trail or not looking when turning
108. Cars not stopping or looking for bikes/pedestrians at crosswalks
109. Cars not watching for bikers
110. concerned motorists won't pay attention
111. Crossing traffic at bike trail scary when some ppl can't be bothered to stop. Ppl are so inconsiderate all so self absorbed
112. Drivers and cyclists need to pay attention to the crossing signs.
113. Drivers not paying attention or trying to beat traffic
114. Half the drives don't stop for bikes
115. Hoping people stop for cyclists and pedestrians at crossings
116. I am a frequent bike rider in the area. Cars are not looking out for cyclists.
117. I don't bike often through that section of Loveland, but when traffic is heavy, I am concerned about people stopping or paying enough attention to let a bike rider through.
118. I get nervous riding the portion of the bike path through Loveland. Too many distracted drivers looking for parking.
119. I think the bike path is a huge part of the problem. They act like they ALWAYS have a green light ! Synchronize the lights and put a light on the bike crossing. It would really help (and I am a cyclist !)
120. I worry about cars not stopping.
121. I'm always looking for cars that do not stop for bike trail crossings
122. I'm concerned that a cat may not recognize me when approaching a crossing.
123. Most of the time cars stop for crossing bikes but I still have to keep a key eye out
124. Motorist feel like you should bike on the trail only and get irate when they see you on the road
125. Motorist often won't yield to a bicyclist even when you have the right of way
126. Motorists frequently display anger and impatience with any cyclist on the roadway, and I frequently see motorists skim dangerously close to cyclists passing them
127. Motorists not paying attention and competing with pedestrians
128. Not all drivers slow down to look for cyclists at the crosswalks along the bike trail.
129. Not everyone stops for cyclists at the crosswalk

130. Not sure if motorists are stopping. I have fallen before because of this.
131. Some drivers don't look or slow down.
132. The Bike trail is great but biking along the road and over the bridge seems dangerous. Cars tend to go faster than the posted 25mph speed limit and there is no bike lane.
133. Too congested, people impatient because of backups and dense traffic.
134. Too often vehicles don't stop at bike trail crossings.
135. Unattentive drivers
136. Unsure of what drivers may do. Most stop, but some dont
137. Where the bike path crosses the street, I am concerned that motorists may no stop.

Question 19 — Comments about Traffic/Congestion/Crowding

1. Too much traffic and drivers don't pay attention to bikers. I have almost been hit by a car turning off W Loveland onto Riverside.
2. Feels dangerous, too congested, cars go above speed limit
3. Backing up traffic and getting hit by a car.
4. Very congested especially on weekends. Always afraid of being hit on bicycle
5. Too many frustrated drivers trying to make turns and generally it's too congested and narrow.
6. It's hard to trust people are paying attention. There's a lot of traffic and motorists often seem frustrated.
7. Too many cars in a hurry and not all of them look out for bicyclists.
8. Too congested and motorist not paying attention and giving enough room between them and cyclists.
9. I don't bike often through that section of Loveland, but when traffic is heavy, I am concerned about people stopping or paying enough attention to let a bike rider through.
10. Too congested, people impatient because of backups and dense traffic.
11. crowded
12. I only bring my bike across the bridge. I do not like the height of the bridge. And I always wait if there is traffic on the bridge to cross it with my bicycle. I do not trust riding my bike from the bike trail to the west side of Loveland on the road.
13. Just so much congestion. Frustrated drivers.
14. Lots of vehicle traffic. Not everyone pays attention. No signal at bike trail crossing on Karl Brown Way
15. Too many vehicles, pedestrians and cyclists, to be really safe. Chris during high traffic times.
16. See above.. Too much mixing of bike and ped traffic plus car traffic.
17. Heavy traffic at the crosswalk
18. It is the busiest area on the bike trail
19. The trail is very busy. Add the traffic and other pedestrians and it creates a dangerous area crossing over Loveland Ave and also over by canoe livery
20. Scary with all the tragic and distractions
21. simply the high traffic
22. Can have delays and issues crossing.
23. Traffic
24. It's to congested
25. Too many cars and traffic
26. Too many cars and bicycles and walkers.
27. Too many cars and people. Not always safe.
28. Too much traffic if cars. We should make Loveland a biking center and reduce cars

29. Too many motorists
30. Heavily congested and people walking to restaurants or businesses don't always pay attention when on the trail.
31. too much traffic
32. too congested
33. The area is congested enough with traffic and people. Bicyclists should not be allowed to "share the road". It poses a traffic danger to pedestrians and motorists.
34. Outside of the trail itself, the busy two way roads with no bike lanes are pretty scary, especially E Broadway/Paxton and Loveland avenue west of Loveland-Madeira where people drive pretty fast up/down hill. Broadway/Hanna can get congested as well close to rush our too
35. Same as above. Also the bike path is very congested there and it is best to go very slowly
36. Traffic is too tight and congested. There should be no parking on Loveland Ave.
37. People are in a rush to get through the area and don't wish to stop and let bikers cross, at times.
38. Very crowded. A lot of dogs and quite a few are not on short leashes or under control by their owners.
39. Slow traffic and traffic stopping often make it difficult to navigate
40. It's very congested on road and the trail
41. Too many cars
42. Traffic sometimes too heavy
43. Traffic
44. Road contains grates that are dangerous when cycling and traffic can be challenging.
45. Area is very congested with pedestrians, cyclists and vehicles.
46. Bridge traffic is congested on sidewalk crossing bridge
47. Going across the busy roads
48. Hard to get to the bike trail riding from the west side of the river. Bridge is busy and side roads are busy once you are there
49. Heavy traffic makes it unsafe for cyclists and pedestrians
50. Heavy traffic on the bike trail, people and bikes
51. I am a little leery now that there's more traffic
52. I worry about congestion and not seeing the bicyclists.
53. If I'm on Main Street, there's not much room and traffic can be swift
54. It is scary crossing west Loveland or the street along the canoe rental.
55. It's tough to cross W Loveland at the bike trail
56. Most drivers are ok as I tend to take the lane when riding on Loveland Ave but when busy this is a challenge so I avoid riding on Loveland Ave when traffic is bad from 5-7 pm. There are a few drivers that don't respect cyclist rights to use the entire lane by riding in the middle of the lane.
57. Pedestrian and bike traffic is heavy in downtown. Widening the path with pedestrian and bike lanes would help and signage to get off the path when tiling could help.
58. The bike trail itself is too congested with pedestrians in downtown Loveland. I typically try to park at the Kayak lot and ride south to avoid riding through downtown.
59. There are always a lot of people congregating on the bike trail in front of restaurants, which makes biking through downtown Loveland difficult.
60. too many cars
61. traffic

Question 19 — Comments about Motor Vehicle Lane Width/Bike Lanes

1. The area is congested enough with traffic and people. Bicyclists should not be allowed to "share the road". It poses a traffic danger to pedestrians and motorists.
2. If I'm on Main Street, there's not much room and traffic can be swift
3. Pedestrian and bike traffic is heavy in downtown. Widening the path with pedestrian and bike lanes would help and signage to get off the path when tiling could help.
4. It's gotten better, but it's hard to ride bike through downtown due to heavy traffic and so many people walking/standing on trail in downtown.
5. First not all cyclists stop to look for cars and not all cars stop for cyclists. I would love to see a dedicated bike lane.
6. I ride on the sidewalks bc I don't trust motorists to see me in the traffic lane. Biking on sidewalks isn't ideal either
7. The Bike trail is great but biking along the road and over the bridge seems dangerous. Cars tend to go faster than the posted 25mph speed limit and there is no bike lane.
8. The bike lanes are too narrow.
9. No bike lanes and small roads mean bikes cause traffic issues.
10. The city needs to reroute the bike trail along the river front. Build a River Walk / bike trail from Nisbet park, under existing river bridge, and reconnecting at canoe rental. The River Walk would be built up 6' above normal river level, and about 8' wide, concrete with natural stone face along the river.
11. West Loveland Ave is not comfortable riding on, especially west of downtown. Four lanes wide with no shoulder or turn lanes for cars to get around. It would be substantially better if it was three lanes like S Lebanon Rd
12. Need separate bike bridges going into Loveland over the little Miami
13. No bicycles lanes or sidewalks
14. There is no room for bicyclist on Loveland Ave.
15. Too many pedestrians on bike trail and no bike lanes on roadway.
16. Not enough space to navigate pedestrians, other cyclists, and road crossings. Concerned about potential increase of cycling accidents and anyone getting injured. Would be easier & safer for cyclists & pedestrians if there were sensors that would stop traffic ahead of pedestrian and cyclists approaching road crossings.
17. No dedicated bike lanes. Crappy sidewalks
18. Again lack of bike lanes and pedestrian safe areas
19. I use caution to double check cars will stop when I'm crossing the road and the designated bike trail crossings
20. Lack of bike lanes make bicycle transit scary for me.
21. Lanes too narrow.
22. Yes, lanes too tight, too much traffic so I no longer bike on the roads
23. As an older/slower biker riding on the road is dangerous. Dedicated bike lanes would be great, if not feasible
24. The streets are too narrow to allow both bicyclists and vehicles.
25. Loveland is not a cycling friendly city. The bike path IS ONE OF THE MAIN REASONS people like to come to the city, but besides the crowded bike path, there are no efforts to keep cyclists safe. No bike lanes and the community seems to hate cyclists. Seems like the only effort is trying to figure out how many more cars, parking spots we can cram downtown.

26. Physical width of roads in downtown make sharing the road difficult
27. No bike lanes. Bikers HOG the road!!
28. Too close to cars and drivers aren't used to sharing the road with cyclists. Downright dangerous when traveling on W Loveland Ave toward downtown coming from Lebanon Rd. Some even get angry to see cyclists on the road, particularly on W Loveland Ave and Loveland-Maderira. Plus, FAR TOO DIFFICULT as a cyclist to get into the "Left Turn Only Lane" going from W Loveland Ave (heading away from downtown) to Loveland-Madeira Rd.
29. I will only bike on sidewalks to avoid interactions with cars and with no bike lanes for added safety.
30. Lack of a dedicated bike path along W. Loveland Avenue to connect neighborhoods to the trail, prevents families from riding to shops and restaurants downtown, which in turn increases need for parking and traffic.
31. No actual bike routes on the main streets when you're not using the bike path.
32. I cycle to the trail, and I wish there was room for an alternate bike lane to get me to the trail.
33. Bicycles belong on the bike trail, although the mix of pedestrians, bicyclists and dogs make the bike trail very dangerous. Bicycles should be required to walk their bikes through the DT area or a path for bicycles should be added around the rear of Nisbet park.
34. People who think they own the trail
35. Sidewalks are too small and we shouldn't be riding on them anyways. The trail is fine, but just getting to it can be tough. It's just better to drive there.
36. Planning appears to promote driving traffic and parking over bicyclists and pedestrians. I would like a dedicated bike path with barrier over the bridge.
37. Not available bicycle lane at the road
38. It is quite dangerous to ride on a roadway while on a bike, it just that simple. Unless you have a separate bike lane, with steel/concrete barrier its not safe to ride on a road.
39. As a cyclist, I avoid Loveland on the weekends. Parking is difficult and lots of people to maneuver around. The bike trail crosswalk presents major issues, both of safety and traffic flow. I propose a few options: 1) keep existing crosswalk but make it an absolute "walk/don't walk" light that is a short span of time and timed with the other traffic lights. 2) tunnel it under E.Loveland Ave. and route other crosswalk to Karl Brown Way intersection. 3) Re-route the bike trail thru Nisbet Park and under the highway bridge and railroad bridge to re-emerge just below the canoe rental. There are comparable arrangements like that using concrete elevations and barrier walls from high water.
40. No protected bike lanes on the main roads. Getting people out of cars and onto bikes to commute into downtown for leisure or recreation will help reduce congestion and improve the parking situation, as I would love to be able to commute to downtown solely on my bike. But I don't feel safe sharing the same lane with a 2,000-3,000 lb vehicle who could get mad that I am not going 25mph on the road and threaten to run me over. The current sidewalks are not wide enough to accommodate both people and bikes.
41. I think there should be bike lanes around/in the city. Other communities have bike lanes and I feel much safer with a designated bike lane.
42. It is difficult sharing the road with cars when on bicycle. It would be nice to have a bicycle lane
43. Narrow roads and congested area getting to the bike trail and across the bridge.
44. No bike lanes anywhere
45. No bike lanes. Roads too narrow.
46. No good route on a bicycle coming from the west side of the river. Have to either cross the bridge on the busy road with already irritated drivers, or on the sidewalk (on the north side of bridge) and risk sharing

with pedestrians. Both options are dangerous. Also no great way to get down the hill on the west side of the river. I usually prefer to take Fallis rd to wall st...but it has a tricking blind turn which can be dangerous. For these reasons, we won't do this with our kids and instead have to drive and park with all our bikes.

47. No roadway shoulders.
48. Safety, there isn't enough space to share road with cars safely.
49. Since it's technically illegal to ride a bike on the sidewalks, riding on the road sucks. Can't do anything about it right in downtown as the road is just wide enough for two car lanes. But from the bridge and West of the bridge, there could be one.
50. small narrow roads for vehicles and bikes together and people not watching
51. The bike trail and crossings are safe other areas are not
52. There are No bike lanes to get to the bike trail on the way I come down.
53. There's no designated area for cyclist going through the downtown area to get to the bike trail. Trying to navigate around the traffic can be difficult and feel unsafe.
54. Traffic Lanes are narrow and being on a bike does not allow room for error(s)
55. Watching kids on bikes trying to get to downtown on W Loveland with traffic. A bike lane over the bridge would help.
56. We need bike lanes around the area also to allow access to the trail.
57. West Loveland is too narrow

Question 19 — Comments about Pedestrians

1. Pedestrian and bike traffic is heavy in downtown. Widening the path with pedestrian and bike lanes would help and signage to get off the path when tiling could help.
2. Too many pedestrians on bike trail and no bike lanes on roadway.
3. Again lack of bike lanes and pedestrian safe areas
4. Bicycles belong on the bike trail, although the mix of pedestrians, bicyclists and dogs make the bike trail very dangerous. Bicycles should be required to walk their bikes through the DT area or a path for bicycles should be added around the rear of Nisbet park.
5. Too many vehicles, pedestrians and cyclists, to be really safe. Chris during high traffic times.
6. See above.. Too much mixing of bike and ped traffic plus car traffic.
7. Too many cars and bicycles and walkers.
8. Heavily congested and people walking to restaurants or businesses don't always pay attention when on the trail.
9. Area is very congested with pedestrians, cyclists and vehicles.
10. Heavy traffic on the bike trail, people and bikes
11. There are a large amount of pedestrians and bicyclists and pedestrians can be seriously harmed by accidents. Drivers on bridge street don't always see bicyclists coming.
12. bike users full speed down the trail and as a walker I am terrified I will be ran over, not safe for kids on the bike trail with these idiots full speed on bikes as kids tend to dart out in front of bikes, not safe for dogs for the same reason
13. Cars don't pay attention to cyclists sharing the road, or at the trail cross walk. Loveland is a trail town which comes with a responsibility of respecting fellow travelers. Cyclists and pedestrians are seen as an inconvenience to those who drive and don't use the amenities our city offers. Designated bike lanes and wider sidewalks coming into town would bring awareness to those groups of travelers.

14. Drivers don't obey rules set for riders and pedestrians.
15. Don't trust drivers and lots of foot traffic too.
16. Hoping people stop for cyclists and pedestrians at crossings
17. Motorists not paying attention and competing with pedestrians
18. I see and have a huge respect for people walking and biking. Not everyone driving in a car has that perspective or understanding. The history and respect of this area is, in my opinion better seen from people that are on a bike or on foot. They are the reason people in cars want to come to Loveland.
19. Pedestrians and families and dogs who are using the trail as a sidewalk or boardwalk, rather than the trail that it is.
20. Congestion of walkers on trail.
21. It's so hard to get through when people are standing everywhere drinking beer and being obvious
22. I really think bicycles should be unmounted and walked across Loveland Avenue.
23. Mainly it's people lingering around the path, not crossing the street.
24. Walkers are oblivious to bikers when on the path.
25. Walkers/Customers standing on trail and not paying attention to cyclists.
26. Lots of pedestrians to navigate around...but I love the trail being in downtown Loveland. Wish there was a way to enforce walking your bike in the main block where all the restaurants are located during busy hours. (Ramsay's/Paxton's to Wicked Pickle)
27. Bicycles and pedestrians don't mix. Divert bicycles around the park or require them to walk their bikes through DT.
28. The bike trail is awesome. Pedestrians should have the right of way like other walkable communities.
29. Cyclists should all cross at a signaled time, together with pedestrians. Similar to urban crossings that allow groups to cross at one time. Then traffic can continue. Presently, cars stop individually to allow sometimes only one pedestrian or cyclist to cross at a time. It's a continual stop and start movement slowing traffic, especially on weekends.
30. Foot traffic/ pedestrians on the bike trail causes bikers to slow down and swerve around people
31. I typically get off my bike (and have my kids and husband also) and walk it out of respect and courtesy to the masses of people walking on the path to get to restaurants and businesses. I can't say the same for 99% of the rest of the cyclists who recklessly try to get through the crowds so they don't mess up their speed record or whatever it is. But that's a whole different issue. Maybe it should just be a rule that in certain areas during prime business hours, cyclists should just walk their bikes. Cars have always seemed pretty careful as long as you're being careful of them.

Question 19 — Comments about Crosswalks and Crosswalk Use

1. Cars don't pay attention to cyclists sharing the road, or at the trail cross walk. Loveland is a trail town which comes with a responsibility of respecting fellow travelers. Cyclists and pedestrians are seen as an inconvenience to those who drive and don't use the amenities our city offers. Designated bike lanes and wider sidewalks coming into town would bring awareness to those groups of travelers.
2. As a cyclist, I avoid Loveland on the weekends. Parking is difficult and lots of people to maneuver around. The bike trail crosswalk presents major issues, both of safety and traffic flow. I propose a few options: 1) keep existing crosswalk but make it an absolute "walk/don't walk" light that is a short span of time and timed with the other traffic lights. 2) tunnel it under E.Loveland Ave. and route other crosswalk to Karl Brown Way intersection. 3) Re-route the bike trail thru Nisbet Park and under the highway bridge and

railroad bridge to re-emerge just below the canoe rental. There are comparable arrangements like that using concrete elevations and barrier walls from high water.

3. The bike trail and crossings are safe other areas are not
4. Heavy traffic at the crosswalk
5. Drivers an crosswalks
6. Motorists not stopping when in crosswalk.
7. Not everyone stops for cyclists at the crosswalk
8. Bushes, trees and tall fencing block drivers view of my approach to the bike trail cross walk on Carl Brown Way! Some drive like they are not aware there is a bike path or cross walk there!
9. People don't stop as crosswalks
10. The crossing on Loveland Ave in front of Ramsey's and Paxtons is a bottle neck and many drivers still think they don't have to stop. Maddening.
11. Crosswalks vs lights for bikes
12. Same as before. Fear of getting hit at crosswalks
13. People don't stop for the bike trail
14. Crosswalks
15. Biking on bike trail that crosses main streets is a concern.
16. Cyclists should dismount through the downtown area. Rerouting the bile trail to limit road crossings would really help.
17. The crossing at downtown Loveland for walkers/bicyclists and cars is very congested.

Question 19 — Comments about Signage and Signals

1. Cyclists should all cross at a signaled time, together with pedestrians. Similar to urban crossings that allow groups to cross at one time. Then traffic can continue. Presently, cars stop individually to allow sometimes only one pedestrian or cyclist to cross at a time. It's a continual stop and start movement slowing traffic, especially on weekends.
2. Not enough space to navigate pedestrians, other cyclists, and road crossings. Concerned about potential increase of cycling accidents and anyone getting injured. Would be easier & safer for cyclists & pedestrians if there were sensors that would stop traffic ahead of pedestrian and cyclists approaching road crossings.
3. Lots of vehicle traffic. Not everyone pays attention. No signal at bike trail crossing on Karl Brown Way
4. Just that drivers won't see me ... although the flashing cross signs have helped.
5. Despite traffic signals, I am always concerned as to whether motorists will stop.
6. Bikers do not follow signage and drive right across roads. There are stop signs not followed .
7. Mike 42 coffee has a large sign up in the sidewalk that blocks handcyclists from being able to see traffic to know if safe to cross. Possibly recumbents too. Signage should be prohibited so all trail users can safely see to cross roads on the LMBT. Signaled crossings aren't handcycle-accessible so how can I safely cross when busy and required to use? Need to be far back enough my front wheel isn't in road as well as straight path into the crossing since I have a wider turning radius. Any cycle lanes through Loveland should be wide enough to comfortably travel on a handcycle or recumbent. Usually there is little space and half of it is filled with tire-popping debris. Sidewalks and paths from handicap parking to the trail should also be handcycle-accessible. Linda Cox lot isn't and neither by the running shoe store (would have been there without new sign). We just have a larger turning radius.

8. Need lights at trail crossings
9. I would like to see signs posted and the courteous "passing on your left/right" used regularly for everyone's safety
10. Dangerous to cross Loveland Ave, need traffic lights for bicycles using the cross walks so drivers don't get angry at continuous crossings
11. From Loveland Ave to the creek should be a walk only area during certain hours. Then the rule should be enforced. Also electric vehicles should not be allowed on the trail. Signs say they are not allowed, but unfortunately no trail rules are enforced, so enforcing anything would be a good start.
12. When on my bike I avoid the bike trail crossing at W Loveland Ave. Bicyclist don't observe the stop sign on the trail and ride through the crossing. Unsafe for other cyclists and motorists.

Question 19 — Miscellaneous

1. It is scary crossing west Loveland or the street along the canoe rental.
2. no respect for others
3. Worry about my safety
4. same as above
5. I worry about crossing at Loveland Ave
6. Riding to the bike path gives me the same concerns as when I'm walking.
7. Need to carefully cross all roadways.
8. See previous answer
9. Safety crossing the street on Loveland avenue
10. See above
11. Same as above
12. Same as pedestrian
13. See other questions
14. See prior statement
15. See prior answer.
16. I bike a lot and am constantly concerned
17. Watch out for cars; be considerate of drivers
18. Same as for walking before.
19. I cycle through here all the time and it's dangerous.
20. Same as previous answer, cars don't stop all the time to let people cross
21. same as above
22. Same as previous reasons
23. Same as before
24. Only the trail is biker friendly. Not the roads around it.
25. See prior answer
26. Same as before, but as a cyclist.
27. Same as for pedestrians
28. I slow way down
29. Same issues as Number 17.
30. Too dangerous for all involved for a bicyclist.
31. vehicles seeing bikes

32. Same as above
33. Same as before
34. it can be dangerous crossing the bridge on a bike
35. Safety driver awareness
36. So many people that could be hit by bicyclists. I usually get off and walk to be safe for all.

RESPONSES TO QUESTION 20

Question 20 — Comments about Cyclists and/or The Little Miami Bicycle Trail

1. Parking is a huge issue on weekend evenings and special events, making traffic horrible. We have at times been backed up over 30 minutes on 48, just trying to get into town, and when we get there the issue is 1) lack of parking and 2) crossings on the bike path
2. Need better way to move people/bikes across streets in groups instead of constant flow to keep traffic moving. An alternative bridge away from downtown area would be useful for people simply driving through Loveland.
3. There are not enough signals or signage given the number of bikers in our area to keep drivers alert. Many speeders and cars running red lights downtown Loveland area.
4. Need safer roads and bike lanes
5. Great town. It is definitely getting busier, but I feel that traffic is not a big issue. I would rather see the beautification of Loveland over new roads, lights, etc. I would bike in to town more but Loveland Madeira is too busy to bike one. A better bike lane on Loveland Madeira and better sidewalks should be a top priority. Pedestrian safety.
6. I see many people from other areas that traverse through Loveland with no respect for the community. There are tons of people that that speed through Loveland once they cross the bridge. Need more police presence writing speeding tickets and for not paying attention at the bike trail. Or route them around Loveland during rush hours. Reroute road under the bridge/train tracks to over the train tracks by Cindy's.
7. Has it been considered to close up the main downtown road in front of Paxton's? Is there a way to have the bike trail cross the road on a bridge? Or a crossing guard directing foot/bike traffic vs cars during peak times?
8. dedicated walk/bike lane would be ideal
9. Correct number of stop lights are in use. I live along Fallis Rd. And travel almost daily to my mother's residence off north 48. We do not allow my mom to drive any longer because of the random pedestrian and cyclist crossings at the bike trail cross walk.
10. Increase in both vehicle and foot traffic over the past few years. Lots of pedestrians on evenings and weekends and no appropriate signals at trail crossings. Since the opening of the parking lot by Cindy's everyone crosses across to reach restaurants across the street instead of walking up to the corner. No left turn signal from Karl Brown Way onto West Loveland Ave makes turning difficult especially when pedestrians are waiting to cross. I try to take Karl Brown to avoid West Loveland trail crossing but it's getting worse. No good alternative unless I want to drive out of my way
11. I'm not an expert, but it seems like an additional bridge south of downtown Loveland (and perhaps a second additional bridge north of downtown Loveland) that bypasses the Loveland "business" district would be ideal. Avoiding the business district when people just need to get to the schools on either side of river, Fields Ertel, post office, St. Columban, etc., would be a HUGE help to traffic. This would also make pedestrian and bike traffic safer in downtown Loveland
12. Bike trail crossings need dealt with and an additional roadway across the bridge by the railroad would alleviate congestion. I realize this is a big ticket item but one that's probably necessary
13. We really need designated bike lanes

14. For the sake of repeating myself, we need designated bike lanes and wider sidewalks to encourage people who are traveling through town to walk or ride in. Instead, these groups drive to, and park in, town which adds to the congestion.
15. We just need a better amount of bike paths from the neighborhoods around the area to the bike trail. That would cut down on people driving to go bike when they can just bike there.
16. Honestly, the list would be over a mile long... I have owned my home and live in downtown Loveland since 2016. My parents lived about 1.8 miles east of 48 on East Loveland in Goshen for 34 years until last year. Year over year the situation of traffic / congestion / parking / crosswalks / no turn lanes / no turn signals / blocked intersections due to turning lanes / drivers coming to an extended complete stop at the crosswalks when it is completely visible there is no one waiting or coming up to the crosswalk nor are the flashing lights on; leading to many cars missing the lights on either side of them and thus just another factor in the back ups. Very disappointed in Loveland for forcing the closure of the gas station on the corner of 48 and Loveland as well - even more traffic through town has now been caused as there is no close gas station the downtown area on the east side of the river. All the new housing construction with little to no regard for current residents parking situation already. My street not only is used for parking for the downtown area, the stage company, there is now the 1859 Event Center with no parking of their own and parking is available on both sides of the street which leads to getting in and out of my own driveway a nightmare, if I can as people have no disregard for residents driveways and park over our aprons as well - Noting I drive three big vehicles and a large trailer. There is permit parking on the cross street at the end of our street, which just pushes more people to park on our street. Another HUGE ISSUE that has exponentially gotten much much worse now that traffic and congestion are at the levels they are, drivers use our street as a cut through to skip the light at 48 and upon doing so whip around the corners going as fast as they can and not even giving the residents time to pull in or out of their driveways as they will just fly around you almost causing multiple accidents a day. In conclusion, I hope the city executes a guaranteed to work solution to be completed asap or things are just going to continue to get worse and worse with all the new residential construction being completed daily. It is very sad, I love this town and my home dearly, although whenever I have to leave my home and drive somewhere, on the way and on the way back, I think and say to myself I don't know how much more of this I can stand and seriously consider selling and moving....
17. Not enough parking and no turn lanes. Need to keep traffic separate from pedestrian traffic. Almost impossible to bike on trail through downtown.
18. People and bikers form long lines to cross the street. Seldom push the cross walk button to safely stop traffic. Bikers often don't even slow down just cross the street at a fairly high speed. It's dangerous for all concerned.
19. Pedestrians cross every where. They do not use the crosswalks. Bicycles just blow through the crosswalk without stopping or even yielding. They do not use the sign light.
20. Trying to find a secondary route would be ideal with signal light at bike trail crossing to keep traffic flowing. Wish we could make the block from downtown around Little Miami livery as one way but cannot do this due to railroad trestle/flood area so an alternate bridge seems to be the most only option.
21. It's very difficult and the ever increasing number of festivals has made it MUCH worse. There should always be traffic monitors at the bike trail during festivals.
22. an alternative path for bikers just going through the area.
23. Could we make the bike trail go over or under the road to eliminate the cross walk in the middle of downtown? Can we leave a walking path but create a bike- bypass around downtown? Can we figure

- out how to make parking easier? Can we eliminate the low bridge near the canoe place? Can we create a bypass for cars to get them to 48N without going through downtown?
24. Pedestrian and bike trail traffic is such a problem. I thought the bike trail was getting a traffic light? That would make things so much easier. Many people are not local and don't understand our traffic flow or are looking for parking.
 25. Making the Downtown District Bike and Pedestrian only would greatly increase the safety - keep all cars/ parking on the perimeter which would avoid cars from holding up traffic to turn into the Historic District/ Nisbet Park area. Residential/ Delivery/ Special Event Access only.
 26. In general, making the area more bike friendly off the trails would help - get the bikers into lanes to avoid causing traffic issues and make it safer for bikers
 27. There is so much room for parking on both side of the downtown area but the only focus is trying to get more cars downtown which creates safety concerns. Embrace bike lanes and safer sidewalks and bicycle parking. Look at the bike lanes and safer sidewalks that mason has. Lebanon has bike lanes. Where are the bike lanes in Loveland? Why can't I ride safely from neighborhoods like Glen lake and all the ones rich and Lebanon road?
 28. Force Eastbound Loveland traffic to turn Right on Karl Brown if traveling South on 48. Not everyone needs to go through downtown. Save Loveland for those going North or heading up the hill. Come on, this isn't hard. Pedestrian crossings should be forced to push the Walk button. Cyclists are the worst when crossing. They expect cars to just stop. I have been yelled at and yelled back,"did you push the button?"
 29. It's to be expected that traffic has increased over the years as subdivision after subdivision has been built in and around Loveland. Limit development, increase acreage of preserved natural areas (in addition to parks) make roadways welcoming to pedestrians and cyclists. Do not just make roadways wider and bigger for more cars, that does not support a community vibe.
 30. PARKING; people who park all day while they use the bike trail which means No parking for patrons of businesses and restaurants. Maybe you could have timer meters (no money needed) say 3hours to keep the parking spaces turning over faster. Also maybe a "cool" special access parking lot just for people using the bike trail.
 31. Bikers need to slow down thru town - they act June they need to drive as fast as they do in the country - it's silly and has them blowing by and yelling at pedestrians and not stopping at streets
 32. Find a way to have bicyclists skip around the busiest part of bike trail where many people walk and stand on trail. Many people are just driving in circles looking for parking spots.
 33. It's hard to be aware of all the cars, people and bikes so it takes extra time and there are a lot more cars than their use to be.
 34. Forcing all larger vehicles away from the railroad underpass due to space issues creates more issues for the short distance between Stop lights and Bike path on Loveland Avenue
 35. The traffic really varies depending on the time of day and what is going on in Loveland. I hope the light on the bike trail helps
 36. Motorists, pedestrians and bicyclists all need to heighten their awareness when they pass through Loveland. Too many people crowded together in a small space. High opportunity for accidents.
 37. The low bridge clearance lights and and bike trail lights are so much it's hard to decipher what is going on. Sometimes I'm afraid I'm going to rear-end someone bc I'm always looking for bikes and people. It's just a lot downtown.

38. It is very frustrating to have one person cross, and then another person cross from the other direction and then another person or bike at the crosswalk. It backs the traffic up and then you can literally sit through two, three, four green lights during rush hour.
39. It would be helpful to have a dedicated pedestrian/bicycle bridge crossing.
40. It seems that the bike trail crossings are the primary points that back up traffic
41. The bridge across the Little Miami is a huge bottleneck and the fact that some vehicles can't fit under the rail bridge, I try to park at the canoe rental lot as it is the easiest to access. Having a traffic signal at the bike trail to direct bikes and walkers will really help so all know who has the right of way.
42. Walkers seem so intent on their own that they get careless. Drivers, bicyclists, and walkers need to be more aware. Maybe flashing yellow caution lights at the bike trail crossing.
43. There simply isn't enough room in downtown Loveland for all the people who commute through the area/visit the area. The issue is significantly worsened by pedestrians and bikers who keep a constant flow of pedestrian/biker traffic going across Karl Brown Way and West Loveland Ave. The crossing stations are fine and certainly enhance safety when used properly, but because they are untimed, foot/bike traffic has a tendency to be non-stop and choke the flow of vehicle traffic all the way around the center of town. I usually try to avoid downtown Loveland at rush hour and on the weekends, but my kids are part of the Loveland Stage Company summer production and I've had no choice but to add to the traffic over the past couple of months. The lack of common sense exhibited by everyone trying to get where they're going--whether on foot or on wheels (2 or 4)--is absolutely infuriating. :-/
44. Just always leery of the area would like to spend more time in the area but the all traffic types make it a very dangerous place. Sometimes the cyclists are the worst and foot traffic is non compliant as well.
45. People on the bike trail are very disrespectful to the traffic that needs to get through. They expect cars to stop every time someone walks up to the crosswalk instead of letting traffic keep moving and wait on the lights to stop traffic
46. The trail should have a traffic light for pedestrians and cyclists to wait to cross
47. Loveland is a great town and I love living here! I walk and ride down the hill everyday and it's getting more and more congested on both road and trail - which is a good thing for Loveland! Adding another way through Loveland seems to be the best answer!! Like if I want to get to fields etel but not downtown etc
48. I would love to see more distinct bike lanes throughout downtown/near downtown Loveland, and consideration to make parts of Downtown Loveland pedestrian and/or non-motorist only (even during weekends).
49. The pedestrian traffic is a big contributor to the slow downs in the area, along with multiple stop lights on the way to rt 48, but the bike path is a huge element of the charm of Loveland and a big reason why we love living here. I hope any changes will benefit both pedestrians, bicyclists and motorists
50. Make the big block one way, but raise the train tracks first. Or consider having a stop light for the bike trail so that way people can go instead of constantly slowing down (put a train track arm over the bike trail so bicyclists know they cannot cross during that time).
51. My #2 reason for traffic issues in Loveland (it did not prompt me to fill in my 'other') is disorganization of crosswalks. Pedestrians and bikers can cross whenever cars yield for them, and this completely disrupts traffic flow. (I drive through downtown multiple times a day, and I slow down every time I near the bike path... I know I'm slowing traffic down doing this, but people are constantly at the crosswalks and we're supposed to yield). There needs to be better organization of crosswalks and lights. What about a light for bike trail (near Paxtons) for busy times and flashing yellow for 'slower' trail times?

52. There needs to be a light at the bike path. Pedestrians and bicyclists will cross at any time or when busy they just keep coming through. Cars have to yield for them and traffic gets backed up through the intersection near Bishops Quarter. A light would force pedestrians to wait.
53. Bike trail crossing needs the most attention/ solution
54. People crossing the street on the bike trail is a huge point of congestion. There needs to be some sort of light that times up with the traffic signal. When the traffic signal is green, pedestrians and cyclists should not be able to cross the street via the bike trail.
55. I tend to park before the bridge and walk or bike ride to downtown. I do not want to get involved in all that congestion if I can help it.
56. I think creating a large parking garage either near the fire station or by the canoe livery would help with traffic congestion around the bike path
57. The Bike crossing is a major issue !!
58. The area should be made into a one way traffic loop to alleviate some of the congestion in this area. The area at the trail needs a better solution as well
59. I don't appreciate cyclists "sharing the road". Use the trail. That's what it's there for.
60. The traffic signals, the railroad tracks, and the bike trail, all contribute to the congestion. We can't move the railroad track, but could we add roundabouts instead of signals to keep traffic moving?
61. It would be great if the cyclists actually stop at the crosswalks, like the signs say. They just pedal through and expect the cars to stop for them. We do have to stop, but they are supposed to stop first, most don't.
62. Bike trail crossing too congested.
63. A crosswalk is needed near Tahona as many try to run across the street causing a dangerous scenario. Cars should be required to stop at crosswalks or could potentially be fined. There should be a speed limit for bikers on the trail near busy pedestrian and business areas.
64. Dangerous for bikes to be on the roads they have a bike trail and should travel on it not on the roads or sidewalks since they do not obey the traffic rules endangering cars , drivers, walkers and pedestrians they ignore us endangering our lives.
65. Can through traffic from 48 be routed to Broadway? It's what I do if I'm trying to get home off Loveland Madeira. Can there be a light for bikes during peak hours... when going through the area it's difficult to find parking because traffic makes it hard to turn in parking areas
66. Bicyclist usually travel too fast down the paths near downtown. A bike only path would be great to alleviate concerns for pedestrians in the area.
67. question 12 did not let me write in: We need a traffic light at the bike trail crosswalk that stops trail traffic when light is green for cars on the road.
68. Cyclists need to follow the rules of the road.
69. Item 12: No regulation of people and cycles using the crosswalk, and poor fields of vision. It makes many of us slow way down because we don't want to hit anyone.
70. Not stopping at each place the trail comes over the road puts the drivers in a bad place if someone gets hit. I won't run over someone because I had the right away. Kids ignore or do not understand stop signs. Some adults do not either. I would rather be safe than sorry.
71. I think bicycles need to have their own lane or not be allowed on the road with cars. They hinder general traffic and are a huge danger. Also, generally cyclists feel they own the bike trail which makes it hard to enjoy with families. People can't take their kids on the bike trail or around without fearing they will get plowed down

72. the biggest problem is the bikers/walkers crossing at the crosswalk area constantly. that is what backs up the roads and the flow of traffic.
73. Bicyclist do not stop when crossing the road casing all cars to stop by eads fence.
74. I think round-abouts are needed, especially like the ones in Amsterdam that are very pedestrian friendly. Other than the bike trail, there aren't really protected bike paths leading to downtown or through it.
75. We would love to walk or bike to downtown and not drive as I'm sure many others would. Can't walk down butterworth road with our 9 year old son and riding a bike down there is dangerous due to the traffic on. 48. All neighborhoods should have some access point to the bike trail which would alleviate some parking issues
76. There needs to be a better way to across the bike path as a vehicle. The pedestrian/cyclists do not pay attention to traffic and walk right in front of cars. They don't use the button for the signal or even stop. This causes traffic to back up in both directions.
77. The river and bike trail make this area what it is. Accommodating walkers and cyclist would make us stronger, more eco friendly and modern (mixed use without needing a car!) Also lets not develop every square inch. It's the green space that matters.
78. Need overpass for bikes and pedestrians.
79. Hesitant to take kids on bike trail due to safety with traffic. Avoid this area on nice days due to traffic congestion
80. Its a mess. I avoid it when possible and certain days (fri and sat) I avoid downtown altogether. Going over the bike trail takes forever because its constant start/stop, turning to go under the bridge is always backed up with people trying to avoid going across the bike trail. The paid parking is trash. I refuse to park and pay when Im actively spending money already in the area and I think a lot of people agree with that because there is always paid parking spots open. Give those back and stop making parking even harder.
81. Congestion, congestion. Bike trail pedestrian light not used much
82. I do wish there was an alternative bridge or way to come downtown so that everyone doesn't have to use the same route. It is so congested due to the sidewalks and building being so close to the road. The constant bike trail traffic is the biggest issue slowing travel down through there in my opinion. Build a bike bridge!
83. With more and more homes being built on the Warren county side of Loveland, there needs to be some kind of bypass to reduce traffic in the downtown area. That way it doesn't affect the bike trail.
84. The bikers do not stop at the stop signs on the two crosswalks in Loveland
85. Tedious and slow, some bikers assume they have the right of way.
86. The bike trail is a huge problem. Bikers cross without stopping.
87. Already discussed need for bridge/tunnel for cyclists/pedestrians crossing the road downtown. Need more lanes for traffic. We keep adding apartments without improving the road capacity.
88. Would love pedestrian overpass and clearly marked/designated bike lanes
89. The congestion at the bike trail is the biggest issue. There should be a pedestrian bridge on the bike trail that goes over West Loveland to help with the traffic flow.
90. Difficult to avoid people while on bike
91. Bicyclists do not stop before entering the crosswalk in old Loveland at the trail crossing. Pedestrians do not use the crossing button and enter the crossing while cars are in it
92. I worry about passing g bikers

93. There is a total lack of control of pedestrians crossing west Loveland Ave at the bike trail. There should be some sort of crosswalk light to make the pedestrians cross at the same time and let the traffic proceed instead of waiting for the pedestrians straggling through the road.
94. Cyclists should be walking their bikes through when it's busy
95. Biking on the trail is fine. But it certainly slows down all traffic. Has Loveland considered an "elevated" bike lane which would travel above the downtown area to reduce traffic stops? If riders can pass over top of Loveland avenue, cars would not have to stop every 20 seconds to let a biker pass.
96. Both pedestrians and motorists often disregard the law. Cyclists become a hazard for all when traveling through congested areas.
97. I live close enough to downtown to ride My bike but will drive with my bike on the car for safety purposes
98. Don't ride a bike in the area
99. If there was a way to develop a bypass for the traffic, I would love to see a pedestrian and bike path only on Loveland Ave. between Karl Brown Way and Railroad Ave.
100. Pedestrians and cyclists should be more observant and pay attention to traffic. Too many assume that motorists see them and will stop. Many times cyclists and walkers never even slow down along the crosswalk.
101. I have lived in this area for 17 years and traffic congestion continues to get worse. More housing developments are consistently being added, which puts more strain on the already overtaxed roadways thru Loveland. I'm happy that a right turn lane will be added from 48 into downtown Loveland, but more needs to be done and it needs to be done soon. The bikeway crosswalk in downtown needs to be better addressed via some type of overpass that keeps pedestrians/cyclists/children out of the extremely congested + impatient traffic. I want to spend more time in downtown Loveland, but I find myself going to Maineville/Landen/Morrow to avoid the hassle of wading thru the congested mess of downtown, which is steadily getting worse.
102. There needs to be better management of both vehicle traffic and pedestrian/bicycle traffic. Both are cause and effect
103. I think there are two main factors with heavy traffic in our area - lack of another convenient way across the river for Warren and some clermont county residents, both Loveland and other communities and the traffic flow of the bike path.
104. I rarely ride bike but when I do traffic is so heavy I'm afraid bikes are missed
105. I think that rather obviously the bike path crossing a primary road is an issue for traffic flow. I would think that either having the bike path cross above or below the street would be a vast improvement. I think a tunnel under the street surface would be ideal. In Bentonville, Arkansas I noticed this strategy worked extremely well for crossing busy thoroughfares.
106. I think the bike path crossing is the main contributor to the traffic. I think that maybe a roundabout at East Loveland and 48 might work.
107. There needs to be a signal or bridge for the trail. The primary issue is the bike trail and the motorists stopping for a lot of them and it holds yo traffic
108. A big part of the congestion in downtown Loveland is constantly stopping for pedestrians and cyclists crossing the road on the bike trail. They need a traffic light which would help the flow of traffic
109. The bike trail crossing slows down the traffic more that anything. But adding the second lane each way, like it was many years ago would hel that area so much.
110. I always stop at the trail crossings but it might be more efficient if there was a crossing flashing light (like in Lebanon by the Middle School). Traffic really gets held up when the trail is busy because

walkers/riders do not make an effort to pass in groups but rather stroll into the crossing in their own time forcing car after car to stop.

111. My family is taking our business to Maineville and Goshen on sunny warm days to avoid the congestion caused by the endless bike trail pedestrians...it saves us lots of time. Dozens of polluting cars waiting for the convenience of trail users that cross/stop traffic at will makes no sense !!! 🤔
112. See above from 17, a stop light for pedestrians and bikers would solve each car stopping to look first. Time that up with the other lights maybe it helps a little but not a long term solution.
113. The stop sign for people crossing the street on the bike trail is very unclear. Perhaps a gate like the RR would keep people from entering the street untimely
114. We need another way across the river and we need a way for the bike trail to go either under or over the road to keep everyone safe and everything moving. Also a parking garage that exits to 48 would be nice and helpful.
115. I can not understand why the LPD has made no effort to require cyclists to STOP at the crosswalk! The crosswalk was installed for a reason...safety and traffic flow... biggest failure I can think of for downtown Loveland.
116. Bicyclist don belong on the roads that is what the bike trail is for
117. Bicyclists not stopping or looking at the main crossing in downtown Loveland. Could easily be hit by a vehicle at no fault to their own if the vehicle didn't have time to see them coming.
118. I think the bike trail crossing should be a timed light for pedestrians and bicyclists. Car traffic gets backed up during the afternoon and evening, especially on weekends because they have to constantly stop for pedestrians and bicycles
119. A pedestrian crossing to the bike trail from the west side of the little Miami would provide an alternative to training to park in town or right on the other side.
120. Cars stop unnecessarily for the bikers. This is the number one safety concern and the number one issue for traffic. The lights are green and timed ok, but people decide on their own to break the rules and stop for the crosswalk without anyone in it yet. The bikers also do not stop or get off of their bikes and push the button and walk across like they are supposed to. The bike path traffic should be timed with the lights. I thought this project was coming? I live up 48N and the traffic backs up 3-4 lights when all other directions are clear. I'm so upset about the new condos because it means those drivers will have to turn left in front of me which means my 15 min backup will only get worse. I know the turn lane is going in which will help. The school busses also have to do a full stop for the train tracks which doesn't allow for as many cars to get through.
121. The pedestrians and cyclists need to respect the stop signs on the bike trail. THEY have the stop, the cars do not! This is a HUGE reason for traffic backup on nice days.
122. Sometimes stopping at the crosswalk for pedestrians/bike traffic can take quite a long time
123. the bicyclists think they have the right of way and do not stop when flying through the crosswalks. Cars tend to get stuck here more frequently because of the influx of pedestrian and bike traffic.
124. The crosswalks need to be matched to the traffic lights and pedestrians & cyclists need to follow the light. Stopping for pedestrian crossing when the light is green is the biggest slow down.
125. Make the cross walk in sync w lights. Biked and ped have to stop just pulling out into traffic! And drivers need to stop stopping for the sake of looking at at the cross walk. Just drive.
126. Bikes don't stop when crossing the toad
127. The bridge was built to facilitate 4 lanes of traffic & now traffic thru the downtown is restricted to 2 lanes to allow on street parking & restaurant outdoor dining. Bikers & pedestrians do not adhere to pushing the crosswalk buttons & just walk into the street without even looking, expecting cars to stop for

them. The constant stream of pedestrians & bikes really is a major cause of traffic congestion. What about a traffic light at the bike trail with a gate, just like the railroad crossing because nobody reads the "STOP" signs marked a numerous points on the trail before the intersection at Loveland Ave

128. Basically, the city of Loveland has made a capacity constrained area into a tourist destination and there's not room for everybody. For those of us who live in Warren county it's a disaster all the time. It's just a nightmare. And somebody should be there enforcing the fact that bicyclists should not just ride out in front of people. Basically, they want cars to share the road with them but there is no regard for the fact that they should share the road with cars, particularly when they are on a leisure or exercise ride and we are trying to get to work or school. They are people who come in to ride, but they don't live there, and nobody cares about those of us who actually must travel through the area on a daily basis.
129. I think if the bike trail can go above or underneath west Loveland avenue, it would really help with the flow of traffic. Or provide a traffic light for the bike trail users so they have designated times to cross. It seems like so many people cross that every other car has to stop and let multiple cross.
130. The main issue not being asked about is the pedestrian /bicycle traffic. Nobody bothers to activate the crosswalk so it's always yield to them. Cars stopping every 3 seconds. Pedestrian bridge?
131. Cyclists don't stop for stop signs
132. The two crossings from the bike trail can really slow traffic through Loveland. The traffic sees worse late in the afternoon traveling west to east on Loveland Ave and through Loveland. Not sure why that it is.
133. The rules about the bike path crossing are unclear. Many think pedestrians have the right of way, others motorists.
134. The drivers that stop at the bike path crosswalk while the other lights in the area are green cause major backups. These drivers assume they're being nice to the pedestrians, but they are really causing more issues. I think correcting this issue would be a good start to fixing some of the traffic concerns. There are not enough lanes to support the high traffic. I know the city is landlocked, but it is an area of concern. Especially as the city continues to grow and more houses are being built, the issue will only continue to get worse.
135. A crossing guard would help during peak hours on the weekends when people are crossing at Paxtons/Ramseys. Groups of cyclists tend to cross individually causing more delay. Also, the no left turn at BQ intersection should be at all hours.
136. Cyclists are a huge concern in this area. Not only do they slow down traffic, the safety of everyone on the road is compromised. The increase in businesses downtown has also increased pedestrian traffic which also creates safety issues since many do not use crosswalks or wait for the walk signal. The overall infrastructure of downtown Loveland is quite poor. It was clearly not designed for the increased traffic caused by businesses.
137. Hi Misty, Dave, you guys know the bike crossing is the #1 cause of ALL the issues in DT Loveland. We have to get that fixed. Should be officers out there at all busy times. And NO left turn KB way(going W) Greg Stevens:)
138. The problem with traffic in downtown Loveland is the bike trail. Pedestrians and bicyclists do not stop at the sign. Most often they just walk into the road. Almost every car stops for the bike trail causing traffic even when no pedestrians are IN the crosswalk. If the pedestrians and bicyclists had a light at the bike trail it would cut down on traffic. Meaning they can only cross when the light is green and the light would be red for motorists. If the bike trail light would coincide with the other two traffic stops at second street and Karl Brown Way I think traffic would flow better. I have proposed this solution before and all that was added was a light signal that clearly neither motorists nor pedestrians understand.

139. Motorists don't seem to understand that bicyclists do not have the right of way like pedestrians do.
140. It would be nice to have an alternative route across the river. I also think that regulating trail traffic to coincide with the traffic lights will help traffic move more smoothly.
141. I love that Loveland is so pedestrian friendly with the bike trail, but as soon as a car stops at the bike trail crossing, it seems to immediately disrupt traffic flow.
142. The crosswalk at the bike trail is the biggest issue in my opinion. Every car seems to stop and pedestrians expect this. If a pedestrian is approaching the crosswalk and I don't stop in anticipation of them entering the crosswalk I often get a dirty look
143. The main problem is the amount of people crossing at the main crosswalk where the bike trail crosses west Loveland
144. Would prefer more pedestrian or bike routes TO downtown. Sideways, shared roads with hardscape dividers. My family accesses downtown for recreation almost daily and we walk on roads to get there with distracted motorists.
145. The bike path crossing is the biggest problem area.
146. Biggest problem is stupid drivers that STOP at the bike/pedestrian crossings when nobody is IN the intersection! They are holding up free flow of traffic. Morons!
147. The bikes control West Loveland
148. The congestion from the bike trail, restaurants and people trying to get home makes the evenings painful to drive in downtown Loveland.
149. #12 - reason for traffic is pedestrian traffic along the bike trail. Traffic stops even when people are not in the cross walk. I understand they are being polite, but it really causes huge backup especially when the farmers market is open.
150. The pedestrian and bicycle traffic impedes the traffic flow. Personally I think they should only be crossing at the traffic signals. There should be some sort of barrier preventing crossing unless in areas where allowed. The train bridge is too low, and the other 2 crossings stop traffic. The road needs to be lowered or the bridge needs to be raised. Traffic comes to a standstill when trains cross through.
151. I often Ride my bike from the Fields Ertle Area down Loveland Avenue (and back) with little to no issues. While Driving, traffic can be challenging, but it is consistent enough to not be a major concern.
152. Elevate the bike trail.
153. Quest 12: primary reasons for congestion are uncontrolled bike and pedestrian traffic on bike path across W. Loveland, and left turns across traffic into parking lots (at Paxton's and at Fleet Feet)
154. The congestion typically occurs on beautiful days--when the bike trail is at it's peak. Its the nature of the beast, we are a very popular destination during spring-summer and fall!
155. Many drivers do not stop for bicyclists
156. Bike trail traffic crossing Loveland Avenue needs to be regulated during peak times.
157. Bikers on the road frustrate me. We have a beautiful trail and they constantly hold up traffic when riding on the road. They need a bike lane
158. Parking is the biggest problem. Also, crossing Loveland Avenue at the bike path should be controlled by a signal. Congestion is increased by traffic stopped by bike path traffic crossing the street.
159. E Broadway street is too narrow for 2 lanes and parking on both sides. Many times cars wait for others to pass. I spend a lot of time waiting for bikers/pedestrians to cross the bike trail.
160. Parking, bike trail, and having only two places in the entire city to cross the river are the biggest issues. My kids play baseball on the east side and we have no choice but to drive through downtown and its always a nightmare.

161. The traffic and parking concerns are overstated. It can be busy, but most of the time traffic flows remarkably smoothly. Most drivers are also good at watching out for walkers and bikers. We do not need stoplights at crosswalks.
162. The main concern for me are pedestrians and bike riders walking/biking without stopping at the crosswalk. They just go, bikes from far back fly right out not stopping at all. Many ppl crossing not in crosswalk. Cars cannot move through those blocks largely due to constant pedestrian/bikes at that crosswalk. This is all week end long as well.
163. Let's keep in mind there are two times when traffic is an issue. Rush hour and a weekend with great weather. Too many cars with too few options are a problem during rush hour. Too many people, walkers, bikes combined with all of our parking options in downtown make a great weekend hard to drive in this area.
164. People using the bike trail have to follow the traffic laws and listen to the stop signs.
165. So many people come from outside Loveland..People on bikes cross path without looking-think they always have right away and all motorists should stop for them. Need a light to make cycle riders stop at a certain point. They feel like they own the crossing. Cal so pedestrians are the same. Motorists do not count. Need a firm resolution on this. Just pushing a button to cross does not work and people just walk out in front of you expecting you to stop on a dime. Stay out of Loveland on Friday & Saturday too many people and too many cars.
166. Three big problems in the area are: 1) allowing left turns from Loveland avenue into Jack Rabbit and next to Paxtons as well as allowing left turns out of those areas on to Loveland. This should be right turn only between 7am-10pm. 2) not enforcing existing traffic laws. There is already a no left turn sign onto Karl Brown during rush hours but this is ignored. Pedestrians jaywalk routinely on Loveland avenue. Cyclists rarely stop at stop sign on bike trail. They just slow down and enter crossing forcing vehicles to stop. The only time I've ever seen police presence in downtown Loveland is for parades and other special events. 3) there needs to be some kind of traffic signal to control flow on the bike trail crossing over Loveland avenue. It's not uncommon for a steady stream of folks using the crosswalk to occur without breaks to allow cars thru. This leads to less cars being able to make it to the signal at Karl Brown or 48 than what occurs when there are low numbers of bike trail crossers which increases backups. You combine this with a few left turners at Paxtons/Jack rabbit, and it can take what is a 3 minute drive in January into a 20 minute frustrating ordeal on a sunny evening/weekend from March thru October.
167. The primary contributors to vehicular traffic in downtown Loveland is THE BIKE TRAIL TRAFFIC. Every other car has to stop to let either pedestrians or bicycles go by. It's not the number of lanes or stop lights. It's the crosswalk. Plain and simple.
168. The main source of traffic jam seems to be the bike trail. Cyclists do not bother to pause and whiz through and pedestrians are spaced enough apart at times that no traffic can move. A "gate" or "arm" releasing pedestrians in groups across the bike trail would more effectively pulse traffic through, while maintaining pedestrian access and more importantly safety at high traffic times like rush hour.
169. I think cars stopping at the bike crosswalk on Karl Brown really slows down traffic. The bikes are supposed to stop before crossing the street, the cars are not. I understand if a car sees a bike coming and stops, but I see a lot of cars treat it like a stop sign when there is no bikes in sight.
170. Foot & bike traffic across w Loveland at the trail does slow traffic
171. A light needs to be at the bike trail. And that light needs to red when there is a green light at Karl Brown Way. Traffic needs to flow as much as possible at Karl Brown Way. Cars have to stop for bikers and walkers (because drivers are told that these people have the right of way even if they are approaching

the crosswalk to wait on them.) Cars can sit for several minutes when large crowds are in town. That is why car traffic backs up. I have been at the bike trail waiting on pedestrians etc and there is a green light at Karl Brown Way and there is no traffic from the trail to the green light and traffic is backed up from 48 and the fire station. But bike and pedestrians take precedence over traffic flow. Ridiculous

172. The heaviest traffic times are also tend to be the heaviest pedestrian time. Which means traffic is stalled waiting for pedestrians to cross at the bike trail crossing.
173. Write in for question earlier: One of the biggest issues is people trying to turn left into parking/businesses during rush hour, especially near the bike trail crosswalk. One person trying to turn left can stop an entire light cycle of traffic. The bike trail crossing is probably number 2. If you just put a traffic light at the bike trail and didn't allow left turns off of Loveland ave into/out of parking lots you'd solve half the issue and traffic would be cleared tomorrow. Don't worry about the study, you can just pay me!
174. Having to stop for the bike trail adds huge delays.
175. The amount of traffic has just exploded over the years and a small city is not equipped, with that though, I don't think it's overwhelming. The bike trail causes many many issues. Confusion on who has the right of way is HUGE. Cars stop when they shouldn't causing more backups. But then bicyclists and pedestrians do not heed their stop signs, do not look and just walk out in traffic, it is an accident waiting to happen. Maybe a bridge up and over the roadway would solve both concerns. It could be a gradual ramp on both sides
176. I detest going to downtown Loveland. Id love to go but there are easier places to go where i dont have to feel my car is in peril. Parking is a joke. Bicyclist need to have tgeir own parking area NOT in the thick of the entertainment area.
177. Cars stopping or slowing down for walkers and bikers is causing a lot of the tragic issues!!!
178. Every car stopping so people on the bike trail can cross one at a time is a huge source of the congestion
179. People stop at the bike trails because they don't know that the bike trail is the one with the stop signs
180. As a driver, I'm on high alert driving through Downtown Loveland. Pedestrians will cut across the streets not following crosswalks. Cars in front of me will slam on their brakes for the bike trail even though the bike trail has a stop sign. The people driving who stop abruptly for the bike trail, I feel caused the most traffic congestion.
181. The biggest problem are the bikers and pedestrians not stopping at the biketrail crosswalk. During busy times, there is a steady flow of pedestrians and the traffic is at a standstill. If the crosswalk was under control, the traffic would not be a problem.
182. The pedestrian traffic at the trail crossing is the worst culprit of slowing traffic down
183. Just congested with bikers and walkers not paying attention
184. I do not see the traffic as a huge issue. It would be nice to have more parking down there but I can always find a spot. The biggest issue I see is the crosswalk by fleet feet and paxtons. When there is a lot of bikers/walkers it can cause a back up. Thanks for asking our opinion!
185. Often problems are caused by different reactions of people at the bike path. Some people go right through as they have the right of way. Others stop, or slow even if no one is on the bike trail.
186. A Traffic light needs to be on the bike trail for pedestrians to stop and wait. The pedestrians crossing at random intervals is what causes most of the traffic. I am an avid runner and cyclist and would have zero problem waiting a few minutes at time for cars to get through. Especially during traffic hours. It's

a simple and cost effective fix ; time traffic lights with the pedestrian light to help people move seamlessly through the city.

187. The bike trail crossing needs to be a stop that is obeyed by those in it. People just act like they have the right of way. Having someone there to direct traffic for the bike trail crossing during peak summer times would be a big help too
188. The bike trail crossing on Broadway /Karl Brown. The bikers and people walking do not care to use their stop signs on the crosswalk before they dart into the traffic. The Farmers Market on Tuesdays causes extra congestion in that area.
189. Sometimes pedestrians and cyclists assume that cars will stop. I've seen some very close calls
190. Bicyclists are a huge hazard to the roads. They constantly blow through stop sign on the bike trail crossings and on roads and often nearly cause accidents.
191. The bike trail has a stop sign for them to stop however it's constantly the vehicles stopping and jamming up traffic or on street parking and not knowing how to parallel park, lanes not big enough for the bigger trucks
192. The bike trail crossing the road tends to stop traffic way more than it should.
193. Q12-The bike trail is by far the biggest cause of traffic congestion downtown. Motorists always stop for pedestrians and bikes regardless of how long they have been waiting. It is effectively a stop sign for motorists and thruway for pedestrians and bicycles. There needs to be a light at the bike trail to force those on the trail to allow traffic to properly flow part of the time. Your questions should have allowed for not sure or n/a. The survey forces one to answer even when there may not be adequate knowledge. That will potentially skew your results.
194. The walkers (guests visiting businesses) and bicyclists are a major issue. The walk or cross whenever and wherever. The cars coming out by Paxtons will just pull out or block traffic, causing back ups. The crosswalk and that entrance to parking create a lot of issues with non residents who block the intersection or wander into traffic. Also, traffic is backing up more and more onto Art 48. Having to sit much longer to even get to Loveland Avenue or up to Hanna Avenue. Even with new railroad construction the crossings are terribly uneven and cause traffic to slow way down. In summer lots of pedestrians cross at railroad to get to Grayers instead of up at the light. With the old Paxton's swinging and covered patio people would routinely step off the sidewalk and into traffic. It's a nightmare to drive through as a local on a nice day.
195. Bikes don't stop
196. Loveland is a great place and even on a busy Tuesday just leave a little early. Focus on the bridge warnings and enforce cyclists to stop at the crossings. There are stop signs there but they don't stop, they act like they have the right away to keep up their work out!!
197. Crosswalk at bike path needs a signal so the pedestrians wait. It's constant stopping driving through if the weather is decent. Another bridge to bypass downtown is really what is needed. The area will continue to grow and there is no other way to get over the bridge coming from Loveland area.
198. I have concerns about driving and hitting a pedestrian that is not watching and walks out in front of you. Also a bicyclist who doesn't stop and rides into the crosswalk. I get aggravated when I can't get where I need to go and feel Gridlock'd. My only option is to go around a very long way out of my way during busy times.
199. The timing of signals is good, but the bike trail is a problem when bikes or walkers do not hit the button. I try to avoid school traffic times, especially bus traffic at the RR stops.

200. Put lights on the bike path to time them according to the traffic lights. Too many people not grouped together restricts traffic too much. There should be no crossing the road on green traffic lights. Restrict turns on red at Broadway and 48.
201. The area that causes congestion is at the bike crossing and people turning Left when heading east at Paxtons. There needs to be better signaling or a light at the bike crossing so there will be a better flow to traffic. Too much stop and go
202. There needs to be a stop light for the walkers and bikers at the main cross walk on W. Loveland Ave. They need to wait for the light to turn green and then cross in mass. That way cars can have a turn sometimes
203. I don't see how to write in on item 12, biggest issue people stopping for pedestrians/bicyclists.
204. Pedestrian and bike traffic tend to be the biggest downfall of trying to get thru downtown Loveland.
205. The bicyclists on the Tour De France style bikes that do not stop at the stop signs, stop lights or pedestrian crossings are dangerous to themselves and everyone around them. I am all for sharing the road with anyone so long as everyone obeys the rules. Jones Crossing is a very dangerous intersection when the bicyclists blow through the stop sign and around the walkers and young bicyclists.
206. the people on the bike trails do not abide by the traffic laws (ie stop signs) on the trail passing across the roads. this often leads to many people slamming on brakes and congestion. in addition they often times do not use the signaling buttons in the trails which leads again to more congestion and unsafe roadway use.
207. Hard to drive over bike trail areas causing back ups. Bikes should stop and cars keep moving but cars stop often.
208. Assistance at crosswalk at busiest times would solve biggest problem. Bikes and walkers clog the main artery.
209. Not stopping at bike trail
210. It is dangerous to go through Loveland because of the pedestrians and bicyclists.
211. There needs to be a pedestrian bridge or tunnel for the bike trail users. Everyone stopping for the crossings on the bike trail causes the traffic issues
212. Bikers coming to Loveland probably create most of the traffic congestion as the only parking is in Old Loveland. If there was parking before Old Loveland that would ease the congestion. My suggestion has always been to put a parking lot on River Rd for bikers to park. They can then bike over to the bike trail. That is their main purpose for coming to Loveland.
213. The bike trail crossing is still an issue. People on the bike trail do not stop, huge groups walk through (could be waiting for 3-5 minutes to let everyone pass). Turning left is an issue as well near Bishops Quarter. Going west on Loveland turning left on Karl Briwn Way.
214. I think the main issue is people stopping for foot traffic. Solution: build an underground bike and walking tunnel and remove the main cross walk
215. The pedestrians/cyclist do not obey the stop signs. They are the ones who are to stop not traffic. This tends to be an issue. Also, everything is one side of the street in one little block area, space out the restaurants on both sides of the river to help with traffic
216. I believe that bicyclist and the pedestrians cause the traffic problems in downtown Loveland.
217. I don't find it burdensome. Delays can occur but nothing egregious. The signs, lights, etc at crossing are ignored by cyclists and most pedestrians completely so that worries me.
218. I am a cyclist and think that we should have mandatory stop light at cross walk...the free flow situation is crazy

219. The ultimate problem is the bike path. Cars yielding instead of pedestrians. It stop traffic unnecessarily. The light at the fire house is the other issue. If wasn't for family living in area I would not come the traffic is that frustrating and I grew up in Loveland. You need a parking lot to accommodate the influx of visitors. The beauty of Loveland was its small town feel. The train whistle, the bells from city hall, the nostalgic sound. All that has been removed for the sake of capitalism and it has created more problems
220. A second river crossing, though extremely expensive, could divert traffic around the city core, while the existing bridge continues to provide access to the downtown businesses. At this point, with the development that has been done, there is no other viable alternative. Continuing to funnel all those cars through narrow streets is just not good. Everyone stopping at the Bike Path crossing is a MAJOR problem too.
221. People don't stop at stop signs on bike trail. They have the signs not drivers
222. The two largest contributors to traffic congestion are left turns heading West on Loveland onto Karl Brown and pedestrians/bicyclists in the crosswalk and/or jaywalking.
223. I believe the biggest contributor to the traffic problem is the constant yielding to pedestrians and bikers at the trail crossing. If we could limit the stop and go there, the back up would disappear for the most part.
224. More flashing lights in pavement for intersections with the bike path to slow/stop on coming cars. More clear signage to stop or slow for cars at the bike trail with pedestrians and/or bikes.... On a few locals persist in ignoring altogether.
225. Nothing will change if those using the bike path are continuously given the right of way. I realize there are signs telling those on the bike path to stop for cars. However, the pedestrians and cyclists ignore the signs and drivers of vehicles are accustomed to letting the pedestrians/cyclists go first. It is the PRIMARY reason for traffic on Loveland Ave. People using the bike path need something like a RR crossing bar to force them to stop and let vehicles have the right of way. When the traffic light turns red near Bishop's Quarter, then the RR crossing bar should be lifted to allow pedestrians to continue while vehicles are stopped due to the red light.
226. People crossing at the bike trail tend to not be as concerned as the drivers are to stop.
227. The congestion appears not to be light timing; it is people stopping at the bike trail with or without people crossing and a high number of people trying to turn into the driveway by Paxton's. Congestion is also caused by the huge number of crossers at bike trail, sometimes timed so that the continuous stream of crossers stops traffic for several light cycles.
228. Must be careful. Bicycles do not stop on the bike trail.
229. The bike path is very problematic for traffic through the area. Bike people parking, biking and walking on both the roads. I always take Karl brown because it's easier going through downtown, but still gets slowed down by the bine path and the farmers market in the summer. I try to take branch hill on farmers market days, but that can also add 10 minutes. Getting from the business district on Loveland Madeira to the branch hill guinea area can be a pain and my kids don't even go to Loveland schools.
230. Most congestion is "rush hour" am and pm, weekends on nice days. Lots of activities and not enough parking. Can't Linda Cox parking be considered as multi level parking structure? I stay away from Farmers Mkt etc because of the additional congestion during "rush hour". Too many people stop for all users of bike trail no matter how many and for how long. Some users of bike trail don't use the crossing button and assume drivers will stop. The crossing button was a nice addition and works well when used. Lights are timed fairly well.

231. Yes it shows you down but with all the bikes and pedestrians it is a good thing and much safer that way.
232. the bike trail is the biggest problem and the parking. I do not go through this area if at all possible
233. I don't walk or bike through the area solely due to the in a hurry drivers who don't pay attention. This is due to the MULTIPLE times when standing waiting for the walk light at the 48/Loveland Ave crosswalk myself or my children have almost been hit by people not paying attention rushing for their spot in the traffic line up. Which brings me to the decision to add a right tun lane at that intersection. How does adding a turn lane into already congested area help anything?? Did anyone consider how that would affect people trying to turn left on the other side of the road(which is already difficult and causes backup up that side of 48 and Karl Brown)? Or people coming from East Loveland that already have to sit through multiple light cycles to go straight because it's so backed up? That is one decision I whole heartedly I do not support in the slightest. Bicyclists on the road are a MAJOR problem. Single rider or groups of bikes creeping up the hill from East Loveland through Obanonville, or FLYING down the hill is a danger to both themselves and cars on the road. Bikes creeping up West Loveland past the whippy dip is just as bad! Cars behind them cannot pass without putting themselves in danger due to the curving of both hills mentioned. People crossing the road when not at crosswalks. Just yesterday a group of 10 mature adults crossed at the railroad track right in front of me. Yet the city wants to add more crosswalks?? The bike trail crossing is terrible. Something absolutely has to be done before someone is hit and killed there and waiting until next year to install a light is just not it. Most pedestrians do not stop. Cars going through will stop way before a pedestrian is at the crosswalk out of paranoia that someone will fly in front of them without looking (which has happened many many many many times in my years of driving through the area multiple times a day). That is the root cause of the congestion. Something NEEDS to be implemented during rush hour traffic that tells pedestrians they HAVE to stop and cars they DO NOT have to stop especially while the lights are green. A crossing bar? A crossing guard? I know I'd volunteer for it. Something. Turning left at Karl Brown should be not allowed during any time. There are multiple ways to go that direction without backing up traffic. Same for turning left into Nisbet when traveling East. The new turn lane towards Nisbet is more than acceptable way without causing traffic. Do better. If I could afford to move in this economy I would have left years ago just because of how inconvenient it is to leave my house. This used to be a cute humble town that I loved being a part of. Any more it's just annoying to live here.
234. It backs up with people and cyclists crossing at the crosswalk in the middle of town. Having only one bridge into town is a challenge.
235. Part of the prob is drivers stop & wait at the bike crossovers to let bikers & pedestrians cross when they are not near the street. Bikers & pedestrians also walk out in front of you when you clearly have the right away. No one gets the yield aspect.
236. No adequate controls at the bike trail. Should be no left turn at Railroad ave. Need a left turn lane (going West) at Carl Brown road.
237. Some cyclist tend to think cars see them and will stop and do not slow, just riding through the designated crosswalk. If there would be a way to put in elevated or tunneled walkways to avoid traffic congestion that would be helpful.
238. (1) I love the bike trail crossings – do not get rid of them. But (2) the bike trail crossings are the major culprit in slowing down traffic. Would an underpass work?
239. stopping for pedestrians and bicycles is a huge problem. Not sure if a pedestrian/bike bridge over the street is possible at the Paxtons crossing

240. I have a hard time driving down the street. The bike riders take up the lane they are in. People just dart across the street not using the assigned crosswalk.
241. It is ridiculous that motorists think they don't have to stop for bikes at Crosswalks. I also believe that too many people think they can cross the main crosswalk at Ramsey's whenever they please versus surveying the traffic and allowing cars to pass.
242. The two bike/pedestrian crossing in town add to much of the congestion at night and weekends.
243. I believe the main issue with traffic is the bike path. Bicyclists and pedestrian ignore the stop sign on the bike path and expect motorists to yield. I believe the addition of a traffic light and crosswalk on the bike path crossing would force bikes and pedestrians to yield to traffic. Timing the lights with the light at Karl brown and US 48 would allow traffic to flow less congested. The constant crossing at the bike path is the main issue. Beyond that addition of turn lanes for left turns would also help.
244. Bike path slows down downtown, I do not eat so spend my money in downtown Loveland due to traffic. Bikers and walkers on the path don't look for traffic and just walk out paying zero attention and not yielding to drivers on the road, someone is going to get hurt on the bike path and would most likely be the fault of the biker or the walker. I have personally had to slam on brakes for people running into the bike path crossing with out looking for vehicles
245. The bike trail adds to the charm of Loveland even if we need to watch out for them. As Loveland has become more desirable, traffic has increased... not a bad thing. 31 year resident of area.
246. I believe the major concern in this area is motorists unnecessarily stopping for pedestrians and bicyclists at the crosswalks. Motorists have the right of way with pedestrians and bicyclists being presented with a STOP sign.
247. Bicyclist should not be allowed on the main road like west Loveland- especially going up the hill on west Loveland. We need an extra bridge for vehicle and The city needs to get more strict on the bicyclist. They NEVER stop on Karl brown way. Traffic is congested because you have drivers yielding to the bicyclist and in reality it should be the opposite. Bicyclist should yield to cars. Turning out of Loveland station on Karl brown is a danger BECAUSE of the Bike riders.
248. A majority of the available parking is in the center of downtown Loveland, which brings all vehicles to the center. Unfortunately, this is also the spot where the majority of foot traffic is, and the bike trail goes right through the middle of downtown Loveland, leading to congestion. In addition, narrow lanes and two-way traffic compound the issue as drivers come to park, are slowed by bike and foot traffic and then have to get back on the roads when parking isn't available. Keeping the center of downtown Loveland as free of automobile traffic as possible would be the best experience for autos, pedestrians and bikers, but that would require alternate routes around the downtown area as well as plenty of parking on the outskirts of downtown where folks could park and then walk to the center (which would likely require meaningful funding). Keeping a majority of auto traffic out of the center of the downtown area is the biggest key, in my opinion. Unfortunately, at this time there's just no other option/alternative based on current planning/structure. Short-term suggestion - make the square of W Loveland, Karl Brown Way, Broadway and OH48 a one-way (vs. current two-way on each street) to help increase traffic flow. This would essentially turn the area into a pseudo-roundabout.
249. The bike trail is a nightmare! Between pedestrians and lack of lanes available, it is horrible to drive. I avoid coming downtown because of this and because there are no parking spaces. So business is being lost for these reasons. The pedestrians/bikers just walk/ride out in front of traffic and expect traffic to stop for them or the drivers sit forever to let them cross over - THIS causes so many issues!! Those people on the bike trail should be forced to stop for a light that is synchronized with the vehicle traffic lights. Bike trail persons should have to wait to cross so that vehicle traffic can move more cars through.

Anyone on the bike trail is on their leisure time (so they have time to wait) when every who is driving is usually on a schedule and should not have to be late because the bike trail people was to lollygag and stop traffic. They should have to wait and this would help traffic tremendously!

250. too many bikers not stopping at the stop sign on the trail that blocks traffic and I have seen this go on for several minutes before a car can even go through. How about fining every biker that runs that stop sign? The way it is now, the bikers think they do not have to stop and the cars do even though they have a stop sign.. Must put a traffic light there!!
251. The problem is there's three points of entry and exit. Bicycles and pedestrians also great jam up traffic, however, that's part of the allure to Loveland. Need to figure out a 4th entrance way and a better flow. Perhaps a round about.
252. you only have 1 real problem. Motorists stop for bikes on the bike trail when they don't have to, and shouldn't.
253. Going from 2 lanes on West Loveland to one after crossing the bridge and entering downtown creates a bottle neck. A suggestion was made in the past to reduce West Loveland to one lane each way, a turn lane and a bike lane. That makes a lot of sense to me. There are a lot of accidents at the corner of West Loveland and Riverside Ave. A light there might help with that.
254. For safety purposes I have more concerns about bicycles riding through downtown! They should walk their bikes!
255. I think a People/Bike bridge over the street for the bike path would help with congestion
256. It would be better if pedestrians and bicyclists observed the stop signs
257. Pedestrians and bikers have a STOP sign at the West Loveland and Karl Brown Way crossings, not vehicles. Too many of them walk or ride straight through without stopping. At a minimum add another flashing crossing light at the Karl Brown Way crossing like at West Loveland or some type of a timed system at each crossing to regulate when they may cross.
258. I think that an overpass for cyclists and pedestrians would help with traffic congestion. If there was an overhead walkway/bridge by Mile 42 and another at Ramsey's, cars would not need to stop as often, which causes a lot of the issues. Thankfully, if you're driving through Loveland you know there are lots of people at those 2 spots so drivers are generally very cautious but I do think this would make things smoother for pedestrians too.
259. More cars should be routed to the right when crossing the bridge - take parking away so the right turn is easier. That way, less cars have to stop for the bike trail.
260. I think the bike trail crossing is a hazard. Very rarely do I see pedestrians and especially cyclists use the crossing flashing lights; the majority automatically cross without looking.
261. In my view the primary issue is that motorists are making too many stops at the bike trail and W (or is it E) Loveland Ave. Consider a proper traffic light there or an underpass for bikes/pedestrians.
262. The bike trail is the main issue. Too many cyclists and causing traffic to come to a stand still. There needs to be a better solution for the bike trail.
263. Bike trail traffic has the right of way at all times, this slows auto traffic east-west adding to congestion.
264. It has become a frustration every time I travel through it. I never know how long it will take to get to my destination now because of unpredictable traffic clogs. The pedestrians and cyclists drive me CRAZY with their sense of entitlement to cross the street, as if they have constant right of way. I go out of my way to avoid this area including the businesses due to lack of parking and the frustrations I have mentioned. I really miss the way downtown Loveland once was. Very, VERY inconvenient now. Very maddening when I need to get to 48 to visit family. 😡😡😡. Extremely poor planning by all involved.

265. A pedestrian bridge or tunnel should be put in place where the bike path crosses Loveland Avenue. By allowing the bike path users to not have to stop for traffic and traffic not stop, it benefits both. A tunnel would be the least visually obstructive, take up the least foot print because of height restrictions, but would likely be the most cost intensive.
266. The issue is principally driven by bikers parking which causes the congestion - put 2 hour time limits on parking with no remote re-paying to get the parking spaces tuning over - this will put the bikers in remote parking away from the downtown businesses
267. The intersection of the Bike Trail and W. Loveland Ave. tends to be problematic at times.
268. The bike path causes traffic back ups. There should be a stop light on the trail that lines up with the stop light by Bishops Quarter.
269. The bike trail is a huge pain as people stop to let people/bikes cross and people/bikes expect people to stop all the time. This backs up traffic greatly especially when you miss a green light. Also, people turning left should not be allowed especially the road between Paxtons and Trailside (and the opposite side) as well you should not be able to turn left on Karl Brown Way at all hours (not just the current restricted). This backs up traffic a lot as well. There are so many other ways for people to go to avoid turning left and they just need to require it.
270. The main problem for traffic congestion is the bike trail crossing
271. People walking out in front of you on the bike trail and then they will stop traffic and wait for other people to catch up so it then backs traffic all the way up past the light
272. The cyclists do not pause or stop in the crosswalk by Mile 42 Coffee. In many areas, it is the law to walk a bike through a crosswalk. If this isn't the case it should be, to encourage the cyclists to slow down. Otherwise, the crosswalk needs to be a 4 way stop for all traffic. It's scary.
273. I didn't have a chance to write in my answer earlier re: why I think the congestion is so bad on Loveland Ave. I think the constant flow of pedestrian and cycling traffic causes a significant problem for traffic... particularly in light of traffic signal timing. The crosswalk lights are there and signs, but these are rarely used/heeded. I love the walkability of Loveland and want to see that preserved, but I think asking pedestrians to wait for a short amount of time before crossing at along the bike path during peak congestion times (rather than just continually disrupting traffic) would help.
274. Bike trail crossing is the main slow down, and there just isn't enough travel lanes for through traffic. Problem has consistently gotten worse over the years.
275. Pedestrians and bicyclists slow down and back up traffic continuously. Can be dangerous when they do not stop at the crosswalk before crossing! Parking has never been a problem for us when visiting local businesses. The problem is the amount of traffic during certain times when people are going to and from their homes to other destinations outside of Loveland.
276. Bike trail traffic is a problem. Many cyclists or runners do not stop or even look when entering a crosswalk. Bikes should be walked through town during peak hours.
277. Downtown Loveland needs to remain focused on pedestrians and bicyclists. Finding alternate routes, or creating alternate routes, for motorists should be the priority, not finding a way to pump more traffic through the city, which will have a negative outcome on foot traffic.
278. I'm always worried about people crossing on the bike trail. They don't stop for traffic and I'm always worried they will get hit.
279. The pedestrians, and people on bikes disregard all laws and causes hazards. Now since you allow open containers, you have pedestrians inebriated walking the streets taking risks and causing traffic congestion. Now you see golf carts traveling on the streets with lack of experience to operate causing more congestion. You have people trying to park and driving around from lot to lot blocking part of the

road because they don't have enough clearance to pull in lot. Carl Brown Way and the Bike trail is a nightmare. You need gates to keep pedestrian and bike riders from dominating that intersection. With the new crosswalk by the old Rozi building, you now have pedestrians dominating that cross walk preventing traffic flow. West Loveland in the old business district is a mess and refuse to drive that section. Because of the traffic congestion and lack of parking I stopped patronizing businesses in downtown Loveland. You need a bypass road with a bridge over the Little Miami River for the people passing through that don't want to deal with the above issues.

280. I often try to avoid going through Loveland due to traffic and congestion. When the weather is nice and the bike trail is being heavily used it's always a mistake to go through there. School buses stopping at the railroad crossing back things up a lot too.
281. Lack of much public parking areas makes for more traffic issues as people are circling back around looking for parking near the restaurant and bar area. Coupled with bike path users makes it real crowded.
282. I don't mind slowing down to watch for pedestrians/bikers on the bike trail but I would prefer that they use the crosswalk signal when needing to cross as I feel like this would keep traffic moving more efficiently.
283. To me, the biggest issues are motorists looking for parking, and the number of pedestrians. Additionally, even though signage has been added to the bike trail indicating that trail users must stop and watch for vehicles, most trail users on bikes fail to stop, many barely slow down, and just assume that cars will stop for them. This causes an effect of drivers stopping out of caution, which further backs up traffic.
284. Stop building housing downtown Loveland and the bikes need to stay on the bike trail!!!!
285. The traffic lights are not the issue. the bike trail intersections are where the traffic is regularly backed up. Then that back up interferes with the traffic lights. If you want to resolve the congestion in downtown Loveland, do something about the bike bath intersections
286. There needs to be a better solution for the main bike trail crossing. The pedestrian and bicycle traffic slows the automobile traffic causing major congestion and vehicle back up. Another vehicle bridge on Hannah or @ the canoe rental imo may be a solution??
287. Pedestrians are a major problem here so much stopping constantly to let bikers and walkers to when they should be waiting and timed
288. Needs to have a light at the bike trail... if lights are green they need to not walk across
289. Trail users walk right into traffic when at the crosswalks regardless of motor vehicles driving through
290. by far the biggest traffic issue is due to the bike trail crossing right between the lights and next to parking so that everybody is converging to the same spot and getting stalled by the crossing.
291. 12. Motorists trying to be nice and let the walkers/bikers keep going on the trail, as opposed to making them stop
292. Since I couldn't write in my "Other - Write In" top response to question #12, here it is: The bike trail crosswalk across W Loveland Ave is the BIGGEST slowdown on busy days in downtown Loveland! Please remedy with some sort of traffic signal. Thanks!
293. Most people are just rude, they just walk out on you and the bike trail crosswalk is a nightmare
294. The area is overpopulated for its infrastructure, also, the bicyclists frequently cross the road without looking or slowing down, causing cars to have to rapidly brake. Too my knowledge, law enforcement never enforces the traffic laws on bicycles.

295. The people and bicycles don't stop at the stop sign and walk/ride right into traffic. On weekends the crosswalk/bike crossing keep traffic from flowing. You get one car and 3-4 minutes of people/bikes. People/bikes don't look, just go into traffic.
296. A major contention I have with the traffic is the left turns at the light onto 2nd street from Carl Brown Way just past Eades. This causes traffic to backup and many travelers going straight onto Paxton to be stuck sitting through multiple green lights. Additionally the lack of acknowledgement and proper use of the crosswalks by bicyclist at the two bike path crosswalks is a major cause for traffic in my opinion. Despite the stop sign at both locations, a great majority of cyclist simply slow down but continue to cross in front of traffic rather than yielding to it, causing drivers to be on constant alert and unnecessary sudden stopping.
297. Way to congested with cars stopping and bikes constantly crossing! Need to have an alternative route for bikes up and over roadway.
298. Please stop with the bike trail crossing! Needs to be a bridge so they stop holding up traffic
299. Bikes not stopping at the crosswalks is a huge challenge. I have almost gotten hit multiple times in the side of my car because a bike was travelling too fast and didn't gauge my speed correctly.
300. Railroad Ave is just too close to the bike trail crossing. Cars turning on W Loveland Ave going westbound, have to wait for pedestrian traffic. That dramatically messes up the flow to the light at Karl Brown/ W Loveland.
301. Always afraid a pedestrian or cyclist is going to pop out in front of me
302. Please consider people like us who have no way to and home from work but through downtown Loveland. It is so depressing at the end of a long work day (I'm a nurse) to sit an extra 10-15 minutes to get home. Everyone and their cousin wants to be down there after a work day it seems. I just want to get home to my kids! A traffic bridge near the train bridge OVER the bike trail would be ideal. It's ridiculous how bike trail traffic constantly pours through and we all have to stop for every single one. I know you're making a traffic light at the trail crossing, but if it isn't timed well Seth the other lights, I see it posing just as much of a back-up.
303. One of the questions was about whether I noticed people running red lights and not stopping for pedestrians. I do see a lot of running lights but people are generally courteous about stopping for bikes and pedestrians
304. Having to slow down for bikers/pedestrians and a lack of alternative routes during busy times is a real challenge and frustration
305. Timing of the traffic lights to the trail crossing would help..works well when there is a person there guiding traffic during heavy days such as holidays. Need a left turn arrow when turning onto karl brown way through loveland
306. The bike trail is the major driver for the congestion through downtown Loveland. Not sure of a way to raise the trail above the road through the roadways
307. The bike trail crossing at W. Loveland Ave. IS a "stop sign" for too many motorist. The crossing of pedestrians and cyclist there needs to be better regulated.
308. 1. Pedestrians seem unsure which way they want to cross at the corner by Lemons&Limes. Often change their minds to get across quicker (toward Vet or Cycle shop)and makes it dangerous as a motorist. 2. Too many stops (potential for three) coming from Eads to Lemons and Limes (bike trail, New cross walk and then light cross walk). Hard to make progress during busy times.
309. What slows things down - in my opinion - more than pedestrians, bikes, and lights are the people trying to turn left into the parking by Paxtons/ The Works, and people trying to get in and out of those

lots. It would be nice if there was a no left turn into the feetfleet lot and/ or the Works Lot. Force people to use the light by Bishops to turn left.

310. Bicyclists and walkers are the main problem. They do not adhere to the stop signs on the bike trail. Therefore motorists either have to be on high alert and potentially stop suddenly or motorists just proactively stop to let them pass even though motorists do not have a stop sign because they assume the bicyclists are just going to drive in front of them anyway. This causes traffic to back up and be extremely stop and go and become extremely dangerous because traffic is stopping unexpectedly. People using the bike trail should be forced to adhere to the law and stop at their stop sign just as a motorist would have to. If necessary police should be stationed there to enforce periodically to teach them what a stop sign means. If that is impossible then the bike trail should be elevated over the roadways there so that this becomes a non issue and traffic can flow freely.
311. I could not write in above, but one of the main reasons for congestion is the bike path crossing Loveland Ave
312. Trucks stopping for traffic in this area create lots of exhaust and loud engine noise. If we want an area that is friendly for bikers, pedestrians, and outdoor dining, then it would be in the city's best interest to address this issue.
313. Hopefully the signal for the bike path will help with traffic flow.
314. The primary problem as I see it is the proximity of several key factors. First is the light at the end of the bridge and the left turn lane. The second is that within 500 feet is the Loveland bike trail, and then in 25 feet is the main access to parking between Ramseys and Paxton. It is rare that the timing is right to get thru that all without 2 or 3 substantial delays. Added to that is most of the traffic going into the lot behind Paxton is that which is turning left and oncoming traffic is only constrained to let you do so by the fact that they are petrified of hitting a person on the trail crossing, so they have slowed down and they are more willing to let you turn. Then there is the railroad tracks within 500 feet and then a hill and an intersection on the hill at Graters.
315. I think the bike trail traffic significantly impacts motor traffic. You need to investigate ways to reroute the bike trail (tunnel, or bridge) for bikers/walkers to pass roads safely. Other cities have been successful.
316. Consider a pedestrian/cyclist bridge or tunnel!! Would allow the bike traffic to go either up or over the road to keep everything moving.
317. Traffic generally moves slow through Old Loveland and car drivers are generally considerate of pedestrians and cyclists.
318. Cyclists on Loveland Ave and Obannonville Rd are a major hazard, particularly when they ride in large packs and make it impossible to pass. I regularly fear that I will accidentally hit a reckless cyclist on the blind hills & curves of Obannonville Rd.
319. 3 main issues: 1- Bike trail crossing. Needs a permanent signal to tell trail users and motorists when to stop/go. 2- Parking. Not enough parking within walking distance for the huge amount of people here mainly in the weekends and evenings 3- Turn lanes. Need one asap at the corner or Graeters and the old gas station. Backed way up every morning and much worse since they tore the gas station down.
320. Create a bypass for bikers and walkers to cut down on vehicles having to stop so frequently.
321. Walking is fine When I bike I'm on the trail so it doesn't matter
322. While it's nice to see the downtown area thriving - it is even more difficult to get through town on weekends. People using the bike trail cause most of the traffic issues. They force traffic to stop for every single person. The proposed light at the bike trail might help but another bridge would be the best option.

323. Cyclists do not adhere to the stop signs on the bike trail crossing. Motorists are forced to stop to allow the cyclists through, which creates back ups. The cycling traffic needs to be monitored, as motorists have the right of way.
324. Have concerns about pedestrians and bicyclists in area. Impede traffic by not waiting to cross safely and/or neverending stream of foot/bike traffic.makes it difficult to get through via car.
325. It seems that if there was a way to have the bike path require a walk light or a traffic light for the bike trail, so you don't have to stop at the home trail every time this would significantly help the flow. That said I drive from Hamilton township to downtown and I love the country roads and will put up with traffic to enjoy the drive home
326. Always have to go though very slowly and be on the lookout for bikes and pedestrians
327. Traffic should be the priority not the bicycles pedestrians and strollers. After all it is a major right of way that your bump outs ant sidewalk seating add to the congestion Also the law mandates traffic stop when there is a person occupying the crosswak not waiting to enter
328. Traveling thru this area gives me anxiety. I am always afraid I am going to hit a walker or bicyclist on accident. It seems to always be congested but am not sure what a solution could be because it runs smoothly considering the congestion and set up.
329. Living here, I know which way to go and what to avoid to make my drives easier. I hate when people stop when there is no bike or foot traffic at the crosswalk because that slows everything down.
330. It is very hard to see someone on the bike trail and they do not slow down and look. I am always afraid I am going to hit somone.
331. Sometimes the traffic volume is fine. During rush hours and weekends it can be horrific. Bike trail crossing needs to be regulated without a red light for traffic at the crossing. There needs to be a red light for the trail traffic, with a green light for motor traffic at the same time. Then a yellow light for both when pedestrian traffic can cross. There seems to be a tremendous amount of traffic which comes down from Warren Co, 48, turning onto West Loveland Ave. I can't imagine there isn't an easier way to wherever from up there?
332. I think a light to stop bike trail traffic could be beneficial. It could come down like a train bar to stop bikes from just riding through and not stopping. Often cars have to slow down and check to make sure bikers aren't close because the bikers don't stop.
333. The bike baths needs a ramp over the roads. I don't know how many times people just stop or bicyclists just blow thru.
334. The bike trail traffic definitely slows things down
335. Needs to be a better way for cars to cross the bike trail. As it stands during busy times, cars stop for every cyclist and let everyone through, so not much car traffic gets through
336. Heavy traffic exists yes. Extra heavy on the weekends during spring, summer and fall. Winter is a fair amount less. Still believe buying out Cindy's makes sense. Reroute that under the bridge traffic above and no more van's or box trucks get stuck. If you choose widen the existing West Loveland bridge. Route some traffic through town with other lane turn only to new route towards Cindy's and back out 48. A bridge above to cross on the bike trail or dig out a tunnel and route under the road to ease traffic during spring, summer and fall.
337. I think a sidewalk or bike path from the High School to downtown via Fallis would be beneficial
338. it can be dangerous when crossing over bike trail
339. I worry that a pedestrian or cyclist will eventually get hit.
340. Someway for the pedestrian on bike trail can go around the traffic

341. The traffic is horrendous on the weekends. My concern is for all the confusion at the bike trail. Just seems like an accident waiting to happen.
342. I think I speak for myself in a lots of others who have been in Loveland over 20 years. If you can avoid driving through downtown Loveland you try it is impossible. We live on the east side of town. It's also challenging, because so many bicycles used to route 48 coming into Loveland, O'Bannon and Willli, etc.
343. I dislike the bicycles. They are a nuisance.
344. It's tight. Lanes are narrow are very narrow especially downtown over the bike path and the Loveland-Madeira/Loveland Ave. intersection. I'm in a mini-van"it's not a big vehicle!"but still have so little room to make turns.
345. Traffic seems to back up a lot for the bike trail.
346. The problem mostly started when Loveland took out the 2nd lane each way through this area & made it sidewalks. Then the traffic on the bike trail has quadrupled over the years.
347. Too visually busy Already too many signs lights postings overwhelming therefore low confidence in rules being followed or being safe walking riding and driving
348. actual stop lights for pedestrations/cyclists crossg by paxton's and the livery to allow for traffic to progress in waves not just ones at a time would be great on weekends for sure.
349. Ignorance on the part of drivers that they do not have to stop for a crosswalk if they see someone on a bike/walking 5' away from the crosswalk so they wait for them. While *nice* this slows traffic up quite a bit. Bicyclists/Pedestrians not understanding that it's not that they WANT to cross but that they need to WAIT until traffic clears, rather than stepping out into the walkway. Bicyclists are the worst = they don't stop at the stop signs and conveniently forget they are actually vehicles. It would be refreshing to ever know that bicycles do get cited for blasting through and not stopping... Perhaps more and bigger signs to remind everyone to make sure they have the right-of-way before they proceed. The state law is IN a crosswalk, not because they're thinking about using the crosswalk/path
350. I don't have that much difficulty driving through Loveland because I rarely drive thru at busy times of day. I do avoid using restaurants at times because I don't want to deal with the traffic. I bike to Loveland more than I drive at busy times of day.
351. Bicyclists run the stop sign on the bike trail on a regular basis contributing to the slowing/stopping of vehicular traffic.
352. the cross walk and how cars constantly stop and bike riders don't stop

Question 20 — Comments about Pedestrians and/or Pedestrian Crossings:

1. Need better way to move people/bikes across streets in groups instead of constant flow to keep traffic moving. An alternative bridge away from downtown area would be useful for people simply driving through Loveland.
2. Great town. It is definitely getting busier, but I feel that traffic is not a big issue. I would rather see the beautification of Loveland over new roads, lights, etc. I would bike in to town more but Loveland Madeira is too busy to bike one. A better bike lane on Loveland Madeira and better sidewalks should be a top priority. Pedestrian safety.
3. Has it been considered to close up the main downtown road in front of paxton's? Is there a way to have the bike trail cross the road on a bridge? Or a crossing guard directing foot/bike traffic vs cars during peak times?
4. dedicated walk/bike lane would be ideal

5. Correct number of stop lights are in use. I live along Fallis Rd. And travel almost daily to my mother's residence off north 48. We do not allow my mom to drive any longer because of the random pedestrian and cyclist crossings at the bike trail cross walk.
6. Increase in both vehicle and foot traffic over the past few years. Lots of pedestrians on evenings and weekends and no appropriate signals at trail crossings. Since the opening of the parking lot by Cindy's everyone crosses across to reach restaurants across the street instead of walking up to the corner. No left turn signal from Karl Brown Way onto West Loveland Ave makes turning difficult especially when pedestrians are waiting to cross. I try to take Karl Brown to avoid West Loveland trail crossing but it's getting worse. No good alternative unless I want to drive out of my way
7. I'm not an expert, but it seems like an additional bridge south of downtown Loveland (and perhaps a second additional bridge north of downtown Loveland) that bypasses the Loveland "business" district would be ideal. Avoiding the business district when people just need to get to the schools on either side of river, Fields Ertel, post office, St. Columban, etc., would be a HUGE help to traffic. This would also make pedestrian and bike traffic safer in downtown Loveland
8. For the sake of repeating myself, we need designated bike lanes and wider sidewalks to encourage people who are traveling through town to walk or ride in. Instead, these groups drive to, and park in, town which adds to the congestion.
9. Honestly, the list would be over a mile long... I have owned my home and live in downtown Loveland since 2016. My parents lived about 1.8 miles east of 48 on East Loveland in Goshen for 34 years until last year. Year over year the situation of traffic / congestion / parking / crosswalks / no turn lanes / no turn signals / blocked intersections due to turning lanes / drivers coming to an extended complete stop at the crosswalks when it is completely visible there is no one waiting or coming up to the crosswalk nor are the flashing lights on; leading to many cars missing the lights on either side of them and thus just another factor in the back ups. Very disappointed in Loveland for forcing the closure of the gas station on the corner of 48 and Loveland as well - even more traffic through town has now been caused as there is no close gas station the downtown area on the east side of the river. All the new housing construction with little to no regard for current residents parking situation already. My street not only is used for parking for the downtown area, the stage company, there is now the 1859 Event Center with no parking of their own and parking is available on both sides of the street which leads to getting in and out of my own driveway a nightmare, if I can as people have no disregard for residents driveways and park over our aprons as well - Noting I drive three big vehicles and a large trailer. There is permit parking on the cross street at the end of our street, which just pushes more people to park on our street. Another HUGE ISSUE that has exponentially gotten much much worse now that traffic and congestion are at the levels they are, drivers use our street as a cut through to skip the light at 48 and upon doing so whip around the corners going as fast as they can and not even giving the residents time to pull in or out of their driveways as they will just fly around you almost causing multiple accidents a day. In conclusion, I hope the city executes a guaranteed to work solution to be completed asap or things are just going to continue to get worse and worse with all the new residential construction being completed daily. It is very sad, I love this town and my home dearly, although whenever I have to leave my home and drive somewhere, on the way and on the way back, I think and say to myself I don't know how much more of this I can stand and seriously consider selling and moving....
10. Not enough parking and no turn lanes. Need to keep traffic separate from pedestrian traffic. Almost impossible to bike on trail through downtown.

11. People and bikers form long lines to cross the street. Seldom push the cross walk button to safely stop traffic. Bikers often don't even slow down just cross the street at a fairly high speed. It's dangerous for all concerned.
12. Pedestrians cross every where. They do not use the crosswalks. Bicycles just blow through the crosswalk without stopping or even yielding. They do not use the sign light.
13. Could we make the bike trail go over or under the road to eliminate the cross walk in the middle of downtown? Can we leave a walking path but create a bike- bypass around downtown? Can we figure out how to make parking easier? Can we eliminate the low bridge near the canoe place? Can we create a bypass for cars to get them to 48N without going through downtown?
14. Pedestrian and bike trail traffic is such a problem. I thought the bike trail was getting a traffic light? That would make things so much easier. Many people are not local and don't understand our traffic flow or are looking for parking.
15. Making the Downtown District Bike and Pedestrian only would greatly increase the safety - keep all cars/ parking on the perimeter which would avoid cars from holding up traffic to turn into the Historic District/ Nisbet Park area. Residential/ Delivery/ Special Event Access only.
16. Force Eastbound Loveland traffic to turn Right on Karl Brown if traveling South on 48. Not everyone needs to go through downtown. Save Loveland for those going North or heading up the hill. Come on, this isn't hard. Pedestrian crossings should be forced to push the Walk button. Cyclists are the worst when crossing. They expect cars to just stop. I have been yelled at and yelled back,"did you push the button?"
17. It's to be expected that traffic has increased over the years as subdivision after subdivision has been built in and around Loveland. Limit development, increase acreage of preserved natural areas (in addition to parks) make roadways welcoming to pedestrians and cyclists. Do not just make roadways wider and bigger for more cars, that does not support a community vibe.
18. It's hard to be aware of all the cars, people and bikes so it takes extra time and there are a lot more cars than their use to be.
19. Forcing all larger vehicles away from the railroad underpass due to space issues creates more issues for the short distance between Stop lights and Bike path on Loveland Avenue
20. Motorists, pedestrians and bicyclists all need to heighten their awareness when they pass through Loveland. Too many people crowded together in a small space. High opportunity for accidents.
21. The low bridge clearance lights and and bike trail lights are so much it's hard to decipher what is going on. Sometimes I'm afraid I'm going to rear-end someone bc I'm always looking for bikes and people. It's just a lot downtown.
22. It is very frustrating to have one person cross, and then another person cross from the other direction and then another person or bike at the crosswalk. It backs the traffic up and then you can literally sit through two, three, four green lights during rush hour.
23. It would be helpful to have a dedicated pedestrian/bicycle bridge crossing.
24. The bridge across the Little Miami is a huge bottleneck and the fact that some vehicles can't fit under the rail bridge, I try to park at the canoe rental lot as it is the easiest to access. Having a traffic signal at the bike trail to direct bikes and walkers will really help so all know who has the right of way.
25. Walkers seem so intent on their own that they get careless. Drivers, bicyclists, and walkers need to be more aware. Maybe flashing yellow caution lights at the bike trail crossing.
26. There simply isn't enough room in downtown Loveland for all the people who commute through the area/visit the area. The issue is significantly worsened by pedestrians and bikers who keep a constant flow of pedestrian/biker traffic going across Karl Brown Way and West Loveland Ave. The crossing

stations are fine and certainly enhance safety when used properly, but because they are untimed, foot/bike traffic has a tendency to be non-stop and choke the flow of vehicle traffic all the way around the center of town. I usually try to avoid downtown Loveland at rush hour and on the weekends, but my kids are part of the Loveland Stage Company summer production and I've had no choice but to add to the traffic over the past couple of months. The lack of common sense exhibited by everyone trying to get where they're going--whether on foot or on wheels (2 or 4)--is absolutely infuriating. :-/

27. Just always leery of the area would like to spend more time in the area but the all traffic types make it a very dangerous place. Sometimes the cyclists are the worst and foot traffic is non compliant as well.
28. The trail should have a traffic light for pedestrians and cyclists to wait to cross
29. I would love to see more distinct bike lanes throughout downtown/near downtown Loveland, and consideration to make parts of Downtown Loveland pedestrian and/or non-motorist only (even during weekends).
30. The pedestrian traffic is a big contributor to the slow downs in the area, along with multiple stop lights on the way to rt 48, but the bike path is a huge element of the charm of Loveland and a big reason why we love living here. I hope any changes will benefit both pedestrians, bicyclists and motorists
31. My #2 reason for traffic issues in Loveland (it did not prompt me to fill in my 'other') is disorganization of crosswalks. Pedestrians and bikers can cross whenever cars yield for them, and this completely disrupts traffic flow. (I drive through downtown multiple times a day, and I slow down every time I near the bike path... I know I'm slowing traffic down doing this, but people are constantly at the crosswalks and we're supposed to yield). There needs to be better organization of crosswalks and lights. What about a light for bike trail (near Paxtons) for busy times and flashing yellow for 'slower' trail times?
32. There needs to be a light at the bike path. Pedestrians and bicyclists will cross at any time or when busy they just keep coming through. Cars have to yield for them and traffic gets backed up through the intersection near Bishops Quarter. A light would force pedestrians to wait.
33. People crossing the street on the bike trail is a huge point of congestion. There needs to be some sort of light that times up with the traffic signal. When the traffic signal is green, pedestrians and cyclists should not be able to cross the street via the bike trail.
34. I tend to park before the bridge and walk or bike ride to downtown. I do not want to get involved in all that congestion if I can help it.
35. It would be great if the cyclists actually stop at the crosswalks, like the signs say. They just pedal through and expect the cars to stop for them. We do have to stop, but they are supposed to stop first, most don't.
36. A crosswalk is needed near Tahona as many try to run across the street causing a dangerous scenario. Cars should be required to stop at crosswalks or could potentially be fined. There should be a speed limit for bikers on the trail near busy pedestrian and business areas.
37. Dangerous for bikes to be on the roads they have a bike trail and should travel on it not on the roads or sidewalks since they do not obey the traffic rules endangering cars, drivers, walkers and pedestrians they ignore us endangering our lives.
38. question 12 did not let me write in: We need a traffic light at the bike trail crosswalk that stops trail traffic when light is green for cars on the road.
39. Item 12: No regulation of people and cycles using the crosswalk, and poor fields of vision. It makes many of us slow way down because we don't want to hit anyone.
40. the biggest problem is the bikers/walkers crossing at the crosswalk area constantly. that is what backs up the roads and the flow of traffic.

41. I think roundabouts are needed, especially like the ones in Amsterdam that are very pedestrian friendly. Other than the bike trail, there aren't really protected bike paths leading to downtown or through it.
42. There needs to be a better way to across the bike path as a vehicle. The pedestrian/cyclists do not pay attention to traffic and walk right in front of cars. They don't use the button for the signal or even stop. This causes traffic to back up in both directions.
43. The river and bike trail make this area what it is. Accommodating walkers and cyclist would make us stronger, more eco friendly and modern (mixed use without needing a car!) Also lets not develop every square inch. It's the green space that matters.
44. Need overpass for bikes and pedestrians.
45. Congestion, congestion. Bike trail pedestrian light not used much
46. I do wish there was an alternative bridge or way to come downtown so that everyone doesn't have to use the same route. It is so congested due to the sidewalks and building being so close to the road. The constant bike trail traffic is the biggest issue slowing travel down through there in my opinion. Build a bike bridge!
47. Already discussed need for bridge/tunnel for cyclists/pedestrians crossing the road downtown. Need more lanes for traffic. We keep adding apartments without improving the road capacity.
48. Would love pedestrian overpass and clearly marked/designated bike lanes
49. The congestion at the bike trail is the biggest issue. There should be a pedestrian bridge on the bike trail that goes over West Loveland to help with the traffic flow.
50. Bicyclists do not stop before entering the crosswalk in old Loveland at the trail crossing. Pedestrians do not use the crossing button and enter the crossing while cars are in it
51. There is a total lack of control of pedestrians crossing west Loveland Ave at the bike trail. There should be some sort of crosswalk light to make the pedestrians cross at the same time and let the traffic proceed instead of waiting for the pedestrians straggling through the road.
52. Both pedestrians and motorists often disregard the law. Cyclists become a hazard for all when traveling through congested areas.
53. If there was a way to develop a bypass for the traffic, I would love to see a pedestrian and bike path only on Loveland Ave. between Karl Brown Way and Railroad Ave.
54. Pedestrians and cyclists should be more observant and pay attention to traffic. Too many assume that motorists see them and will stop. Many times cyclists and walkers never even slow down along the crosswalk.
55. There needs to be better management of both vehicle traffic and pedestrian/bicycle traffic. Both are cause and effect
56. A big part of the congestion in downtown Loveland is constantly stopping for pedestrians and cyclists crossing the road on the bike trail. They need a traffic light which would help the flow of traffic
57. The bike trail crossing slows down the traffic more that anything. But adding the second lane each way, like it was many years ago would hel that area so much.
58. I always stop at the trail crossings but it might be more efficient if there was a crossing flashing light (like in Lebanon by the Middle School). Traffic really gets held up when the trail is busy because walkers/riders do not make an effort to pass in groups but rather stroll into the crossing in their own time forcing car after car to stop.
59. See above from 17, a stop light for pedestrians and bikers would solve each car stopping to look first. Time that up with the other lights maybe it helps a little but not a long term solution.

60. I can not understand why the LPD has made no effort to require cyclists to STOP at the crosswalk! The crosswalk was installed for a reason...safety and traffic flow... biggest failure I can think of for downtown Loveland.
61. I think the bike trail crossing should be a timed light for pedestrians and bicyclists. Car traffic gets backed up during the afternoon and evening, especially on weekends because they have to constantly stop for pedestrians and bicycles
62. A pedestrian crossing to the bike trail from the west side of the little Miami would provide an alternative to training to park in town or right on the other side.
63. The pedestrians and cyclists need to respect the stop signs on the bike trail. THEY have the stop, the cars do not! This is a HUGE reason for traffic backup on nice days.
64. Sometimes stopping at the crosswalk for pedestrians/bike traffic can take quite a long time
65. the bicyclists think they have the right of way and do not stop when flying through the crosswalks. Cars tend to get stuck here more frequently because of the influx of pedestrian and bike traffic.
66. The crosswalks need to be matched to the traffic lights and pedestrians & cyclists need to follow the light. Stopping for pedestrian crossing when the light is green is the biggest slow down.
67. Make the cross walk in sync w lights. Biked and ped have to stop just pulling out into traffic! And drivers need to stop stopping for the sake of looking at at the cross walk. Just drive.
68. The bridge was built to facilitate 4 lanes of traffic & now traffic thru the downtown is restricted to 2 lanes to allow on street parking & restaurant outdoor dining. Bikers & pedestrians do not adhere to pushing the crosswalk buttons & just walk into the street without even looking, expecting cars to stop for them. The constant stream of pedestrians & bikes really is a major cause of traffic congestion. What about a traffic light at the bike trail with a gate, just like the railroad crossing because nobody reads the "STOP" signs marked a numerous points on the trail before the intersection at Loveland Ave
69. The main issue not being asked about is the pedestrian /bicycle traffic. Nobody bothers to activate the crosswalk so it's always yield to them. Cars stopping every 3 seconds. Pedestrian bridge?
70. The rules about the bike path crossing are unclear. Many think pedestrians have the right of way, others motorists.
71. The drivers that stop at the bike path crosswalk while the other lights in the area are green cause major backups. These drivers assume they're being nice to the pedestrians, but they are really causing more issues. I think correcting this issue would be a good start to fixing some of the traffic concerns. There are not enough lanes to support the high traffic. I know the city is landlocked, but it is an area of concern. Especially as the city continues to grow and more houses are being built, the issue will only continue to get worse.
72. A crossing guard would help during peak hours on the weekends when people are crossing at Paxtons/Ramseys. Groups of cyclists tend to cross individually causing more delay. Also, the no left turn at BQ intersection should be at all hours.
73. I love that Loveland is so pedestrian friendly with the bike trail, but as soon as a car stops at the bike trail crossing, it seems to immediately disrupt traffic flow.
74. The crosswalk at the bike trail is the biggest issue in my opinion. Every car seems to stop and pedestrians expect this. If a pedestrian is approaching the crosswalk and I don't stop in anticipation of them entering the crosswalk I often get a dirty look
75. The main problem is the amount of people crossing at the main crosswalk where the bike trail crosses west Loveland

76. Would prefer more pedestrian or bike routes TO downtown. Sideways, shared roads with hardscape dividers. My family accesses downtown for recreation almost daily and we walk on roads to get there with distracted motorists.
77. Biggest problem is stupid drivers that STOP at the bike/pedestrian crossings when nobody is IN the intersection! They are holding up free flow of traffic. Morons!
78. #12 - reason for traffic is pedestrian traffic along the bike trail. Traffic stops even when people are not in the cross walk. I understand they are being polite, but it really causes huge backup especially when the farmers market is open.
79. The pedestrian and bicycle traffic impedes the traffic flow. Personally I think they should only be crossing at the traffic signals. There should be some sort of barrier preventing crossing unless in areas where allowed. The train bridge is too low, and the other 2 crossings stop traffic. The road needs to be lowered or the bridge needs to be raised. Traffic comes to a standstill when trains cross through.
80. Quest 12: primary reasons for congestion are uncontrolled bike and pedestrian traffic on bike path across W. Loveland, and left turns across traffic into parking lots (at Paxton's and at Fleet Feet)
81. E Broadway street is too narrow for 2 lanes and parking on both sides. Many times cars wait for others to pass. I spend a lot of time waiting for bikers/pedestrians to cross the bike trail.
82. The traffic and parking concerns are overstated. It can be busy, but most of the time traffic flows remarkably smoothly. Most drivers are also good at watching out for walkers and bikers. We do not need stoplights at crosswalks.
83. The main concern for me are pedestrians and bike riders walking/biking without stopping at the crosswalk. They just go, bikes from far back fly right out not stopping at all. Many ppl crossing not in crosswalk. Cars cannot move through those blocks largely due to constant pedestrian/bikes at that crosswalk. This is all week end long as well.
84. Let's keep in mind there are two times when traffic is an issue. Rush hour and a weekend with great weather. Too many cars with too few options are a problem during rush hour. Too many people, walkers, bikes combined with all of our parking options in downtown make a great weekend hard to drive in this area.
85. So many people come from outside Loveland..People on bikes cross path without looking-think they always have right away and all motorists should stop for them. Need a light to make cycle riders stop at a certain point. They feel like they own the crossing. Cal so pedestrians are the same. Motorists do not count. Need a firm resolution on this. Just pushing a button to cross does not work and people just walk out in front of you expecting you to stop on a dime. Stay out of Loveland on Friday & Saturday too many people and too many cars.
86. The primary contributors to vehicular traffic in downtown Loveland is THE BIKE TRAIL TRAFFIC. Every other car has to stop to let either pedestrians or bicycles go by. It's not the number of lanes or stop lights. It's the crosswalk. Plain and simple.
87. The main source of traffic jam seems to be the bike trail. Cyclists do not bother to pause and whiz through and pedestrians are spaced enough apart at times that no traffic can move. A "gate" or "arm" releasing pedestrians in groups across the bike trail would more effectively pulse traffic through, while maintaining pedestrian access and more importantly safety at high traffic times like rush hour.
88. Foot & bike traffic across w Loveland at the trail does slow traffic
89. A light needs to be at the bike trail. And that light needs to red when there is a green light at Karl Brown Way. Traffic needs to flow as much as possible at Karl Brown Way. Cars have to stop for bikers and walkers (because drivers are told that these people have the right of way even if they are approaching the crosswalk to wait on them.) Cars can sit for several minutes when large crowds are in town. That is

- why car traffic backs up. I have been at the bike trail waiting on pedestrians etc and there is a green light at Karl Brown Way and there is no traffic from the trail to the green light and traffic is backed up from 48 and the fire station. But bike and pedestrians take precedence over traffic flow. Ridiculous
90. The heaviest traffic times are also tend to be the heaviest pedestrian time. Which means traffic is stalled waiting for pedestrians to cross at the bike trail crossing.
 91. The amount of traffic has just exploded over the years and a small city is not equipped, with that though, I don't think it's overwhelming. The bike trail causes many many issues. Confusion on who has the right of way is HUGE. Cars stop when they shouldn't causing more backups. But then bicyclists and pedestrians do not heed their stop signs, do not look and just walk out in traffic, it is an accident waiting to happen. Maybe a bridge up and over the roadway would solve both concerns. It could be a gradual ramp on both sides
 92. Cars stopping or slowing down for walkers and bikers is causing a lot of the tragic issues!!!
 93. As a driver, I'm on high alert driving through Downtown Loveland. Pedestrians will cut across the streets not following crosswalks. Cars in front of me will slam on their brakes for the bike trail even though the bike trail has a stop sign. The people driving who stop abruptly for the bike trail, I feel caused the most traffic congestion.
 94. The biggest problem are the bikers and pedestrians not stopping at the biketrail crosswalk. During busy times, there is a steady flow of pedestrians and the traffic is at a standstill. If the crosswalk was under control, the traffic would not be a problem.
 95. The pedestrian traffic at the trail crossing is the worst culprit of slowing traffic down
 96. Just congested with bikers and walkers not paying attention
 97. I do not see the traffic as a huge issue. It would be nice to have more parking down there but I can always find a spot. The biggest issue I see is the crosswalk by fleet feet and paxtons. When there is a lot of bikers/walkers it can cause a back up. Thanks for asking our opinion!
 98. A Traffic light needs to be on the bike trail for pedestrians to stop and wait. The pedestrians crossing at random intervals is what causes most of the traffic. I am an avid runner and cyclist and would have zero problem waiting a few minutes at time for cars to get through. Especially during traffic hours. It's a simple and cost effective fix ; time traffic lights with the pedestrian light to help people move seamlessly through the city.
 99. The bike trail crossing needs to be a stop that is obeyed by those in it. People just act like they have the right of way. Having someone there to direct traffic for the bike trail crossing during peak summer times would be a big help too
 100. The bike trail crossing on Broadway /Karl Brown. The bikers and people walking do not care to use their stop signs on on the cross walk before they dart into the traffic . The Farmers Market on Tuesdays causes extra congestion in that area .
 101. Sometimes pedestrians and cyclists assume that cars will stop. I've seen some very close calls
 102. Q12-The bike trail is by far the biggest cause of traffic congestion downtown. Motorists always stop for pedestrians and bikes regardless of how long they have been waiting. It is effectively a stop sign for motorists and thruway for pedestrians and bicycles. There needs to be a light at the bike trail to force those on the trail to allow traffic to properly flow part of the time. Your questions should have allowed for not sure or n/a. The survey forces one to answer even when there may not be adequate knowledge. That will potentially skew your results.
 103. The walkers (guests visiting businesses) and bicyclists are a major issues. The walk or cross whenever and wherever. The cars coming out by paxtons will just pull out or block traffic, causing back ups. The crosswalk and that entrance to parking creat a lot of issues with non residents who block the intersection

or wander into traffic. Also, traffic is backing up more and more onto art 48. Having to sit much longer to even get to Loveland avenue or up to Hanna avenue. Even with new railroad construction the crossings are terribly uneven and cause traffics to slow way down. In summer lots of pedestrians cross at railroad to get to Grayers instead of up at the light. With the old Paxton's swinging and covered patio people would routinely step off the sidewalk and into traffic. It's a nightmare to drive through as a local on a nice day.

104. I have concerns about driving and hitting a pedestrian that is not watching and walks out in front of you. Also a bicyclist who doesn't stop and rides into the crosswalk. I get aggravated when I can't get where I need to go and feel Gridlock'd. My only option is to go around a very long way out of my way during busy times.
105. The timing of signals is good, but the bike trail is a problem when bikes or walkers do not hit the button. I try to avoid school traffic times, especially bus traffic at the RR stops.
106. Put lights on the bike path to time them according to the traffic lights. Too many people not grouped together restricts traffic too much. There should be no crossing the road on green traffic lights. Restrict turns on red at Broadway and 48.
107. There needs to be a stop light for the walkers and bikers at the main cross walk on W. Loveland Ave. They need to wait for the light to turn green and then cross in mass. That way cars can have a turn sometimes
108. I don't see how to write in on item 12, biggest issue people stopping for pedestrians/bicyclists.
109. Pedestrian and bike traffic tend to be the biggest downfall of trying to get thru downtown Loveland.
110. The bicyclists on the Tour De France style bikes that do not stop at the stop signs, stop lights or pedestrian crossings are dangerous to themselves and everyone around them. I am all for sharing the road with anyone so long as everyone obeys the rules. Jones Crossing is a very dangerous intersection when the bicyclists blow through the stop sign and around the walkers and young bicyclists.
111. Assistance at crosswalk at busiest times would solve biggest problem. Bikes and walkers clog the main artery.
112. It is dangerous to go through Loveland because of the pedestrians and bicyclists.
113. There needs to be a pedestrian bridge or tunnel for the bike trail users. Everyone stopping for the crossings on the bike trail causes the traffic issues
114. I think the main issue is people stopping for foot traffic. Solution: build an underground bike and walking tunnel and remove the main cross walk
115. The pedestrians/cyclist do not obey the stop signs. They are the ones who are to stop not traffic. This tends to be an issue. Also, everything is one side of the street in one little block area, space out the restaurants on both sides of the river to help with traffic
116. I believe that bicyclist and the pedestrians cause the traffic problems in downtown Loveland.
117. I don't find it burdensome. Delays can occur but nothing egregious. The signs, lights, etc at crossing are ignored by cyclists and most pedestrians completely so that worries me.
118. The two largest contributors to traffic congestion are left turns heading West on Loveland onto Karl Brown and pedestrians/bicyclists in the crosswalk and/or jaywalking.
119. I believe the biggest contributor to the traffic problem is the constant yielding to pedestrians and bikers at the trail crossing. If we could limit the stop and go there, the back up would disappear for the most part.
120. More flashing lights in pavement for intersections with the bike path to slow/stop on coming cars. More clear signage to stop or slow for cars at the bike trail with pedestrians and/or bikes.... On a few locals persist in ignoring altogether.

121. Nothing will change if those using the bike path are continuously given the right of way. I realize there are signs telling those on the bike path to stop for cars. However, the pedestrians and cyclists ignore the signs and drivers of vehicles are accustomed to letting the pedestrians/cyclists go first. It is the PRIMARY reason for traffic on Loveland Ave. People using the bike path need something like a RR crossing bar to force them to stop and let vehicles have the right of way. When the traffic light turns red near Bishop's Quarter, then the RR crossing bar should be lifted to allow pedestrians to continue while vehicles are stopped due to the red light.
122. People crossing at the bike trail tend to not be as concerned as the drivers are to stop.
123. The congestion appears not to be light timing; it is people stopping at the bike trail with or without people crossing and a high number of people trying to turn into the driveway by Paxton's. Congestion is also caused by the huge number of crossers at bike trail, sometimes timed so that the continuous stream of crossers stops traffic for several light cycles.
124. Yes it shows you down but with all the bikes and pedestrians it is a good thing and much safer that way.
125. I don't walk or bike through the area solely due to the in a hurry drivers who don't pay attention. This is due to the MULTIPLE times when standing waiting for the walk light at the 48/Loveland Ave crosswalk myself or my children have almost been hit by people not paying attention rushing for their spot in the traffic line up. Which brings me to the decision to add a right turn lane at that intersection. How does adding a turn lane into already congested area help anything?? Did anyone consider how that would affect people trying to turn left on the other side of the road(which is already difficult and causes backup up that side of 48 and Karl Brown)? Or people coming from East Loveland that already have to sit through multiple light cycles to go straight because it's so backed up? That is one decision I whole heartedly I do not support in the slightest. Bicyclists on the road are a MAJOR problem. Single rider or groups of bikes creeping up the hill from East Loveland through Obanonville, or FLYING down the hill is a danger to both themselves and cars on the road. Bikes creeping up West Loveland past the whippy dip is just as bad! Cars behind them cannot pass without putting themselves in danger due to the curving of both hills mentioned. People crossing the road when not at crosswalks. Just yesterday a group of 10 mature adults crossed at the railroad track right in front of me. Yet the city wants to add more crosswalks?? The bike trail crossing is terrible. Something absolutely has to be done before someone is hit and killed there and waiting until next year to install a light is just not it. Most pedestrians do not stop. Cars going through will stop way before a pedestrian is at the crosswalk out of paranoia that someone will fly in front of them without looking (which has happened many many many many times in my years of driving through the area multiple times a day). That is the root cause of the congestion. Something NEEDS to be implemented during rush hour traffic that tells pedestrians they HAVE to stop and cars they DO NOT have to stop especially while the lights are green. A crossing bar? A crossing guard? I know I'd volunteer for it. Something. Turning left at Karl Brown should be not allowed during any time. There are multiple ways to go that direction without backing up traffic. Same for turning left into Nisbet when traveling East. The new turn lane towards Nisbet is more than acceptable way without causing traffic. Do better. If I could afford to move in this economy I would have left years ago just because of how inconvenient it is to leave my house. This used to be a cute humble town that I loved being a part of. Any more it's just annoying to live here.
126. It backs up with people and cyclists crossing at the crosswalk in the middle of town. Having only one bridge into town is a challenge.

127. Part of the prob is drivers stop & wait at the bike crossovers to let bikers & pedestrians cross when they are not near the street. Bikers & pedestrians also walk out in front of you when you clearly have the right away. No one gets the yield aspect.
128. Some cyclist tend to think cars see them and will stop and do not slow, just riding through the designated crosswalk. If there would be a way to put in elevated or tunneled walkways to avoid traffic congestion that would be helpful.
129. stopping for pedestrians and bicycles is a huge problem. Not sure if a pedestrian/bike bridge over the street is possible at the Paxtons crossing
130. I have a hard time driving down the street. The bike riders take up the lane they are in. People just dart across the street not using the assigned crosswalk.
131. It is ridiculous that motorists think they don't have to stop for bikes at Crosswalks. I also believe that too many people think they can cross the main crosswalk at Ramsey's whenever they please versus surveying the traffic and allowing cars to pass.
132. The two bike/pedestrian crossing in town add to much of the congestion at night and weekends.
133. I believe the main issue with traffic is the bike path. Bicyclists and pedestrian ignore the stop sign on the bike path and expect motorists to yield. I believe the addition of a traffic light and crosswalk on the bike path crossing would force bikes and pedestrians to yield to traffic. Timing the lights with the light at Karl brown and US 48 would allow traffic to flow less congested. The constant crossing at the bike path is the main issue. Beyond that addition of turn lanes for left turns would also help.
134. Bike path slows down down town, I do not eat so spend my money in downtown Loveland due to traffic. Bikers and walkers on the path don't look for traffic and just walk out paying zero attention and not yielding to drivers on the road, someone is going to get hurt on the bike path and would most likely be the fault of the biker or the walker. I have personally had to slam on brakes for people running into the bike bath crossing with out looking for vehicles
135. I believe the major concern in this area is motorists unnecessarily stopping for pedestrians and bicyclists at the crosswalks. Motorists have the right of way with pedestrians and bicyclists being presented with a STOP sign.
136. The bike trail is a nightmare! Between pedestrians and lack of lanes available, it is horrible to drive. I avoid coming downtown because of this and because there are no parking spaces. So business is being lost for these reasons. The pedestrians/bikers just walk/ride out in front of traffic and expect traffic to stop for them or the drivers sit forever to let them cross over - THIS causes so many issues!! Those people on the bike train should be forced to stop for a light that is synchronized with the vehicle traffic lights. Bike trail persons should have to wait to cross so that vehicle traffic can move more cars through. Anyone on the bike trail is on their leisure time (so they have time to wait) when every who is driving is usually on a schedule and should not have to be late because the bike trail people was to lollygag and stop traffic. They should have to wait and this would help traffic tremendously!
137. The problem is there's three points of entry and exit. Bicycles and pedestrians also great jam up traffic, however, that's part of the allure to Loveland. Need to figure out a 4th entrance way and a better flow. Perhaps a round about.
138. It would be better if pedestrians and bicyclists observed the stop signs
139. Pedestrians and bikers have a STOP sign at the West Loveland and Karl Brown Way crossings, not vehicles. Too many of them walk or ride straight through without stopping. At a minimum add another flashing crossing light at the Karl Brown Way crossing like at West Loveland or some type of a timed system at each crossing to regulate when they may cross.

140. I think that an overpass for cyclists and pedestrians would help with traffic congestion. If there was an overhead walkway/bridge by Mile 42 and another at Ramsey's, cars would not need to stop as often, which causes a lot of the issues. Thankfully, if you're driving through Loveland you know there are lots of people at those 2 spots so drivers are generally very cautious but I do think this would make things smoother for pedestrians too.
141. I think the bike trail crossing is a hazard. Very rarely do I see pedestrians and especially cyclists use the crossing flashing lights; the majority automatically cross without looking.
142. In my view the primary issue is that motorists are making too many stops at the bike trail and W (or is it E) Loveland Ave. Consider a proper traffic light there or an underpass for bikes/pedestrians.
143. It has become a frustration every time I travel through it. I never know how long it will take to get to my destination now because of unpredictable traffic clogs. The pedestrians and cyclists drive me CRAZY with their sense of entitlement to cross the street, as if they have constant tight if way. I go out of my way to avoid this area including the businesses due to lack of parking and the frustrations I have mentioned. I really miss the way downtown Loveland once was. Very, VERY inconvenient now. Very maddening when I need to get to 48 to visit family. 😡😡😡. Extremely poor planning by all involved.
144. A pedestrian bridge or tunnel should be put in place where the bike path crosses Loveland Avenue. By allowing the bike path users to not have to stop for traffic and traffic not stop, it benefits both. A tunnel would be the least visually obstructive, take up the least foot print because of height restrictions, but would likely be the most cost intensive.
145. People walking out in front of you on the bike trail and then they will stop traffic and wait for other people to catch up so it then backs traffic all the way up past the light
146. The cyclists do not pause or stop in the crosswalk by Mile 42 Coffee. In many areas, it is the law to walk a bike through a crosswalk. If this isn't the case it should be, to encourage the cyclists to slow down. Otherwise, the crosswalk needs to be a 4 way stop for all traffic. It's scary.
147. I didn't have a chance to write in my answer earlier re: why I think the congestion is so bad on Loveland Ave. I think the constant flow of pedestrian and cycling traffic causes a significant problem for traffic... particularly in light of traffic signal timing. The crosswalk lights are there and signs, but these are rarely used/heeded. I love the walkability of Loveland and want to see that preserved, but I think asking pedestrians to wait for a short amount of time before crossing at along the bike path during peak congestion times (rather than just continually disrupting traffic) would help.
148. Pedestrians and bicyclists slow down and back up traffic continuously. Can be dangerous when they do not stop at the crosswalk before crossing! Parking has never been a problem for us when visiting local businesses. The problem is the amount of traffic during certain times when people are going to and from their homes to other destinations outside of Loveland.
149. Bike trail traffic is a problem. Many cyclists or runners do not stop or even look when entering a crosswalk. Bikes should be walked through town during peak hours.
150. Downtown Loveland needs to remain focused on pedestrians and bicyclists. Finding alternate routes, or creating alternate routes, for motorists should be the priority, not finding a way to pump more traffic through the city, which will have a negative outcome on foot traffic.
151. The pedestrians, and people on bikes disregard all laws and causes hazards. Now since you allow open containers, you have pedestrians inebriated walking the streets taking risks and causing traffic congestion. Now you see golf carts traveling on the streets with lack of experience to operate causing more congestion. You have people trying to park and driving around from lot to lot blocking part of the road because they don't have enough clearance to pull in lot. Carl Brown Way and the Bike trail is a nightmare. You need gates to keep pedestrian and bike riders from dominating that intersection. With

the new crosswalk by the old Rozi building, you now have pedestrians dominating that cross walk preventing traffic flow. West Loveland in the old business district is a mess and refuse to drive that section. Because of the traffic congestion and lack of parking I stopped patronizing businesses in downtown Loveland. You need a bypass road with a bridge over the Little Miami River for the people passing through that don't want to deal with the above issues.

152. I don't mind slowing down to watch for pedestrians/bikers on the bike trail but I would prefer that they use the crosswalk signal when needing to cross as I feel like this would keep traffic moving more efficiently.
153. To me, the biggest issues are motorists looking for parking, and the number of pedestrians. Additionally, even though signage has been added to the bike trail indicating that trail users must stop and watch for vehicles, most trail users on bikes fail to stop, many barely slow down, and just assume that cars will stop for them. This causes an effect of drivers stopping out of caution, which further backs up traffic.
154. Pedestrians are a major problem here so much stopping constantly to let bikers and walkers to when they should be waiting and timed
155. Trail users walk right into traffic when at the crosswalks regardless of motor vehicles driving through
156. 12. Motorists trying to be nice and let the walkers/bikers keep going on the trail, as opposed to making them stop
157. Most people are just rude, they just walk out on you and the bike trail crosswalk is a nightmare
158. The people and bicycles don't stop at the stop sign and walk/ride right into traffic. On weekends the crosswalk/bike crossing keep traffic from flowing. You get one car and 3-4 minutes of people/bikes. People/bikes don't look, just go into traffic.
159. A major contention I have with the traffic is the left turns at the light onto 2nd street from Carl Brown Way just past Eades. This causes traffic to backup and many travelers going straight onto Paxton to be stuck sitting through multiple green lights. Additionally the lack of acknowledgement and proper use of the crosswalks by bicyclist at the two bike path crosswalks is a major cause for traffic in my opinion. Despite the stop sign at both locations, a great majority of cyclist simply slow down but continue to cross in front of traffic rather than yielding to it, causing drivers to be on constant alert and unnecessary sudden stopping.
160. Bikes not stopping at the crosswalks is a huge challenge. I have almost gotten hit multiple times in the side of my car because a bike was travelling too fast and didn't gauge my speed correctly.
161. Railroad Ave is just too close to the bike trail crossing. Cars turning on W Loveland Ave going westbound, have to wait for pedestrian traffic. That dramatically messes up the flow to the light at Karl Brown/ W Loveland.
162. Always afraid a pedestrian or cyclist is going to pop out in front of me
163. One of the questions was about whether I noticed people running red lights and not stopping for pedestrians. I do see a lot of running lights but people are generally courteous about stopping for bikes and pedestrians
164. Having to slow down for bikers/pedestrians and a lack of alternative routes during busy times is a real challenge and frustration
165. The bike trail crossing at W. Loveland Ave. IS a "stop sign" for too many motorist. The crossing of pedestrians and cyclist there needs to be better regulated.
166. 1. Pedestrians seem unsure which way they want to cross at the corner by Lemons&Limes. Often change their minds to get across quicker (toward Vet or Cycle shop)and makes it dangerous as a

- motorist. 2. Too many stops (potential for three) coming from Eads to Lemons and Limes (bike trail, New cross walk and then light cross walk). Hard to make progress during busy times.
167. What slows things down - in my opinion - more than pedestrians, bikes, and lights are the people trying to turn left into the parking by Paxtons/ The Works, and people trying to get in and out of those lots. It would be nice if there was a no left turn into the feetfleet lot and/ or the Works Lot. Force people to use the light by Bishops to turn left.
168. Bicyclists and walkers are the main problem. They do not adhere to the stop signs on the bike trail. Therefore motorists either have to be on high alert and potentially stop suddenly or motorists just proactively stop to let them pass even though motorists do not have a stop sign because they assume the bicyclists are just going to drive in front of them anyway. This causes traffic to back up and be extremely stop and go and become extremely dangerous because traffic is stopping unexpectedly. People using the bike trail should be forced to adhere to the law and stop at their stop sign just as a motorist would have to. If necessary police should be stationed there to enforce periodically to teach them what a stop sign means. If that is impossible then the bike trail should be elevated over the roadways there so that this becomes a non issue and traffic can flow freely.
169. Trucks stopping for traffic in this area create lots of exhaust and loud engine noise. If we want an area that is friendly for bikers, pedestrians, and outdoor dining, then it would be in the city's best interest to address this issue.
170. I think the bike trail traffic significantly impacts motor traffic. You need to investigate ways to reroute the bike trail (tunnel, or bridge) for bikers/walkers to pass roads safely. Other cities have been successful.
171. Consider a pedestrian/cyclist bridge or tunnel!! Would allow the bike traffic to go either up or over the road to keep everything moving.
172. Traffic generally moves slow through Old Loveland and car drivers are generally considerate of pedestrians and cyclists.
173. Create a bypass for bikers and walkers to cut down on vehicles having to stop so frequently.
174. Walking is fine When I bike I'm on the trail so it doesn't matter
175. Have concerns about pedestrians and bicyclists in area. Impede traffic by not waiting to cross safely and/or neverending stream of foot/bike traffic.makes it difficult to get through via car.
176. Always have to go though very slowly and be on the lookout for bikes and pedestrians
177. Traffic should be the priority not the bicycles pedestrians and strollers. After all it is a major right of way that your bump outs ant sidewalk seating add to the congestion Also the law mandates traffic stop when there is a person occupying the crosswak not waiting to enter
178. Traveling thru this area gives me anxiety. I am always afraid I am going to hit a walker or bicyclist on accident. It seems to always be congested but am not sure what a solution could be because it runs smoothly considering the congestion and set up.
179. Living here, I know which way to go and what to avoid to make my drives easier. I hate when people stop when there is no bike or foot traffic at the crosswalk because that slows everything down.
180. I worry that a pedestrian or cyclist will eventually get hit.
181. Someway for the pedestrian on bike trail can go around the traffic
182. Too visually busy Already too many signs lights postings overwhelming therefore low confidence in rules being followed or being safe walking riding and driving
183. actual stop lights for pedestrations/cyclists crossg by paxton's and the livery to allow for traffic to progress in waves not just ones at a time would be great on weekends for sure.

184. Ignorance on the part of drivers that they do not have to stop for a crosswalk if they see someone on a bike/walking 5' away from the crosswalk so they wait for them. While *nice* this slows traffic up quite a bit. Bicyclists/Pedestrians not understanding that it's not that they WANT to cross but that they need to WAIT until traffic clears, rather than stepping out into the walkway. Bicyclists are the worst = they don't stop at the stop signs and conveniently forget they are actually vehicles. It would be refreshing to ever know that bicycles do get cited for blasting through and not stopping... Perhaps more and bigger signs to remind everyone to make sure they have the right-of-way before they proceed. The state law is IN a crosswalk, not because they're thinking about using the crosswalk/path
185. the cross walk and how cars constantly stop and bike riders don't stop
186. Is there any alternative for cars to avoid the downtown area so as to preserve the walkability of Loveland?
187. Please, please do something about the crosswalk use...when the traffic is heavy having to stop so many times for people and bikes in the crosswalk really backs up the traffic and it is a very real safety concern. We often avoid patronizing the restaurants in Old Loveland because of traffic and parking and we love the restaurants, just not the hassle.
188. More walkable sidewalks down to Loveland would help traffic also. We live in Brandywine and would love it to be more walkable bikeable from butterworth
189. poor condition of bridge sidewalks is embarrassing and hazardous
190. Need to implement cross walk signals and time them with the traffic light signals
191. There are not enough formal road crossing areas for pedestrians in downtown Loveland. It has become too difficult to drive into downtown Loveland and find decent parking in a timely manner as well as an increase in cost to park, especially for City off Loveland residents who already pay taxes. Residents should be given a parking permit, or create resident parking only areas.
192. The walk light will I hope end the "courtesy" of people who hold up cars so walkers can cross whenever they want. But left turns are far worse. Traffic should be a one way circle with no left turns at Karl Brown way. That will inconvenience visitors, but residents will learn it and everyone will benefit. Vehicles too tall to fit under the RR bridge should just have to go through Branch Hill. It's dumb to choke up the only crossing that tens of thousands of us use to accommodate a few vehicles a day. Also, moving the fire station across the river just switches the problem from west bound to east bound.
193. An additional bridge or safer crosswalk would benefit the area.
194. Pedestrian's parking at the mall, crossing three lanes to the grade school! If you're pulling into ACE Hardware or pulling out, there is a steady stream of idiots trying to cross between where cars are pulling in and out of the mall. Driver's don't expect pedestrians to be standing/crossing in middle between where cars pull in and out of the mall! I see it all the time! Tickets should be issued to J-Walkers there for not using the light and cross walk!
195. Bridge or tunnel for pedestrian crosswalk would be great. Another bridge somewhere along Loveland sounds nice to ease congestion/traffic.
196. Bike lanes and better pedestrian walking areas
197. Need 4 lanes through Loveland from 48 to new 4 lane bridge. No bike/ped crosswalk or lights, build tunnel under the road so traffic in any direction can constantly move/flow. Have to separate cars, bikes, peds...more lights/signals/crosswalks is not the answer, just slows things down and doesn't eliminate the cross traffic and contact. Someone is going to get killed.
198. I do think about traffic when I decide if I'd like to go there. Sometimes it's not worth the hassle, however. We park near the area of the livery and walk. That's easy too.

199. It's not awful overall. I tend to avoid busiest traffic hours but I'm fortunate to live on the west side and not need to travel through downtown out of necessity everyday. I think that a second bridge might be the only answer but I have no idea where that would be located. If the pedestrian crossings could somehow be elevated or tunneled that would make a difference. I also think the current pedestrian crossings are not very safe, especially the one by mile 42. There need to be in road lights that peds can tap on and much more visible signage and painted crosswalk.
200. Please don't put any more lanes in. The turn lane where the old gas station used to be is probably fine but adding more lanes will only increase vehicle traffic which makes things harder for pedestrians. The walkability of Loveland is what makes it attractive. Also, I think there is enough or nearly enough parking in Loveland but it can be tricky to find some of the lots if you aren't familiar with the area. Paving that surface lot behind The Works would be nice too. On an unrelated note, my answer for question 20 is "Motorcycle" but you haven't listed it as an option... guess, I'll pick my 2nd most typical vehicle.
201. I think traffic has to stop too frequently for lights and crosswalks
202. Traffic backing up at the corner River rd. and W. Loveland; also crossing the street at that corner from the laundry mat toward the bridge can be dangerous. It needs an actual crosswalk with signage.
203. Fix the sidewalk bricks
204. There needs to be some control of the pedestrian crosswalk at Ramsey's across Loveland Ave. car traffic backs up to give continuous right of way to stragglers.
205. Need less cars on the road, develop other areas of Loveland close to downtown. Sadly, most downtowns were designed around cars and parking spots. I admire areas that have the ability to create a large pedestrian corridor free from cars. That's my idea of Utopia. 😊
206. Downtown is a thriving area of Loveland which attracts both local and regional visitors. Let's continue this momentum by encouraging more, safe pedestrian traffic rather than more high-speed roads which sacrifice convenience of people passing through over the safety (and business) that visitors and residents are bringing to our neighborhood.
207. As noted above, I travel through the area in a vehicle, on a bike, and as a pedestrian several times per week (each). Several intersections are dangerous, and I will not let my school age children use them as pedestrians due to the number of cars and lack of awareness from motorists. Please continue to put pedestrian safety at the top of the priority list.
208. There needs to be a walk/don't walk signal at the crossing along with a traffic light. Most of the traffic is from cars stopping to let pedestrians cross the road, who usually cross one at a time. A light would group them up to cross at the same time. Overall, I don't think much else could be done since it's nearly impossible to add more lanes downtown. The city should've thought about that before building up the area.
209. There is only one way to get to downtown and only two ways to navigate through town. Combine that with stopping to let bikers/pedestrians cross causes MAJOR delays. More commercial businesses will only serve to create more pedestrian and car traffic, making the issues even more difficult.
210. Pedestrian are rude
211. The pedestrian controlled crosswalk is a nightmare and throws off the traffic light timing. It can take 3-4 cycles if the light to make it through downtown Loveland. Additionally, would like to see the wide style speed bumps installed on 400 block if Park Ave due to high school students cutting through and speeding on a regular basis. These type speed bumps seem to cause no issue's related to snow removal etc in places like Hyde Park and Oakley when they have been in place successfully for years
212. Frequently see pedestrians not use the crosswalk. They're the crosswalk signal available but people do not use it. Traffic lights favor one direction.

213. Sidewalks need to be better maintained and extended where they are missing, including both sides of Lebanon road
214. Biggest problem is people turning left from bishops quarters and crosswalk congestion especially on weekends
215. Has it been considered using pedestrian bridges over some of the areas? Has it been considered of reducing the number of pedestrian crossings ? Has it been considered to only have one pedestrian crossing at the bike trail on Loveland Ave and move the crossing from the corner on down near Bond furniture building?
216. I think the main reason for such heavy traffic is because all of the cars are stopped at the crosswalk waiting for pedestrians. On a nice day, you could sit there for 5 minutes and pedestrians just keep coming. It almost needs to be like a traffic intersection where pedestrians have a walk sign and then they also have a stop sign for the few minutes cars pass through.
217. The pedestrian traffic is dangerous for pedestrians, and very prohibitive for vehicular traffic
218. I'd like to see the area become a pedestrian zone with no cars, either during peak times, say after 4 on friday, after 1pm on saturday/sunday OR permanently with an alternate route for cars. I don't think the problem is that we don't have enough lanes because if we add more lanes we'll just have more cars. The problem also isn't waiting for bikes/pedestrians to cross. The problem in my view is that too many people are driving through a place without enough places to park OR an easy way to get to that parking that avoids people walking around downtown. I feel like what's needed is that cars have a way to park near downtown that doesn't require driving through loveland.
219. Speed on the bridge and through town. Sometimes the sudden stops for pedestrians is very scary. Definitely more police presence is needed daily.
220. I travel Karl Brown way and turn left onto Loveland ave quite frequently. I have noticed since the Landing event center & Hop/Berry have gone in an extreme increase in pedestrians illegally J-walking crossing Karl Brown way. I have almost hit several people because I did not see them coming out between parked cars to illegally cross the street. They act like they are entitled to cross wherever they want (just being lazy) instead of going to the crosswalk located at Loveland ave. This J-walking slows down traffic and causes dangerous conditions for both drivers & pedestrians - especially after the pedestrians had a few. The solution is not another pedestrian crosswalk - this would further slow down traffic - especially on the weekends
221. We need another bridge further down the river to direct traffic passing thru to somewhere else. Loveland needs to stop building housing so close to the city as well. We have enough. Also if we want less cars making an issue of the parking lots we need sidewalks everywhere.
222. Need more lanes or a bike pedestrian bridge
223. The greatest disruption to traffic flow is pedestrian activity. I love the activity of downtown Loveland and how pedestrian-friendly it is, but I believe an alternate pedestrian route would make the greatest impact.
224. I often think the street should be blocked off to traffic at all times. People could park in parking lots surrounding the business district, and walk to the stores and restaurants. The restaurants could have so much more room for outside dining in the summer and early fall. In short, turn the street onto an open air plaza. Of course a by-pass road would have to be built around the downtown area.
225. Ridiculous. Pedestrian have no respect for drivers. We can loose out license when they want to be lazy and stupid around cars.
226. The cars turning into the parking areas behind Paxton's and by The Running Spot are just as much a part of the traffic backup as the pedestrians always having the right of way.

227. A lot of pedestrians in a heavy traffic area, concerned for their safety bc drivers don't want to be held up at traffic lights
228. I love the shops & restaurants in the area, but I will often choose some other place because there is so much vehicle & pedestrian traffic.
229. Main concern previously addressed. I think the sidewalk additions near tahona will help with some of the flow!
230. there needs to be some form of control of pedestrians at bike trail crossing. Having cars stop for every pedestrians is disruptive
231. I think the best option is to put a pedestrian bridge over Loveland Avenue, but the trains and lack of left turn lanes is also an issue. Perhaps a bridge for the railway and then making the downtown block one way so left turn lanes can be added. I recently saw the feds have funding for rerouting rail due to interference with rescue squads getting to residents, which is also a concern. Trains aren't frequent but they are usually during high traffic times, and can take 10-20 minutes at times.
232. Pedestrian traffic through downtown is an issue. The lights are short and traffic backs up resulting in motorists' frustration. Then, when the lights do turn green, they have to wait for pedestrians to cross which can take half the green light time...which makes motorists more frustrated. This happens constantly for the people turning left/right onto west Loveland from Karl Brown Way (after driving under the trestle). The new crosswalk will hopefully concentrate pedestrians to cross in the marked crosswalk, but could also make this problem worse if the pedestrians don't wait for traffic to be stopped before crossing. Cars are trying to make that left turn on green and sometimes have to sit through ~3 light cycles just to make the turn. I know pedestrians need the ability to cross but there needs to be a balance. With only two river crossings, if you live in northern Miami township or the edge of goshen township and have kids in school/sports/activities it means driving through these intersections multiple times daily just to attend. Going around easily adds 20 minutes to commute time.
233. Downtown Loveland would greatly benefit from an alternate route and creating a pedestrian only block or two to better create a safe environment.
234. Car drivers seem unsure whether to stop or not for pedestrians in the cross walk by Eads. Sometimes they stop for pedestrians and cars behind them honk at them for doing so.
235. Ideally a bridge for pedestrians and bikes over Loveland Ave would be ideal. More parking should be a priority
236. Need additional bridge river crossing. Need remote parking, shuttle service and pedestrian walkways to downtown.
237. Lanes way too narrow between Eads Fence and apartments. Need a crosswalk between Cindys & Tahona (too many pedestrians jaywalking)
238. Generally, people trying to cross the street not at the crosswalk.
239. There is not enough attention paid to the safety of others. The sidewalks with the eateries are too crowded and don't provide enough room. When Paxton's outdoor area was fenced in-it made walking past there very difficult
240. Please make it more pedestrian friendly. Add public transportation as well.
241. Something needs to be done to allow pedestrians to cross without cutting in middle of road
242. Something needs to be done w parking and congestion at crosswalk
243. I don't mind that it's limited congestion during the week. That happens everywhere. The weekends are when I dread driving through. So many people looking for parking, waiting to let groups of people cross and then people continuously follow the one group instead of hitting button.

244. I don't know how this gets fixed. I appreciate how pedestrian friendly the area is, but it is almost too friendly. The area is so congested and then add on constant stop and go for multiple pedestrian crossings, it's frustrating.
245. I frequent Riverside drive, and I think the intersection with Loveland Ave needs a stoplight. As it is, I have to be very cautious as a pedestrian there, and I avoid it altogether as a driver when possible.
246. Traveling past coffee 42 is hazardous, doors open people cross, too narrow for cars on both sides
247. There should be guards in place for pedestrians at the cross walk.
248. Get rid of the wide sidewalks and patio seating to make another traffic middle lane for vehicles that need to turn into bike trail parking and businesses. This would help traffic flow faster through town.
249. Pedestrian safety is my biggest concern. Especially near Lemons and Limes, both as a pedestrian and as a driver.
250. Pedestrians walking across street with no regard to traffic.
251. The pedestrian crossing needs fixed asap. Someone is going to get hurt or killed. The stop sign isn't enough, they need a stop light instructing them to stop so it isn't a nonstop line of people crossing, contributing to a traffic mess.
252. This area needs to be made safer & easier for both pedestrians and drivers.
253. Overall it's too congested. If traffic were one way around the area pedestrians would be safer since they only need to be concerned with cars coming from one direction. One way traffic would also ease the issue of cars turning left to cross traffic hence traffic would not back up behind them.
254. I walk the area and find the streets too close to the sidewalks, sidewalks are uneven/debris causing walkers to have to walk outside of designated walkway to pass
255. I notice a lot of slow drivers in the area because they're looking all around. That adds to the traffic especially on weekends. Might want to consider moving the Farmers Market. We need more handicapped parking with room for ramps. Also, I wish there wasn't sidewalk furniture. It blocks access for wheelchair users and is frustrating to navigate around. Not sure how safe it is to sit and eat after Paxton incident. Last, I wish all sidewalks leading to downtown Loveland were even and wider. Thanks!
256. Love the downtown area just don't like having to walk across the bridge
257. Pedestrian traffic is the main issue in DTL. Also, a center turn lane would alleviate some of the backups.
258. I like the improvements you have been making. I do wish there was more room in front of Paxton's to walk. Many times I see people have to step into the street to get around people at paxtons
259. Adding crosswalks is also adding to congestion.
260. Adding a mid-block crosswalk is a terrible idea that will slow traffic even more. Also, the weekend valet service is ridiculous and impedes the flow of traffic. Just add more parking spaces and access to the spaces off of route 48
261. All the streets in downtown Loveland are narrow . A driver doesn't have the ability to get out of the way of any oncoming vehicles due to improperly parked vehicles, road construction and/or pedestrians who don't know the rules of the road. Also a real hindrance is the number of vehicles unaware of their ability to travel under the trestle on Karl Brown Way.
262. People stopping at cross walk even if there is no one waiting to cross. Cross Walks treated like stop signs backs up traffic.
263. The push to walk button causes more traffic problems than if the crosswalks were on a timer
264. I think we need another bridge. I'm not sure how any of the logistics would work, but the infrastructure of downtown Loveland was not designed for the current flow of traffic and pedestrian activity.

265. Biggest problems are at light by graeters, people going straight holding up the light. Too many stops for pedestrians when light by bishops quarter is green
266. QUIT bringing in things/ people who contribute to the problem! Adding another crosswalk is an IGNORANT decision to enable lazy people and cause MORE congestion!
267. The problem is that the crosswalk in the middle of downtown Loveland is causing all the traffic issues. Cars are very respectful and stop for the pedestrians whenever there are pedestrians. There really should be a pedestrian bridge or tunnel so traffic isn't constantly stopped all the time. The issue is way better in winter when no one is out.
268. sometimes congested, pedestrian traffic is the problem.
269. It's a lot of effort to get across the street at the crosswalk. A land bridge for pedestrians to bypass traffic completely would allow traffic below to flow as normal or faster and pedestrians above would be free to walk or bicycle without fear of a vehicle not stopping for them even with the lights on in the cross walk.
270. The crosswalk is a problem in downtown. When the traffic light is green no one should walk across the street.
271. We try to walk down as much as possible to avoid parking issues which leads to less frequent visits in the extreme heat and cold.
272. I want to keep the area pedestrian friendly
273. The pedestrian crosswalk in the middle of downtown should absolutely be timed just like a normal traffic light. The constant flow of foot and bike traffic causes backup and congestion Riders and runners sometimes don't stop or slow down which is scary
274. Maybe put a bridge instead of crosswalk in front of Ramsay's
275. A pedestrian bridge over W Loveland would alleviate congestion
276. I avoid it if I can particularly during rush hours. I'm nervous about accidentally hitting a pedestrian during dora.
277. Drivers do not follow the no left turn sign for the hours noted going west at the light near Bishops Quarters. So many sit there to turn left during the restricted hours. Also, a lot of drivers almost stop at the crosswalks when no one is there to cross. Will be interesting to see how the new light system will work there.
278. Pedestrians should have a light or something allow them to cross at specific times. Might help if didn't have to stop for every single person, especially when crowded. Or maybe a pedestrian bridge over the street
279. My biggest complaint is with pedestrians. Too many cross the street without even looking, let alone go to a crosswalk. Alcohol, traffic and pedestrian traffic is never a good mix.
280. During heavy traffic times, it would help to hold back pedestrians from crossing while the light at Bishops Quarter is green. Peds can cross when the light is red.
281. The issue is that pedestrians stop traffic too much especially during the weekends with good weather. There has to be a way to control, pedestrians and bicyclist. Crossing the road on the trail so that car traffic can move faster. Maybe in force pedestrian traffic light.
282. The timing of the lights is too long at some and too short at others. People run red lights, people walk into traffic and there is a lack of people paying attention. I am forced to travel this area as it's the only way for me to and I always add extra time and sometimes that's not even crossing the bridge- it's being on E. Loveland turning left at the firehouse and then left again at the intersection going up the hill. In the morning during the school year this area is awful at certain times. People at the cross walk also do not stop a lot of times to even look. There are stop signs yet they fail to utilize them or press the buttons

that are there. The foot traffic stops rush hour traffic because it's inconsistent/sporadic crossing. Others cross in front of Paxton's because of the parking there and that too stops traffic. The light going towards to bridge in front of bishops quarter should just be a no left turn at all because people do not pay attention to the signs showing times and even with it the times it will back traffic up to the other intersection. The side street parking also contributes to traffic being slowed as it blocks the road way when someone is parallel parking along that stretch. I have traveled during rush hour all the way from Sharonville and the only traffic I'll run into that is significant is in downtown Loveland.

283. I prefer to walk than drive through the downtown area, especially since I work in downtown. My walk is always consistent, whereas my drive is not for timing
284. Cross walk.. people take their own time.. something needs to be done with the cross walk !
285. Parking is a major issue. Im a resident of downtown loveland at 102 Karl Brown Way. We have resident stickers but the public parking near our building is dwindling. We just lost another 4 street spots to the new crosswalk. Anything you can do would be much appreciated! Thank you!
286. People need to learn how to use cross walks
287. The greatest issue for downtown traffic is the lack of a "stop light" at the crosswalk FOR THE PEDESTRIANS. If they could be made to just wait together and cross together instead of dribbling through over an eternity of time, and one or two at a time, then the vehicular traffic would also have a turn to clear the area!!!! Mostly the weekends and hopping bar nights are the issue.
288. cars sometimes not slowing down to allow pedestrians to cross to the other side of the street
289. Major traffic disruption are the pedestrians not pushing the button to walk. They walk right out in traffic. Also there needs to be control as to when they can cross instead of a constant stream especially during afternoon, evening and weekends.
290. When green light is on but the vehicle ahead stops for pedestrians the cars behind will have to stop at green light to avoid blocking the intersection
291. A people bridge across the river with additional parking
292. The flow of pedestrians crossing the road on the bike trail is the biggest traffic problem in downtown Loveland. Pedestrians will step in front of vehicles no matter the light. There should be an alternate route altogether for those pedestrians.
293. People do not know how to use the cross walks you have the right of way and out of no where people go to cross the street as you turn and the cross walk signal is red for them
294. I cannot stand how the pedestrians think they have the right away. The traffic is a HUGE problem because of the bike trail intersection. There MUST be a pedestrian traffic light to allow the flow of traffic to be smooth. In busy days and weekends it takes me an extra 20 minutes to get through downtown because of the bike trail.
295. The pedestrians using the crosswalk need to be regulated during peak travel hours. Not sure why they get to stroll across the street holding up traffic. I'm also not sure why drivers don't use the street by the canoe place so to avoid the traffic jam.
296. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on

W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights, further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.

297. The West crosswalk between Lemons & Limes and Loveland Regional vet needs to be eliminated. It's dangerous especially at the angle it is. It also is sometimes difficult to see pedestrians during certain times of daylight.
298. Always giving the pedestrians the right of way at the crosswalk is a big contributor to traffic congestion. Maybe there is a way to have the pedestrians and cars take turns.
299. It's pretty easy to travel as a pedestrian but the crossing in the center of downtown needs changed. I think a pedestrian bridge, that has a gentle slope to reach the correct height for trucks on both sides, is the perfect solution. I will feel safe going over busy traffic and traffic doesn't have to slow down for me.
300. We need another alternative route to cross the river to get from 48/St Columban area to all of the Loveland schools. Also, please extend sidewalks from downtown Loveland up to 48 and down 48 to the Millbrook Farms neighborhood!
301. Question 12 doesn't allow for write in details. The biggest cause of traffic problems on a busy day, in my opinion is the crosswalk near the bike trail.
302. It's a compound problem. Pedestrians doing whatever they want near the trail. One lane through and only one bridge. Choices are limited.
303. The main problem is commuters who are impatient; however, the bike trail crosswalks seem to be the main reason for slow-downs.
304. The crosswalk at bike trail not being timed and people crossing whenever they want causes traffic back ups.
305. The downtown area would be even nicer if the center area was pedestrian only, but there are currently few alternatives
306. Need to control crosswalks.
307. In the question about ranking reasons why traffic congestion happens, my write in response is: I think the two crosswalks collectively make vehicle traffic a problem.
308. Please do not add crosswalks. It will only make congestion even worse.
309. Pedestrians not using the signals to cross at the marked areas has become a major issue. You're never sure if or when they're going to cross. Other than that the traffic seems to flow pretty smoothly and is better than all other areas I've lived.
310. I think pedestrians crossings at the bike trail cause traffic issues. I think a light or something of that nature would be beneficial, particularly at peak times.
311. Wish I had never bought a home on east side of Loveland. Avoid downtown area at all times on weekends. Too many people! People don't use button at crosswalk, traffic backs up even going around under tresses.

312. Pedestrians do not all use crosswalks.
313. Parking lots should have an access point not from Loveland Ave Loveland ave should be closed to cars from bishops to greater and turned into pedestrian road
314. I think the block where paxtons and other businesses are located should be closed to traffic on Friday/Saturday nights to make it more open and walkable without traffic passing through.
315. One of the worst contributors to traffic is weekend and event pedestrians who ignore the stop signs on the trail crossing, as well as motorists treating the crossing as a mandatory stop regardless of presence of pedestrians.
316. There is too much traffic for a 2 lane road!! Cars constantly stopping for pedestrians to cross creates even more of a nightmare especially when the weather is nice.
317. If pedestrians could go over the road on a raised sidewalk or arch this would cut down on so much slow down. Any day there is nice weather everything is bottle necked!
318. Having to stop frequently for pedestrians is the #1 reason why traffic is a problem. There is no flow. And pedestrians are consistent
319. Stopping to let each and every pedestrian cross the street individually is absolutely absurd and holds up traffic terribly.
320. ADDING MORE TRAFFIC LIGHTS AND PEDESTRAIN CROSSWALKS WILL SLOW THE TRAFFIC DOWN THROUGH THE CITY. THERE IS JUST TOO MANY CARS UTILIZING THE DOWNTOWN AS A THROUGHWAY TO HOME/WORK/SHOPPING/SCHOOL. AN ALTERNATIVE ROAD THAT WOULD BYPASS THE CITY WOULD BE HELPFUL TO THOSE ACCESSING LOVELAND MADEIRA OR UPPER PART OF WEST LOVELAND.
321. Lovely area, maybe elevated walking bridge to help with pedestrian traffic?
322. Strongly encourage you to evaluate feasibility of building another bridge to alleviate vehicular traffic. This is the only thing that will make traffic better! Also - install a pedestrian bridge next to the railroad trestle with parking on/near Main St. That would help too!
323. The lack of pedestrians using crosswalks and just walking out in front of traffic is concerning. Also too many people searching for parking and not paying attention to the traffic around them. Generally, people just need to be more considerate to the flow of traffic around them.
324. Most of the traffic issues in Loveland (my opinion as a resident for 62 years) is that the massive building that has taken place within a two block area and the fact that there is one road to travel through to get anywhere across the river. With all the apartment and condo constructions that have been built we now have nothing but bars in that area, that's what Loveland is know for a place to go drink. Traffic is not the only issue but pedestrians continue to literally stand on or near the main roads and parking lots making travel also have to slow for that issues. The area by wads is horrible, you have parking in both sides and then travel for cars in which you can barely pass another car without almost hitting side mirrors and then folks opening their parked car doors without even looking for traffic flow. Most of this could have been avoided, it soon will be no fun for folks to come to our town to visit restaurants due to all the traffic issues, you have taken any and all of the Loveland charm and turned it into a congested area and made it difficult for the true residents of Loveland to have a basic commute to the store or any normal activity. This survey should have been the first thing performed and then base all the other request in accordance.
325. Sometimes cars do not stop for pedestrians in crosswalks. Other times, cars will completely stop like there is a stop sign to loom for pedestrians.
326. The cross walks back up and often cause me to miss multiple lights. There needs to be another bridge. People not from the area cause backups as they don't know where to go
327. I avoid downtown as much as possible. Too many crosswalks.

328. The lanes are not well equipped for larger vehicles especially when turning out of the main parking areas due to the cement barrier in the middle of the road. The turning radius to turn right off the bridge and head under the train bridge by the canoe rental is also short and makes me nervous. There also should not be a patio allowed that limits the walking space to be less than a person/ person and a half wide (specifically paxtons)
329. I think we're making way to many intersections for pedestrians. It's to many stop and go's. Especially for new drivers that are learning. It drives me absolutely nuts. Than when a big truck gets stuck under the bridge traffic is hell. We need to widen the roads it's to congested 🙄
330. Need more lanes or a bridge for pedestrians to walk over, the traffic is caused typically on the weekend by people non stop crossing
331. The amount of pedestrians and bicyclists that don't bother to even stop at the crosswalk is amazing. And the people that stop at the crosswalk just to look or let people think about crossing slows things down.
332. Very heavily congested most of the time, with tight lanes because of parked cars on the street and/or people walking.
333. We shouldn't have to stop for every person that want to cross the street! They have a stop sign and they don't care! They need a light so they can cross at a certain time! Not one by one
334. We need a pedestrian bridge by the trail! The pedestrians are supposed to stop and they don't! Also vehicles treat it as a 4 way stop and it's not! In my opinion the biggest reason the traffic is the absolute worst in Loveland!
335. Most cars are cognizant of the heavy pedestrian traffic which attributes to the slow traffic.
336. The crosswalk lights for pedestrians are uncommonly long.
337. Feel like outside dining areas are to close to the roadway.
338. Too many people in too small of an area. People consuming alcohol on sidewalk and crossing not in crosswalk. One car stopped to parallel park holds up lots of traffic.
339. The downtown area where Paxtons is and the crosswalk for the main area downtown people often just step out when they want etc. it's hard as a driver and pedestrian at that specific part. Drivers often just stop in the middle etc as well. If parking were easier and there were more places to park or puke r get as congested in my opinion.
340. Too many inconsiderate pedestrians in downtown Loveland
341. Would love to see historic blocks pedestrian only with a by-pass for cars.
342. Would love to see a pedestrian bridge.
343. I've lived here for 2.5 years and I avoid west Loveland at all costs. Generally I use branch hill Loveland from 275 to avoid downtown Loveland. The pedestrians force the majority of the problems. Motorists need to drive when we have green lights and pedestrians can wait their turn to cross
344. I am always fearful that people will walk out in front of me.
345. Bicyclists rarely stop at the cross walks, they often believe that they have the right of way to, at full speed, cross the road. There needs to be a stop sign for them
346. I feel like pedestrian usage should be prioritized. Have less cars come directly through town
347. The crosswalk by Loveland Regional Animal Hospital and Lemons and Limes needs to be more obvious. The pedestrians are in a blind spot for drivers turning left onto W.Loveland from Karl Brown Way. Drivers get the green light to turn left and pedestrians are walking out into the street at the same time.
348. I think there should be a flashing crosswalk by the kayak place

349. Need turn signals for cars turning left at all lights. Need better coordination at the pedestrian crossings for cars. During busy pedestrian traffic cars can wait a long time.

Question 20 — Comments about Parking/Parking Structures

1. Increase in both vehicle and foot traffic over the past few years. Lots of pedestrians on evenings and weekends and no appropriate signals at trail crossings. Since the opening of the parking lot by Cindy's everyone crosses across to reach restaurants across the street instead of walking up to the corner. No left turn signal from Karl Brown Way onto West Loveland Ave makes turning difficult especially when pedestrians are waiting to cross. I try to take Karl Brown to avoid West Loveland trail crossing but it's getting worse. No good alternative unless I want to drive out of my way
2. Honestly, the list would be over a mile long... I have owned my home and live in downtown Loveland since 2016. My parents lived about 1.8 miles east of 48 on East Loveland in Goshen for 34 years until last year. Year over year the situation of traffic / congestion / parking / crosswalks / no turn lanes / no turn signals / blocked intersections due to turning lanes / drivers coming to an extended complete stop at the crosswalks when it is completely visible there is no one waiting or coming up to the crosswalk nor are the flashing lights on; leading to many cars missing the lights on either side of them and thus just another factor in the back ups. Very disappointed in Loveland for forcing the closure of the gas station on the corner of 48 and Loveland as well - even more traffic through town has now been caused as there is no close gas station the downtown area on the east side of the river. All the new housing construction with little to no regard for current residents parking situation already. My street not only is used for parking for the downtown area, the stage company, there is now the 1859 Event Center with no parking of their own and parking is available on both sides of the street which leads to getting in and out of my own driveway a nightmare, if I can as people have no disregard for residents driveways and park over our aprons as well - Noting I drive three big vehicles and a large trailer. There is permit parking on the cross street at the end of our street, which just pushes more people to park on our street. Another HUGE ISSUE that has exponentially gotten much much worse now that traffic and congestion are at the levels they are, drivers use our street as a cut through to skip the light at 48 and upon doing so whip around the corners going as fast as they can and not even giving the residents time to pull in or out of their driveways as they will just fly around you almost causing multiple accidents a day. In conclusion, I hope the city executes a guaranteed to work solution to be completed asap or things are just going to continue to get worse and worse with all the new residential construction being completed daily. It is very sad, I love this town and my home dearly, although whenever I have to leave my home and drive somewhere, on the way and on the way back, I think and say to myself I don't know how much more of this I can stand and seriously consider selling and moving....
3. Not enough parking and no turn lanes. Need to keep traffic separate from pedestrian traffic. Almost impossible to bike on trail through downtown.
4. Quest 12: primary reasons for congestion are uncontrolled bike and pedestrian traffic on bike path across W. Loveland, and left turns across traffic into parking lots (at Paxton's and at Fleet Feet)
5. The traffic and parking concerns are overstated. It can be busy, but most of the time traffic flows remarkably smoothly. Most drivers are also good at watching out for walkers and bikers. We do not need stoplights at crosswalks.
6. Let's keep in mind there are two times when traffic is an issue. Rush hour and a weekend with great weather. Too many cars with too few options are a problem during rush hour. Too many people,

walkers, bikes combined with all of our parking options in downtown make a great weekend hard to drive in this area.

7. The bike trail is a nightmare! Between pedestrians and lack of lanes available, it is horrible to drive. I avoid coming downtown because of this and because there are no parking spaces. So business is being lost for these reasons. The pedestrians/bikers just walk/ride out in front of traffic and expect traffic to stop for them or the drivers sit forever to let them cross over - THIS causes so many issues!! Those people on the bike trail should be forced to stop for a light that is synchronized with the vehicle traffic lights. Bike trail persons should have to wait to cross so that vehicle traffic can move more cars through. Anyone on the bike trail is on their leisure time (so they have time to wait) when every who is driving is usually on a schedule and should not have to be late because the bike trail people was to lollygag and stop traffic. They should have to wait and this would help traffic tremendously!
8. To me, the biggest issues are motorists looking for parking, and the number of pedestrians. Additionally, even though signage has been added to the bike trail indicating that trail users must stop and watch for vehicles, most trail users on bikes fail to stop, many barely slow down, and just assume that cars will stop for them. This causes an effect of drivers stopping out of caution, which further backs up traffic.
9. There are not enough formal road crossing areas for pedestrians in downtown Loveland. It has become too difficult to drive into downtown Loveland and find decent parking in a timely manner as well as an increase in cost to park, especially for City off Loveland residents who already pay taxes. Residents should be given a parking permit, or create resident parking only areas.
10. I do think about traffic when I decide if I'd like to go there. Sometimes it's not worth the hassle, however. We park near the area of the livery and walk. That's easy too.
11. I'd like to see the area become a pedestrian zone with no cars, either during peak times, say after 4 on friday, after 1pm on saturday/sunday OR permanently with an alternate route for cars. I don't think the problem is that we don't have enough lanes because if we add more lanes we'll just have more cars. The problem also isn't waiting for bikes/pedestrians to cross. The problem in my view is that too many people are driving through a place without enough places to park OR an easy way to get to that parking that avoids people walking around downtown. I feel like what's needed is that cars have a way to park near downtown that doesn't require driving through Loveland.
12. We need another bridge further down the river to direct traffic passing thru to somewhere else. Loveland needs to stop building housing so close to the city as well. We have enough. Also if we want less cars making an issue of the parking lots we need sidewalks everywhere.
13. I often think the street should be blocked off to traffic at all times. People could park in parking lots surrounding the business district, and walk to the stores and restaurants. The restaurants could have so much more room for outside dining in the summer and early fall. In short, turn the street onto an open air plaza. Of course a by-pass road would have to be built around the downtown area.
14. The cars turning into the parking areas behind Paxton's and by The Running Spot are just as much a part of the traffic backup as the pedestrians always having the right of way.
15. Ideally a bridge for pedestrians and bikes over Loveland Ave would be ideal. More parking should be a priority
16. Need additional bridge river crossing. Need remote parking, shuttle service and pedestrian walkways to downtown.
17. Something needs to be done w parking and congestion at crosswalk
18. I don't mind that it's limited congestion during the week. That happens everywhere. The weekends are when I dread driving through. So many people looking for parking, waiting to let groups of people cross and then people continuously follow the one group instead of hitting button.

19. Adding a mid-block crosswalk is a terrible idea that will slow traffic even more. Also, the weekend valet service is ridiculous and impedes the flow of traffic. Just add more parking spaces and access to the spaces off of route 48
20. All the streets in downtown Loveland are narrow . A driver doesn't have the ability to get out of the way of any oncoming vehicles due to improperly parked vehicles, road construction and/or pedestrians who don't know the rules of the road. Also a real hindrance is the number of vehicles unaware of their ability to travel under the trestle on Karl Brown Way.
21. The timing of the lights is too long at some and too short at others. People run red lights, people walk into traffic and there is a lack of people paying attention. I am forced to travel this area as it's the only way for me to and I always add extra time and sometimes that's not even crossing the bridge- it's being on E. Loveland turning left at the firehouse and then left again at the intersection going up the hill. In the morning during the school year this area is awful at certain times. People at the cross walk also do not stop a lot of times to even look. There are stop signs yet they fail to utilize them or press the buttons that are there. The foot traffic stops rush hour traffic because it's inconsistent/sporadic crossing. Others cross in front of Paxton's because of the parking there and that too stops traffic. The light going towards to bridge in front of bishops quarter should just be a no left turn at all because people do not pay attention to the signs showing times and even with it the times it will back traffic up to the other intersection. The side street parking also contributes to traffic being slowed as it blocks the road way when someone is parallel parking along that stretch. I have traveled during rush hour all the way from Sharonville and the only traffic I'll run into that is significant is in downtown Loveland.
22. Parking is a major issue. Im a resident of downtown Loveland at 102 Karl Brown Way. We have resident stickers but the public parking near our building is dwindling. We just lost another 4 street spots to the new crosswalk. Anything you can do would be much appreciated! Thank you!
23. A people bridge across the river with additional parking
24. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights, further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.

25. Parking lots should have an access point not from Loveland Ave Loveland ave should be closed to cars from bishops to greaters and turned into pedestrian road
26. The lack of pedestrians using crosswalks and just walking out in front of traffic is concerning. Also too many people searching for parking and not paying attention to the traffic around them. Generally, people just need to be more considerate to the flow of traffic around them.
27. Most of the traffic issues in Loveland (my opinion as a resident for 62 years) is that the massive building that has taken place within a two block area and the fact that there is one road to travel through to get anywhere across the river. With all the apartment and condo constructions that have been built we now have nothing but bars in that area, that's what Loveland is know for a place to go drink. Traffic is not the only issue but pedestrians continue to literally stand on or near the main roads and parking lots making travel also have to slow for that issues. The area by wads is horrible, you have parking in both sides and then travel for cars in which you can barely pass another car without almost hitting side mirrors and then folks opening their parked car doors without even looking for traffic flow. Most of this could have been avoided, it soon will be no fun for folks to come to our town to visit restaurants due to all the traffic issues, you have taken any and all of the Loveland charm and turned it into a congested area and made it difficult for the true residents of Loveland to have a basic commute to the store or any normal activity. This survey should have been the first thing performed and then base all the other request in accordance.
28. Very heavily congested most of the time, with tight lanes because of parked cars on the street and/or people walking.
29. The downtown area where Paxtons is and the crosswalk for the main area downtown people often just step out when they want etc. it's hard as a driver and pedestrian at that specific part. Drivers often just stop in the middle etc as well. If parking were easier and there were more places to park or puke r get as congested in my opinion.
30. Parking is a huge issue on weekend evenings and special events, making traffic horrible. We have at times been backed up over 30 minutes on 48, just trying to get into town, and when we get there the issue is 1) lack of parking and 2) crossings on the bike path
31. There is so much room for parking on both side of the downtown area but the only focus is trying to get more cars downtown which creates safety concerns. Embrace bike lanes and safer sidewalks and bicycle parking. Look at the bike lanes and safer sidewalks that mason has. Lebanon has bike lanes. Where are the bike lanes in Loveland? Why can't I ride safely from neighborhoods like Glen lake and all the ones rich and Lebanon road?
32. PARKING; people who park all day while they use the bike trail which means No parking for patrons of businesses and restaurants. Maybe you could have timer meters (no money needed) say 3hours to keep the parking spaces turning over faster. Also maybe a "cool" special access parking lot just for people using the bike trail.
33. Find a way to have bicyclists skip around the busiest part of bike trail where many people walk and stand on trail. Many people are just driving in circles looking for parking spots.
34. I think creating a large parking garage either near the fire station or by the canoe livery would help with traffic congestion around the bike path
35. Its a mess. I avoid it when possible and certain days (fri and sat) I avoid downtown altogether. Going over the bike trail takes forever because its constant start/stop, turning to go under the bridge is always backed up with people trying to avoid going across the bike trail. The paid parking is trash. I refuse to park and pay when Im actively spending money already in the area and I think a lot of people agree with

that because there is always paid parking spots open. Give those back and stop making parking even harder.

36. We need another way across the river and we need a way for the bike trail to go either under or over the road to keep everyone safe and everything moving. Also a parking garage that exits to 48 would be nice and helpful.
37. Parking is the biggest problem. Also, crossing Loveland Avenue at the bike path should be controlled by a signal. Congestion is increased by traffic stopped by bike path traffic crossing the street.
38. Parking, bike trail, and having only two places in the entire city to cross the river are the biggest issues. My kids play baseball on the east side and we have no choice but to drive through downtown and its always a nightmare.
39. I detest going to downtown Loveland. I'd love to go but there are easier places to go where I don't have to feel my car is in peril. Parking is a joke. Bicyclists need to have their own parking area NOT in the thick of the entertainment area.
40. The bike trail has a stop sign for them to stop however it's constantly the vehicles stopping and jamming up traffic on street parking and not knowing how to parallel park, lanes not big enough for the bigger trucks
41. Bikers coming to Loveland probably create most of the traffic congestion as the only parking is in Old Loveland. If there was parking before Old Loveland that would ease the congestion. My suggestion has always been to put a parking lot on River Rd for bikers to park. They can then bike over to the bike trail. That is their main purpose for coming to Loveland.
42. Most congestion is "rush hour" am and pm, weekends on nice days. Lots of activities and not enough parking. Can't Linda Cox parking be considered as multi level parking structure? I stay away from Farmers Mkt etc because of the additional congestion during "rush hour". Too many people stop for all users of bike trail no matter how many and for how long. Some users of bike trail don't use the crossing button and assume drivers will stop. The crossing button was a nice addition and works well when used. Lights are timed fairly well.
43. the bike trail is the biggest problem and the parking. I do not go through this area if at all possible
44. A majority of the available parking is in the center of downtown Loveland, which brings all vehicles to the center. Unfortunately, this is also the spot where the majority of foot traffic is, and the bike trail goes right through the middle of downtown Loveland, leading to congestion. In addition, narrow lanes and two-way traffic compound the issue as drivers come to park, are slowed by bike and foot traffic and then have to get back on the roads when parking isn't available. Keeping the center of downtown Loveland as free of automobile traffic as possible would be the best experience for autos, pedestrians and bikers, but that would require alternate routes around the downtown area as well as plenty of parking on the outskirts of downtown where folks could park and then walk to the center (which would likely require meaningful funding). Keeping a majority of auto traffic out of the center of the downtown area is the biggest key, in my opinion. Unfortunately, at this time there's just no other option/alternative based on current planning/structure. Short-term suggestion - make the square of W Loveland, Karl Brown Way, Broadway and OH48 a one-way (vs. current two-way on each street) to help increase traffic flow. This would essentially turn the area into a pseudo-roundabout.
45. More cars should be routed to the right when crossing the bridge - take parking away so the right turn is easier. That way, less cars have to stop for the bike trail.
46. The issue is principally driven by bikers parking which causes the congestion - put 2 hour time limits on parking with no remote re-paying to get the parking spaces tuning over - this will put the bikers in remote parking away from the downtown businesses

47. Lack of much public parking areas makes for more traffic issues as people are circling back around looking for parking near the restaurant and bar area. Coupled with bike path users makes it real crowded.
48. by far the biggest traffic issue is due to the bike trail crossing right between the lights and next to parking so that everybody is converging to the same spot and getting stalled by the crossing.
49. 3 main issues: 1- Bike trail crossing. Needs a permanent signal to tell frail users and motorists when to stop/go. 2- Parking. Not enough parking within walking distance for the huge amount of people here mainly in the weekends and evenings 3- Turn lanes. Need one asap at the corner or Graeters and the old gas station. Backed way up every morning and much worse since they tore the gas station down.
50. Heavy traffic exists yes. Extra heavy on the weekends during spring, summer and fall. Winter is a fair amount less. Still believe buying out Cindy's makes sense. Reroute that under the bridge traffic above and no more van's or box trucks get stuck. If you choose widen the existing West Loveland bridge. Route some traffic through town with other lane turn only to new route towards Cindy's and back out 48. A bridge above to cross on the bike trail or dig out a tunnel and route under the road to ease traffic during spring, summer and fall.
51. there are no easy answers to these problems. God bless you for trying we often give up and leave the area becos we cant park - we go elsewhere to eat drink or activities
52. Parking is not convenient and there should be more parking options available
53. A free parking garage would be helpful. Parking when events are happening in Downtown, especially on weekends is very difficult.
54. I think if you make the streets one way streets it could ease congestion by opening up more lanes for people to drive through. I also believe that if you open the spots that right now are valet/pay to park parking that would help with congestion as well. I rarely see people use them because of that reason
55. Loveland has obviously become a destination that I think is pretty cool. However, our infrastructure is lacking. The proposed parking garage would help, I hate the paid parking spaces, and the valet parking seems like a bandaid.
56. More parking will solve much of the traffic issues
57. Due to the pay to park areas cars drive around more looking for free parking so the congestion remains longer than it should.
58. A by-pass is a must. Build an underground parking garage near Grailville with free Shuttle bus service to and from downtown. Above ground of parking lot add a park space, sustainable solar features with a fountain, sensory gardens, and tap room serving local beers, very much like a mini Washington Park. Add a few spots for Food Trucks that can lease space. And another Gazebo. This would provide an additional gathering spot to disperse crowds from the downtown. Please consider how Loveland can be a sustainable first community in your plans!!!
59. The many city activities and attractions are wonderful, but have grown in popularity faster than the development of roads and parking.
60. parking is also almost impossible during rush dinner times, And I will drive up to Mason for free parking if your answer is pay to park, have done it many times due to lack of parking.
61. Parking is also an issue which slows down traffic too because they are circling the area.
62. As always parking is an issue another entrance into the area would be nice
63. I think there needs to be additional parking somewhere outside of downtown. And have transportation like a trolley or bikes to rent available to go into town. There is so much congestion downtown because there is not enough parking, people drive around for twenty minutes just to find a spot to park. Maybe reserve it for elderly, handicapped etc.

64. No parking on the street might elevate some traffic problems.
65. I live on the Hamilton side, and I travel through Loveland to visit other places in Loveland (school, sports, friends, ect.). If I want to visit a bar/restaurant I always park on the west side of the river and walk over. I believe planning has focused too much on parking inside the historic downtown area. I believe parking should be outside the area, and individuals should walk/bike into downtown. Furthermore, Loveland attracts a lot of people from other communities. I don't think that is best for our community, as it's difficult to get through downtown. Growth is not always better.
66. It is often very congested on the weekends. I would love to spend more time downtown, but typically make plans to go elsewhere due to the lack of parking and the traffic backup along Loveland Avenue.
67. Why not install a parking garage somewhere in Downtown Loveland ?
68. I did not specifically mark parking as one of my top 3 issue mainly because its very dependent on the day, it typically is only an issue during weekends/holidays and spring/summer Tuesdays when the area is busy and the Linda J Cox parking is mostly occupied by the farmers market, but it can be an issue and sometimes causes drivers to be distracted
69. I usually stay away during the most congested times, or when the water is high enough to cause road closures. For special events I park across from the school and walk to town.
70. Cars driving around looking for parking add to the congestion problem.
71. People moving through the parking lot area struggle to to turn in which can cause back up through the light leading to more cars sitting on the bridge waiting to get through downtown.
72. I wouldn't like there to be large changes to the area and I think the new parking will help but the lack of a close alternative route makes a lot of traffic go through the area
73. Parking is tough to come by
74. A parking garage would help a lot. People avoid the area b/c it's crowded and they can't find parking.
75. More parking
76. I am a resident who lives within city limits. Is there a way for city limit dwellers to identify their cars to avoid paying additionally for parking? I pay RITA, city taxes, and for parking now.
77. It's actually good to see that Loveland has been charging for parking. It just makes sense and helps keep the volume of unnecessary parking out of an area that is so space-constrained. Old Loveland has such a unique and special feel to it thanks to the bike trail, which has provided this small area with a stream of customers that 1) take up virtually no parking space 2) don't cause traffic, and 3) Don't produce a lot of noise or fumes. Loveland should play to its strengths here, and provide bicycle-friendly paths that run east/west, perpendicular to the trail so that it can connect more businesses and parking. If there are plans to speed traffic through the town somehow, please don't! I'd much rather it take a little longer to get through there than to ruin what's there. Even better, provide alternative river crossings for cars somewhere else that bypass this area altogether. Downtown Loveland is much better as a destination than as a place to pass through. Similarly with the parking issue, please don't create more lot space in that area. Its appeal is the shops and community there. If at all possible, focus on making it easy to park elsewhere and walk, cycle, or shuttle in.
78. This area is to small for the amount of people coming in and out. This area does not have enough parking. Parking here is terrible, mostly thanks to that giant building housing the apartments and condos! What a waste of space.
79. Please add more parking. We want to enjoy our downtown area but often avoid it
80. Traffic and parking can be difficult, it's kind of the price you pay for having a thriving downtown, other local cities would kill for something similar (I'm thinking ofMason in particular). I don't think you can

make it a huge amount better for motorists without negatively impact cyclists and pedestrians. It's a tough situation

81. Needs fixed to accommodate all of the traffic and lack of parking
82. I avoid the downtown businesses on weekends and evenings. I eat at restaurants outside Loveland. The city created this mess with their greediness for more and more businesses in downtown. When I moved in to Loveland there were 4 lanes thru Loveland, and parking that met demand for # of businesses. Again, the city created this mess with poor planning. Why was it necessary to build those apartments right up against the street? Cheesh. I won't pay for parking. I moved to the suburbs for easy parking.
83. Over development with no plan for infrastructure has caused traffic nightmare. Complete lack of parking as well
84. Lack of parking
85. Please find a way to expand the parking and traffic pattern.
86. I think it would make more sense to have all parking be pay to park. Lots of people drive around looking for the free parking spots and don't pay attention.
87. There isn't enough parking
88. People get frustrated trying to park.
89. Love that you are doing this survey! Changes are definitely needed for the expanding area. I think enlarging the full area is necessary along with more parking lot options. Perhaps closing the middle streets on busy evenings (or all seasons besides winter) and then having alternate routes along the outside of the area? I know this wouldn't be immediate, but in the near future. I'm envisioning something similar to the Banks Dora project.
90. I will avoid downtown Loveland as much as possible due to the traffic. I live less than a mile from downtown and don't frequent restaurants/shops because it's too challenging to get around. Bad traffic, bad parking, and now many spots are pay to park. Great that there is development, yet at the detriment of many of the residents in the area. A few suggestions: 1) move city hall to a less populated area and put parking (even a two level parking facility) in its place. Charge a fee for those not in the area (i.e. not in Loveland School district) and free with a "community pass". 2) a new bridge is needed over the Little Miami. Maybe even two. The current two bridges create bottlenecks at both locations. 3) I don't know if it can be done because of space, but a round about at 48 & W Loveland and also one at W Loveland & Loveland Madeira. 4) no left turns onto Karl Brown from W Loveland 5) no left turns on 48 from Karl Brown
91. The valet parking has made things worse. Ppl already don't want to pay to park and the city has taken away the few spots that there are at nt. Very greedy. I feel like the city is taking advantage of the popularity of downtown making ppl pay to park anywhere. It doesn't make anyone stay any less time than before. Ur just sucking more money out of us. Our taxes are high enough we shdnt have to pay to park
92. Not enough parking
93. More parking is needed
94. Parking is the biggest problem. I avoid special events in downtown because parking is such a problem.
95. Lack of parking greatly increases the traffic as people circle around again and again looking for spaces.
96. Parking is inadequate
97. Wonderful area. Need more parking and maybe transportation to and from
98. Lack of free parking
99. Shortage of parking

100. People circling for parking can be an issue...trying to pull out next to Paxton's is very difficult...there should be signs to guide people around to the light
101. There are so many people and the town of Loveland is simply not big enough to keep adding parking spaces, it gets very crowded anyway. It is a problem
102. I wish the Loveland residents would really see the value of the parking garage that they have been talking about for a long time now as people trying to find parking so they can enjoy the restaurants and other businesses down there does hamper traffic somewhat. I also wish years ago when they constructed the bike trail that they made the trail go underneath Loveland Ave so it wouldn't cause as much disruption as it currently does. I love all the businesses and restaurants in the downtown Loveland area and I think it's great for the tax base, but getting the infrastructure caught up to that has proven to be an obstacle currently.
103. I wish there were ways to get around downtown Loveland when just passing through. I also wish parking wasn't such a barrier downtown, as it often prevents us from visiting our favorite businesses.
104. I think a problem that contributes to congestion is the lack of parking- people circling over and over trying to find a space to park- and also, bc they're looking for parking they're not paying attention and missing the lights, or going too slow- or too hurried. I think lack of parking is a big attribute to the problem
105. The traffic is absolutely ridiculous. They should have parking lots, extra parking. They're shouldn't be able to be any parking at all on west loveland in the downtown loveland area. That would also make more room for emergency vehicles to get through. Also something needs to be done about the 8ft bridge. This occurs way too often.
106. Congestion lack of parking and long waits in traffic has been a major problem for too long.
107. The city needs more parking in the downtown area, and the valet parking is not enough
108. Very busy, hard to travel, hard to park
109. Has the city considered closing the road by paxtons to cars, eliminating the 6? Parking spots? That would remove a lot of interactions and give paxtons a real patio space that the city could probably charge them for. Also the whole of downtown could be a one way circle, just need to improve the truck access next to the boutique and Cindy's
110. Side street turn outs onto West Loveland is near impossible due to blind spots (parking spots on road too close to street, vendor awnings etc.
111. To best address the situation I think three main things need to happen: - an alternate river crossing south of Loveland, north of branch-hill. - wider lanes in downtown - more off street parking and eliminate all on street parking
112. If there was a way to count the available parking spaces and show them on a visible sign or map I think we could prevent the extra cars looping around for a parking spot. Could add a bridge over the road where the bike path is for people to cross without obstructing traffic
113. PARKING is a HUGE issue. When we are able to go downtown on the weekends, we rarely find parking. We are not able to enjoy the parks and support local businesses.
114. Finding a parking space adds to the traffic congestion.
115. We have lived in loveland for 28 years and love to be downtown, but traffic congestion and parking often push us to make other choices, while many others from outside of Loveland flood in, particularly on weekends.
116. Need more parking and parking should be free
117. Need more parking options that DO NOT include valet which is a waste and takes up spaces.

118. Love Loveland but driving to dining, shopping in Loveland or driving thru Loveland is a major headache. More parking is needed.
119. It is highly congested and don't think traffic lights will help much unless the timing is longer letting the traffic spread out. Most of the time, the traffic lights don't matter as cars can't move when the lights turn green anyway as it is so backed up. Downtown needs more parking options and another route so people can go around the downtown area rather than through it.
120. Definitely too congested. As much as I love Downtown Loveland, I do try to avoid it as much as I can. Between the traffic and the lack of parking, visiting Loveland can be stressful.
121. We raised our kids in Loveland. We now live just outside of Loveland but we come through very often to eat or ho to the park, walk, Graeters etc. We hope the traffic and parking issues are figured out soon. Thank you
122. We love downtown Loveland. We love our local businesses. The congestion is tough though. It inadvertently seems tough on the businesses too. I wanted to stop and go to some of the shops a couple weeks ago and ended up giving up because parking ok the street was so harried.
123. The traffic backs up and takes a long time to get through. I try to avoid going downtown. There isn't enough parking downtown.
124. Congestion from drivers trying to find a parking space.
125. Parking is a problem. Sometimes we choose to go to other establishments just to avoid the parking problem.
126. I think my answers to the other questions pretty much submit up. I try to avoid the downtown area by taking alternate ways home. But there are times that we want to shop and eat in downtown, and finding parking is very difficult.
127. My biggest frustration is the lack of parking downtown. I think this makes traffic worse and more dangerous as well, because you have people driving loops around the downtown area distracted as they look for a place to park. We moved to Loveland in large part because of the downtown area, but we are often deterred from going downtown because of the congestion and lack of parking. I'm not confident that the valet service will help this, as it will lead to a lot of people stopping in an already congested area.
128. More parking please.
129. Decent parking is needed
130. Not enough parking, especially during events. More valet parking on a regular basis & bus shuttle during larger events
131. Loveland desperately needs more parking. In the evenings lots of traffic is vehicles milling around through full lota looking for places to park.
132. Traffic congestion is most difficult at very specific times and days. I worry about spending too much time and money to "fix" problems that do not exist please most of the time. Some additional parking may be needed at very specific times but most attention should be made to keeping the area safe both for cyclists and pedestrians as well as for motorists.
133. The area was changed a number of years ago to allow for more on street parking and sidewalk dining. But this took away driving and turn lanes...example...in front of Bishop Quarter there had been two lanes ...one for turning and going straight and another one for going straightbut now only one lane and all traffic has to wait for one car turning left.. I also observed the new valet parking...where a driver stopped in the middle of the street and the car was not moved till the valet driver could move the car . .blocking any traffic flow.... I put my comments on Facebook...but they were removed??

134. I think another bridge or way to by pass through downtown Loveland would be feasible . Especially when you aren't going to a bar or restaurant downtown. Also another huge traffic jam, is there isn't enough parking for how much business downtown Loveland does. Trying to park takes another 20 mins per getting to a destination
135. I love going to Loveland but the traffic & lack of parking is a deterrent
136. There's too many businesses, not enough parking, and pedestrians using the trail. Loveland continues to cram more in a tiny space. I'm doubtful there's anything that city can do (or is willing to do) to fix the issue. I avoid the area on nice days because of the congestion and crowds
137. Parking is the biggest issue and it causes more congestion. I've lived in Loveland for over 17 years. Building up downtown is great but you must have available parking.
138. Getting out of roads and parking lots is difficult at peak times and trucks hitting the railroad tracks and the farmers market make it more challenging
139. I work in a business here and my biggest complaint is people parking in spots that don't even exist, i.e., in marked yellow loading areas, in front of the alleyway, outside the corner of the parking lot which is dangerous because it becomes a blind spot. People are idiots and are lazy, and if the city doesn't create more parking that is accessible and free, we will continue to see unsafe driving/parking habits.
140. It's just too congested. 5 years ago we could park, walk the dog, eat - now it's just too congested and no place to park.
141. We'd love to visit the shops/restaurants more in downtown Loveland but usually take our business to Milford or Deerfield since we can usually have better luck parking.
142. The road in front of the fence company and coffee shop is way too narrow . You can get hit easily by the extention mirrors on pickup trucks. Either each sidewalk should be shaved by six inches , or parking should only be on one side of the street
143. Need a parking garage
144. People looking for parking slow things down and I know people who avoid Loveland because of it. I am sure you are already aware of this. With new restaurants coming not enough parking to accommodate them and employees. It will get worse.
145. In general, I think parking is more of a problem than the traffic. Yes, there are delays when going through town at peak hours. But the delay is minimal. The problem isn't going through town, it is staying in town. It is impossible to find a place to park during peak times.
146. Parking is difficult
147. I think it's a dangerous place to drive. You need a parking area put up their people driving around and around looking for a place to park and they come to the apartments around that area and take our spaces
148. The bridge being so low adds to the issue of routes for large vehicles. Parking is also still an issue
149. Parking spaces are limited too
150. The main issues are really parking and heavy traffic times of the day. It's very difficult to get through there.
151. Parking is the biggest problem. There isn't enough, and we shouldn't have to pay for parking. The solution shouldn't be more pay parking options. We are coming to the area to spend our money and support businesses. The parking should be included. If there isn't free parking, we will no longer patronize the area.
152. I would visit the area more, restaurants or bar, but hesitate to sue to crowding and lack of parking,
153. My concern is more about parking then congestion

154. Lots of visitors is great for the area, where to park them is the problem. Maybe something in the west side of the river - off river road- with a cute crosswalk bridge into the area would be a nice addition. Add another park like downtown cincy and make it a destination
155. Need additional parking
156. dont like the street parking
157. a little late don't ya think pave paradise, and now you have a traffic jammed parking lot . oh those know it all council members starting about 20 years ago
158. I avoid downtown when I know it's busy. I won't pay for parking.
159. The train is a big difficulty thing. Also school buses stopping along the route, might be a defines stop in the area in downtown. In winter is fine, but spring and summer during festivities is awful. I think the lack of parking space also is a reason. Since you have to drive two or three times to find one spot. Definitely the person's who don't read, this is related the bridge near the kayaks, I think we have to install some pre measures before that bridge in both ways. Some kind of cable that hit the upper part of the trucks that will not fit, with this they will have to stop and go backwards, when the trucks stuck under that bridge is horrible..
160. People crowd the area by driving around looking for parking.
161. We need more lanes to move traffic thru the area more quickly. Traffic lights are not the problem. We need more parking for those working in downtown businesses and for those shopping & eating.
162. More parking
163. Please consider regulating timing of lights, get rid of paid parking by bike trail. To late, but more parking should have gone into apts by graeters. Maybe trolley stops around town thurs night to sunday build station by HS??
164. We would visit businesses and restaurants downtown more if there was more parking and traffic wasn't so bad.
165. Need more parking or an alternative route to avoid people searching for parking
166. Parking and through traffic seem to be the biggest problems. It is a complex problem but if you can get the through traffic in and out quickly it will go a long way to solving problems. Roundabouts would be great but there is lack of space that most likely limits those.
167. I believe lack of parking is the biggest concern because everyone drives around and around looking for parking
168. Too many cars for the size of the roads and not enough parking that can be quickly accessed.
169. I typically go by Eads and under the bridge. Makes it simple to get through the area. I avoid going on 48 or in front of Graeters. I always park in the pay lot and simple to get into businesses. However, people who don't live here find it the worst driving through Loveland because they don't know where to park and it's all backed up. People avoid Loveland for that reason. The new parking lot will help! But need to find it and have signs.
170. Too much traffic and very hard for elderly people to walk after finding a parking place
171. My biggest concern is trying to find a parking place close to where I want to go.
172. Parking accessible from Rt. 48 north of downtown would alleviate some traffic.
173. The downtown area is wonderful how busy and booming it is—that's fantastic for the community. The traffic and lack of parking is a problem. We need more parking and downtown should flow as a one way traffic circle to be most effective and flow best.
174. Above it mentions people possible holding things up looking for parking. I think what holds things up is people looking for a FREE place to park. I would suggest getting rid of the paid parking spaces and draw people to downtown in a friendly free parking way.

175. Parking would alleviate 50%. of the drama. Please build a parking garage
176. We stopped eating and supporting business in Loveland due to the lack of parking. We miss attending the fireworks display and Nesbitt Park events also to the difficulty in driving around. We are not disabled seniors but do not have the nerves of steel to navigate crowds of people.
177. Heavy traffic and not enough parking Extremely congested when school is in session.
178. The lack of parking and the traffic congestion in downtown Loveland (Loveland Madeira to 48) is a huge problem and a serious detriment to solid economic development and the well-being of the Loveland business community.
179. Need more parking
180. Congestion and parking issues are byproducts of a thriving vibrant area people want to go to.
181. It would be great to start a shuttle service between downtown Loveland and the parking lots of Goodwill & the strip mall across the street. Those lots often have plenty of open spots available and would create less of an issue to find available parking downtown.
182. Parking appears to be the biggest problem. Second would be drive lanes.
183. Parking issues around Loveland causes a lot more cars driving around looking for spots
184. More parking
185. Widening the road would be amazing if it's possible to have an extra lane of traffic to loosen up the congestion and allow a better flow of cars. Parking is the concern we hear hourly from customers though. Every day at least once an hour someone complains about the lack of parking.
186. I rarely travel in this area. Love downtown Loveland, but with my mobility issues the parking issue keeps me away.
187. The area continues to grow and become more popular (people and businesses) - parking must be improved along with congestion. We tend to avoid patronizing downtown Loveland because of the hassle of too many people, cars and parking.
188. Force parking to an area. NO driving around looking for parking!!!!
189. There is simply not enough parking space
190. The traffic is backed up due to the amount of people that are downtown without another way to go or trying to find the limited parking offered.
191. By Paxtons, Ramsey's and Bishops Quarter need to study remove some parking on both sides of road to provide a small turn lane to parking lot. Also, need signal timed to stop bike path people when the light is green for bridge traffic to continue flow and not have to stop for every pedestrian and bike wanting to travel at the cross walk. Once light at bridge changes to red, pedestrians and bikes could travel across again till next sequence of that corner light changes again.
192. It's simply too congested with businesses and NOT enough parking. The park needs utilized more with special events. Too many bars and unruly adults.
193. Parking is an issue, but we always seem to find a place . We love our downtown Loveland!
194. I think lack of parking is a big culprit of the traffic issues in the area. For that reason, I don't visit downtown as often as I'd like and I try to avoid driving through whenever possible.
195. It is somewhat difficult to find parking especially when there are events or at night.
196. We just have not enough parking for everyone that comes into our town and not enough lanes
197. I heard you did not get the funding for the parking garage. Is it posible just to make it a parking lot for now, to keep people from circling around looking for a parking space? If you add an entrance to the parking lot off RT 48 that would be a big plus,in reducing traffic in the downtown.
198. Need more parking please,!
199. The bridge being hit slows down the area too. Parking has become awful. We do not like circling.

200. Parking is a major cause of the traffic tie ups!
201. Too many on street parking spots
202. Parking is becoming more difficult to find.
203. Finding parking is often what slows down traffic
204. Loveland needs to get rid of the paid parking. I avoid visiting businesses in the area if I can't find a non-paid parking space. Increasing the number of non-paid parking spaces would cut down on people driving around looking for one. They should probably return W. Loveland Ave. in the downtown area to 4 lanes so traffic moves a little bit better. Another bridge would be nice, but I really don't want to pay higher taxes or tolls for it. Also, they need to quit building housing in the area like apartments that exponentially increases the number of people traveling in the area.
205. Busy times should have quicker lights to get around the square especially when events are happening at the landing. Parking is very troublesome when there is that surge of attendance in the area. Employees of establishments have difficult time parking to get to work.
206. Would be nice to have the parking garage built and then remove street parking and then add a turn lane for the light at lemons and limes.
207. Area attracts lots of people on evenings and weekends from out of the area who wander around looking for where to park. Better info for them somehow? I see people pull in by fleet feet for example and know they are not going to find parking!!
208. Valet parking needs a rework. Blocking off numerous prime parking spots on the main drag is ridiculous. Golf cart transport from the lot would be faster. Driver would self park then get a ride.
209. The paid parking has caused more cars to drive around longer looking for a free place to park. I strongly believe enforcing more paid parking spots and not providing enough free parking spots has caused more traffic jams. The city already collects plenty of money from the local businesses in this area, so do away with the nonsense and give back the free parking to everyone so cars will park much more quickly instead of looking for free spots.
210. Congestion is a problem especially when there is a event. Not enough parking. Small space.
211. As the downtown area continues to grow, parking availability issues continue to grow. The city needs to accommodate for this.
212. Loveland is a disorganized mess. It's obvious there has never been "a plan". Looks like a few people own everything and do what they want for their financial gain. Biggest eyesore is Loveland Station. Looks like public housing. Street parking there is a disgrace.
213. need a large parking garage
214. Parking seems to be the biggest problem. People do "laps" around the town looking for a spot, adding to the congestion. If there was a parking garage where people go immediately there would be less congestion. Or other parking options.
215. Build that parking garage!
216. When entering the downtown area in Loveland immediately after crossing the bridge, force all traffic to turn right at the light, use the valet parking services and turn the downtown area into a pedestrian only zone, allow one day for business deliveries to the businesses located on the bike trail. Buy a trolley for the patrons to ride from the ugly out of character apartment building (someone approved) over to where Koenig's Gas station and Dave's carryout used to be... Yes I lived on Railroad avenue before the tracks were replaced by the bike trail. You are slowly losing the 'cuteness' factor but not making the new buildings look historical, Mariemont build a cluster of new apartments, and they blend in, not like what you have approved - sad but true

217. Taking away the free parking out slot of pressure on all to try and make a smooth entry and exit. A turn lane near the Loveland trails world solve some of the problems The valet parking is too costly for most people who just want to use the trails
218. It feels like free parking options are limited now so we waste time driving around looking for spaces
219. Parking is awful
220. Loveland businesses has grown faster than the road infrastructure needed to support the increase in car and pedestrian traffic. It fantastic what a good fire has done for business but the city lacks in parking (in spring, summer and fall) especially on weekends. As a 20+n year resident there has been a significant increase in traffic without the increase in road infrastructure to support. Question is, where to add new roads. There's no room to grown.
221. Very difficult to find destinations in this area without slowing down and then finding parking is a huge challenge
222. Parking is biggest issue
223. We have lived on the Maineville side of 48 for 9 years. Getting through downtown Loveland has been a mess for the entire time especially during the summer. Parking in downtown is also a mess. School buses having to stop at both railroad tracks also causes delays in traffic. There needs to be another bridge across the river to reroute some of the traffic. I know you didn't get funding but I liked the idea of adding a parking garage.
224. More parking with no meters for employees of local businesses, or a parking area for workers. Restaurant and vendor employees shouldn't need to get to work an hour early to try to find a parking spot to go to work. Also have more parking for the farmers market. I purposely avoid coming to the farmers market because of the traffic.
225. There is t enough parking which causes congestion.
226. Think weekends during nice weather are the most congested as well as evening hours with people coming through downtown to get to homes. Parking lot may help some with nice weather congestion - think you would need an alternate route somehow over river to not have as many people all going on main strip.
227. Searching for parking is time consuming and creates congestion. Using smart parking spaces to give motorist real time information about where parking is would help tremendously.
228. I think you are doing a great job in addressing these problems. I think there ARE great parking options but it's just not super clear where they all are. The apartments private parking really confuses things over there in my opinion.
229. There's not an easy solution to solve the traffic issue as the main issue is that there is only one bridge in that area to cross over. We live in miami township so most the time we have to go through loveland is for the kids sporting or school events during peak hours. The timing of the lights and placement is perfect but just need wider roads but very limiting due to space. Perhaps an Ohio or federal economic development/ infrastructure grant to build another bridge to bypass downtown would help but obviously hugely intensive project. I do believe a parking garage would help alleviate the mindlessly driving around to search for a parking spot
230. Parking is an issue
231. Downtown is a congested mess and the farmers market located in middle of town contributes to the traffic logjam and should be moved. It also takes up a very valuable parking lot. City is not serious about solving traffic issues if this market stays in this location.
232. Expedite the Parking Lot with access from 48, will help keep cars out of the downtown area.
233. not enough parking

234. I avoid driving though Loveland most evening and weekends. And have stopped using the restaurants in that area due to the parking situation.
235. More parking
236. It is sometimes quite difficult to navigate thru this area. It is especially frustrating to find somewhere to park (without having to pay) when you are employed by a business there.
237. Just overly congested on the main drag and not enough parking
238. Traffic is tough because there are too few bridges across the Little Miami River. Parking is also tricky
239. My biggest issue is finding parking but have been lucky the few times. I don't want to pay for parking
240. Parking seems to be the primary issue
241. parking is awful
242. We try to avoid downtown as much as possible because of traffic and parking.
243. Please remove parking on Loveland Avenue. Bring back the extra lane of traffic each way.
244. The major problems are getting through downtown very early in the morning at school times also in the afternoon at school release and early evening when work is out. It's quite a headache, but there are no good alternate routes that are easy to take. Also, the lack of parking is a pain.
245. A lot of the reason we are slowed down is the lack of parking. Too many people are driving in circles/waiting to find parking etc. if there were more parking availability I think it would help with the congestion as far as weekends and evenings go.
246. Common challenges we know the city is working on. Parking, alternate ways for travelers to pass through effectively or a different bypass to avoid the area. Obviously the river crossing is a large obstacle. Please keep continuing the good work and making Loveland the best place to live.
247. I feel like more parking could help immensely. I feel like the longest times that I wait are because people are looking for a place to park.
248. There are simply a lot of cars traveling through the area. Parking is a concern, too. People outside the immediate area don't know about all the available parking.
249. Lack of multiple driving lanes is a big problem. Also lack of parking spots causes people to drive around in search for one. If it's a pretty day, I try to avoid the area because it's too hard to drive with so many people out. A parking garage would be very helpful. An alternate route maybe over the river would be helpful. In other cities, they have roads that are built over top of existing roads for turn lanes. Kind of like a bridge. It works great in Ft. Meyers Florida.
250. I would love to visit downtown Loveland more, but between traffic, lack of parking, and charging for parking it has made my family visit less than we used to.
251. Parking is a major problem. No new business should be allowed in the area.
252. There needs to be an alternate round for people who are just trying to pass through, and there needs to be more parking in general.
253. I don't mind going thru this area. I just hope that there will more free parking make available soon for those of us who is living and like to hangout in Loveland. I feel that more parking will ease traffic because then people don't have to drive back and forth or waiting for parking spots I'm on the main road.
254. There is not enough parking to go to the restaurants. I would go downtown more often if the parking situation was better.
255. It can be difficult to turn out of the parking area near the bike trail/the Works/City Hall.
256. Narrow one lanes and not enough parking
257. I am well aware that Loveland has grown tremendously since the fire @ Tano's years ago but something has to change. The parking garage needs to be installed ASAP. There is not enough parking for

people especially in the summer evenings. I have always thought especially after witnessing July 4th & most recently the crash into Paxton's that on Saturday evenings from Bishop's to the City Building needs to be closed to cars. There are so many people who are intoxicated, are down there with their children, cyclists crossing I'm truly surprised no one has been hit and killed yet.

258. I think the biggest problem is parking. It's hard to get out of the lots and with limited parking, you are navigating in and out.
259. I never travel through this area in the morning during school time so I don't have any opinions during that time. There really aren't any issues any other time other than people looking for parking sometimes in my opinion.
260. Parking spaces is the biggest issue. People are just driving around looking for spots. Adding traffic lights would just congest things more. Extra lanes would just take away from spots. I think unless spaces can be added, it just is what it is.
261. The installation of paid parking has slowed the traffic process considerably.
262. There is a abundance of vehicle traffic with no where to park. Condos being built with no parking available to just go downtown for the day or maybe rent a bike and ride the bike trail.
263. Go to one way traffic and go over the bridge at Cindy's. Give parking to Cindy's where the road is now. No more flooding under the overpass either!
264. I don't go to downtown Loveland often. There are not enough parking spaces
265. Needs more free parking
266. What used to be a quaint little historic downtown has been overfilled and monopolized. Rush hour in this area is miserable and now you have to pay to park downtown. Loveland has been in flux for several years...fix it.
267. Make a parking area west of the river with a walking bridge by the train bridge
268. Loveland has always been a great place as I grew up in Loveland and lived there for 22 years. My parents still live in Loveland and I visit them weekly. I love Loveland enough that my husband and I are building a house in Loveland and moving there in about two months. More and more people have called Loveland their home over the years and the traffic in downtown and around the community has gotten worse, especially with new residences downtown. It's a great place to live but now it's very crowded, there's very little parking downtown, and sometimes the only way to get to certain places around town is to go through downtown and I try to avoid this at all costs. Most of the time the traffic is bad and is dangerous when all the streets get backed up.
269. Not enough parking or lanes
270. Build the damn parking garage!
271. This area is too small to continue building more apartment complexes and businesses. You are out of room. It is becoming an unenjoyable town to live in. As a tax paying resident, I can't even take advantage of going downtown Loveland because of all the tourists taking all the parking. But yet here I am year after year, tax increase after tax increase, not able to enjoy living here anymore. Currently looking for a new town of residence, which is sad because I have loved this town since I was a child. Watching the change over the past decade plus, has been very sad.
272. It gets impossible to make a left turn during peak seasons if you are trying to get out of the public parking area. Even if the traffic is stopped at a light they often block the exit, and no one lets you in when it is green. Pedestrians don't often pay attention to the traffic flow.
273. My only complaint is the valet parking situation. There are so many (maybe 7 or 8) parking spots taken away because of the valet. It is a bad look for Loveland to see those spaces blocked off.

274. Get rid of paid parking. As a resident of Loveland am already paying taxes for the parking down there and it is ridiculous I should be paying again. I have NOT and will NOT pay for parking in Loveland. If I have to pay for parking I will go to Milford to use the bike trail and eat at their restaurants, where they have plenty of free parking. And please make a decision on the garage one way or another. The detractors are always going to find a way to stop it like with this so called Indian mound for which there is no proof it existed other than one line in a long time ago news article. Just build it or move on from it. One possible solution for traffic flow would be to build a tunnel under Loveland Ave for bikers and walkers to use. The traffic would not have to stop for the trail users so traffic would flow steadily. Get rid of the reserved parking spaces for the restaurant take outs which i seldom see being used.
275. I dont understand why the valet parking service cones off valuable parking spaces starting in the morning when valet service doesn't start until at least 4pm.
276. Due to lack of parking I try to only go at certain times and if I cannot find parking I leave and go somewhere else.
277. Totally disagree with the valet parking in the downtown area. It caters to the rich.
278. Parking is the primary problem. When people are circling to park on the weekends. It causes more congestion.
279. The traffic and parking issues are so bad that we come to Loveland less and less each year.
280. There is a lot of traffic but Loveland has grown in numbers and it is extremely congested. We t do not go to DT Loveland as much anymore because of traffic and parking. We head towards Mason, Kenwood etc.
281. We live west of I 71, but we like to visit your downtown area for breakfast or lunch when we visit destinations on Rt. 48. It is challenging to find a parking spot in the only free parking lot we are aware of especially on Saturday, mornings and afternoons. More offstreet, free parking would be a welcome addition! Thank you!
282. None-more parking would be nice
283. It is equally as important to maintain a sense of community and quaint, small town feelings as it is to ease congestion and parking challenges
284. parking system sucks
285. Additional parking outside of downtown loveland for the bike trail could be helpful
286. I would frequent bars and shops and restaurants more frequently, if it were easier to find a place to park
287. Parking is terrible and now expensive
288. There needs to be a separation of routes between 2 groups of people: drivers that are passing through downtown loveland to get somewhere else in the city and drivers that are visiting and parking in downtown loveland.
289. Weekends can be more gridlocked, especially with those looking for parking. The downtown is a big destination but also enjoy that the current scenario keeps the historic vibe without feeling like a major traffic area with tons of parking.
290. parking is poor and now you have to pay for it which is a joke. the valet service just causes more traffic issues at busy busy times.
291. The worst trafficand parkingsituations are when there are events in downtown Loveland. Also, with the new valet parking on weekends parking spots on W.Loveland Ave are blocked off way too early in the day.

292. I'd love to attend more festivities (Oktoberfest, Halloween, Christmas, etc.) in downtown Loveland with my family but it is MOBBED every time we go. Very little parking and too many people in a small area with cars driving through the middle of the festivities.

Question 20 — Comments about New Bridge/Alternate Routes

1. We need another bridge further down the river to direct traffic passing thru to somewhere else. Loveland needs to stop building housing so close to the city as well. We have enough. Also if we want less cars making an issue of the parking lots we need sidewalks everywhere.
2. Need additional bridge river crossing. Need remote parking, shuttle service and pedestrian walkways to downtown.
3. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights, further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.
4. We need another way across the river and we need a way for the bike trail to go either under or over the road to keep everyone safe and everything moving. Also a parking garage that exits to 48 would be nice and helpful.
5. Parking, bike trail, and having only two places in the entire city to cross the river are the biggest issues. My kids play baseball on the east side and we have no choice but to drive through downtown and its always a nightmare.
6. A majority of the available parking is in the center of downtown Loveland, which brings all vehicles to the center. Unfortunately, this is also the spot where the majority of foot traffic is, and the bike trail goes right through the middle of downtown Loveland, leading to congestion. In addition, narrow lanes and two-way traffic compound the issue as drivers come to park, are slowed by bike and foot traffic and then have to get back on the roads when parking isn't available. Keeping the center of downtown Loveland as free of automobile traffic as possible would be the best experience for autos, pedestrians and bikers, but that would require alternate routes around the downtown area as well as plenty of parking on the

outskirts of downtown where folks could park and then walk to the center (which would likely require meaningful funding). Keeping a majority of auto traffic out of the center of the downtown area is the biggest key, in my opinion. Unfortunately, at this time there's just no other option/alternative based on current planning/structure. Short-term suggestion - make the square of W Loveland, Karl Brown Way, Broadway and OH48 a one-way (vs. current two-way on each street) to help increase traffic flow. This would essentially turn the area into a pseudo-roundabout.

7. Heavy traffic exists yes. Extra heavy on the weekends during spring, summer and fall. Winter is a fair amount less. Still believe buying out Cindy's makes sense. Reroute that under the bridge traffic above and no more van's or box trucks get stuck. If you choose widen the existing West Loveland bridge. Route some traffic through town with other lane turn only to new route towards Cindy's and back out 48. A bridge above to cross on the bike trail or dig out a tunnel and route under the road to ease traffic during spring, summer and fall.
8. A by-pass is a must. Build an underground parking garage near Grailville with free Shuttle bus service to and from downtown. Above ground of parking lot add a park space, sustainable solar features with a fountain, sensory gardens, and tap room serving local beers, very much like a mini Washington Park. Add a few spots for Food Trucks that can lease space. And another Gazebo. This would provide an additional gathering spot to disperse crowds from the downtown. Please consider how Loveland can be a sustainable first community in your plans!!!
9. As always parking is an issue another entrance into the area would be nice
10. I wouldn't like there to be large changes to the area and I think the new parking will help but the lack of a close alternative route makes a lot of traffic go through the area
11. I wish there were ways to get around downtown Loveland when just passing through. I also wish parking wasn't such a barrier downtown, as it often prevents us from visiting our favorite businesses.
12. To best address the situation I think three main things need to happen: - an alternate river crossing south of Loveland, north of branch-hill. - wider lanes in downtown - more off street parking and eliminate all on street parking
13. If there was a way to count the available parking spaces and show them on a visible sign or map I think we could prevent the extra cars looping around for a parking spot. Could add a bridge over the road where the bike path is for people to cross without obstructing traffic
14. I think another bridge or way to by pass through downtown Loveland would be feasible . Especially when you aren't going to a bar or restaurant downtown. Also another huge traffic jam, is there isn't enough parking for how much business downtown Loveland does. Trying to park takes another 20 mins per getting to a destination
15. Need more parking or an alternative route to avoid people searching for parking
16. Parking and through traffic seem to be the biggest problems. It is a complex problem but if you can get the through traffic in and out quickly it will go a long way to solving problems. Roundabouts would be great but there is lack of space that most likely limits those.
17. We have lived on the Maineville side of 48 for 9 years. Getting through downtown Loveland has been a mess for the entire time especially during the summer. Parking in downtown is also a mess. School buses having to stop at both railroad tracks also causes delays in traffic. There needs to be another bridge across the river to reroute some of the traffic. I know you didn't get funding but I liked the idea of adding a parking garage.
18. Think weekends during nice weather are the most congested as well as evening hours with people coming through downtown to get to homes. Parking lot may help some with nice weather congestion -

think you would need an alternate route somehow over river to not have as many people all going on main strip.

19. There's not an easy solution to solve the traffic issue as the main issue is that there is only one bridge in that area to cross over. We live in miami township so most the time we have to go through loveland is for the kids sporting or school events during peak hours. The timing of the lights and placement is perfect but just need wider roads but very limiting due to space. Perhaps an Ohio or federal economic development/ infrastructure grant to build another bridge to bypass downtown would help but obviously hugely intensive project. I do believe a parking garage would help alleviate the mindlessly driving around to search for a parking spot
20. Traffic is tough because there are too few bridges across the Little Miami River. Parking is also tricky
21. The major problems are getting through downtown very early in the morning at school times also in the afternoon at school release and early evening when work is out. It's quite a headache, but there are no good alternate routes that are easy to take. Also, the lack of parking is a pain.
22. Common challenges we know the city is working on. Parking, alternate ways for travelers to pass through effectively or a different bypass to avoid the area. Obviously the river crossing is a large obstacle. Please keep continuing the good work and making Loveland the best place to live.
23. There needs to be an alternate round for people who are just trying to pass through, and there needs to be more parking in general.
24. There needs to be a separation of routes between 2 groups of people: drivers that are passing through downtown loveland to get somewhere else in the city and drivers that are visiting and parking in downtown loveland.
25. Need better way to move people/bikes across streets in groups instead of constant flow to keep traffic moving. An alternative bridge away from downtown area would be useful for people simply driving through Loveland.
26. I'm not an expert, but it seems like an additional bridge south of downtown Loveland (and perhaps a second additional bridge north of downtown Loveland) that bypasses the Loveland "business" district would be ideal. Avoiding the business district when people just need to get to the schools on either side of river, Fields Ertel, post office, St. Columban, etc., would be a HUGE help to traffic. This would also make pedestrian and bike traffic safer in downtown Loveland
27. Could we make the bike trail go over or under the road to eliminate the cross walk in the middle of downtown? Can we leave a walking path but create a bike- bypass around downtown? Can we figure out how to make parking easier? Can we eliminate the low bridge near the canoe place? Can we create a bypass for cars to get them to 48N without going through downtown?
28. Force Eastbound Loveland traffic to turn Right on Karl Brown if traveling South on 48. Not everyone needs to go through downtown. Save Loveland for those going North or heading up the hill. Come on, this isn't hard. Pedestrian crossings should be forced to push the Walk button. Cyclists are the worst when crossing. They expect cars to just stop. I have been yelled at and yelled back,"did you push the button?"
29. I tend to park before the bridge and walk or bike ride to downtown. I do not want to get involved in all that congestion if I can help it.
30. I do wish there was an alternative bridge or way to come downtown so that everyone doesn't have to use the same route. It is so congested due to the sidewalks and building being so close to the road. The constant bike trail traffic is the biggest issue slowing travel down through there in my opinion. Build a bike bridge!

31. A pedestrian crossing to the bike trail from the west side of the little Miami would provide an alternative to training to park in town or right on the other side.
32. There needs to be a pedestrian bridge or tunnel for the bike trail users. Everyone stopping for the crossings on the bike trail causes the traffic issues
33. The problem is there's three points of entry and exit. Bicycles and pedestrians also great jam up traffic, however, that's part of the allure to Loveland. Need to figure out a 4th entrance way and a better flow. Perhaps a round about.
34. Downtown Loveland needs to remain focused on pedestrians and bicyclists. Finding alternate routes, or creating alternate routes, for motorists should be the priority, not finding a way to pump more traffic through the city, which will have a negative outcome on foot traffic.
35. Having to slow down for bikers/pedestrians and a lack of alternative routes during busy times is a real challenge and frustration
36. Create a bypass for bikers and walkers to cut down on vehicles having to stop so frequently.
37. An additional bridge or safer crosswalk would benefit the area.
38. Bridge or tunnel for pedestrian crosswalk would be great. Another bridge somewhere along Loveland sounds nice to ease congestion/traffic.
39. Bike lanes and better pedestrian walking areas
40. It's not awful overall. I tend to avoid busiest traffic hours but I'm fortunate to live on the west side and not need to travel through downtown out of necessity everyday. I think that a second bridge might be the only answer but I have no idea where that would be located. If the pedestrian crossings could somehow be elevated or tunneled that would make a difference. I also think the current pedestrian crossings are not very safe, especially the one by mile 42. There need to be in road lights that peds can tap on and much more visible signage and painted crosswalk.
41. Need more lanes or a bike pedestrian bridge
42. The greatest disruption to traffic flow is pedestrian activity. I love the activity of downtown Loveland and how pedestrian-friendly it is, but I believe an alternate pedestrian route would make the greatest impact.
43. Downtown Loveland would greatly benefit from an alternate route and creating a pedestrian only block or two to better create a safe environment.
44. I think we need another bridge. I'm not sure how any of the logistics would work, but the infrastructure of downtown Loveland was not designed for the current flow of traffic and pedestrian activity.
45. We need another alternative route to cross the river to get from 48/St Columban area to all of the Loveland schools. Also, please extend sidewalks from downtown Loveland up to 48 and down 48 to the Millbrook Farms neighborhood!
46. It's a compound problem. Pedestrians doing whatever they want near the trail. One lane through and only one bridge. Choices are limited.
47. I think pedestrians crossings at the bike trail cause traffic issues. I think a light or something of that nature would be beneficial, particularly at peak times.
48. One of the worst contributors to traffic is weekend and event pedestrians who ignore the stop signs on the trail crossing, as well as motorists treating the crossing as a mandatory stop regardless of presence of pedestrians.
49. ADDING MORE TRAFFIC LIGHTS AND PEDESTRIAN CROSSWALKS WILL SLOW THE TRAFFIC DOWN THROUGH THE CITY. THERE IS JUST TOO MANY CARS UTILIZING THE DOWNTOWN AS A THROUGHWAY TO HOME/WORK/SHOPPING/SCHOOL. AN ALTERNATIVE ROAD THAT WOULD BYPASS THE CITY WOULD BE HELPFUL TO THOSE ACCESSING LOVELAND MADEIRA OR UPPER PART OF WEST LOVELAND.

50. Strongly encourage you to evaluate feasibility of building another bridge to alleviate vehicular traffic. This is the only thing that will make traffic better! Also - install a pedestrian bridge next to the railroad trestle with parking on/near Main St. That would help too!
51. Trying to find a secondary route would be ideal with signal light at bike trail crossing to keep traffic flowing. Wish we could make the block from downtown around Little Miami livery as one way but cannot do this due to railroad trestle/flood area so an alternate bridge seems to be the most only option.
52. an alternative path for bikers just going through the area.
53. Loveland is a great town and I love living here! I walk and ride down the hill everyday and it's getting more and more congested on both road and trail - which is a good thing for Loveland! Adding another way through Loveland seems to be the best answer!! Like if I want to get to fields ertel but not downtown etc
54. Can through traffic from 48 be routed to Broadway? It's what I do if I'm trying to get home off Loveland Madeira. Can there be a light for bikes during peak hours... when going through the area it's difficult to find parking because traffic makes it hard to turn in parking areas
55. With more and more homes being built on the Warren county side of Loveland, there needs to be some kind of bypass to reduce traffic in the downtown area. That way it doesn't affect the bike trail.
56. I think there are two main factors with heavy traffic in our area - lack of another convenient way across the river for Warren and some clermont county residents, both Loveland and other communities and the traffic flow of the bike path.
57. It would be nice to have an alternative route across the river. I also think that regulating trail traffic to coincide with the traffic lights will help traffic move more smoothly.
58. Crosswalk at bike path needs a signal so the pedestrians wait. It's constant stopping driving through if the weather is decent. Another bridge to bypass downtown is really what is needed. The area will continue to grow and there is no other way to get over the bridge coming from Loveland area.
59. A second river crossing, though extremely expensive, could divert traffic around the city core, while the existing bridge continues to provide access to the downtown businesses. At this point, with the development that has been done, there is no other viable alternative. Continuing to funnel all those cars through narrow streets is just not good. Everyone stopping at the Bike Path crossing is a MAJOR problem too.
60. Bicyclist should not be allowed on the main road like west Loveland- especially going up the hill on west Loveland. We need an extra bridge for vehicle and The city needs to get more strict on the bicyclist. They NEVER stop on Karl brown way. Traffic is congested because you have drivers yielding to the bicyclist and in reality it should be the opposite. Bicyclist should yield to cars. Turning out of Loveland station on Karl brown is a danger BECAUSE of the Bike riders.
61. There needs to be a better solution for the main bike trail crossing. The pedestrian and bicycle traffic slows the automobile traffic causing major congestion and vehicle back up. Another vehicle bridge on Hannah or @ the canoe rental imo may be a solution??
62. Way to congested with cars stopping and bikes constantly crossing! Need to have an alternative route for bikes up and over roadway.
63. We need another bridge.
64. Is there a way to direct flow for those not going downtown and those that are? Perhaps a bypass route?
65. It's dangerous and busy. I'd like to see a through street put in off of 48 before the railroad track just south of O Bannon creek that connects directly into the uphill gravel parking lot just north of The Works Pizza. This would allow folks coming from the north to bypass Loveland Ave if they are coming for recreation. What else can be done either in the city of Loveland or with surrounding townships to add

another more northern bridge river crossing? With the city owning Kiwanis park I just wonder how that ease of ownership can help get another bridge across.

66. It really seems like there needs to be a nearby alternative route across the river
67. Need an alternative route and additional bridge so that traffic congestion can be lowered.
68. An earlier question asked for 3 problems. The one that is other did not give me a fill in option. I would like to see through traffic routed away from downtown Loveland. An additional river crossing to the north is strongly needed particularly in light of the growth in that area
69. It would be great if commuters had alternatives, so Loveland removed more local traffic only.
70. Build a bridge connecting Kemper road and E Broadway along railroad bridge.
71. Downtown is gorgeous and could be both safe and beautiful if we could find a realistic bypass for traffic that isn't headed to park/work/visit the downtown area. I'd love to see Main Street blocked off to traffic completely and have vehicles drive around downtown rather than through it.
72. I believe another route would be the most helpful. If another bridge could go from E Kemper over to Branchill Loveland near Miami Riverview park.
73. Why not close the downtown area to traffic between 5-9 pm on weekends? Route through traffic around that area? Or what about a trail overpass (!)?
74. If there was an alternate route over the river people who are passing through wouldn't have to go through downtown. That would be a huge improvement.
75. I think you should build a bypass and close off Main St one you cross the bridge.
76. If there were better routes that took people could take if they are just passing through it would make travel to downtown Loveland as your destination much better.
77. Ability to have a bypass for people just traveling through because there aren't not good alternative routes could help. Reducing traffic in downtown to only traffic of those using downtown would help.
78. Too many people simply drive through downtown Loveland without stopping to support any local businesses - the traffic detracts from the atmosphere of our amazing town. This traffic should be redirected elsewhere.
79. Traffic is much improved over the past years with the added turn lanes and changed light timing, and especially with the warning sirens for the low bridge. I wish you could build a Loveland by-pass somewhere--But where could that be done?
80. Not a lot of complaints, but it's a bad area to expect a lot of traffic to go through. I'd like to see more traffic go around this area instead of through it.
81. I will suggest to relocate car traffic from downtown Loveland and create walking only zone from Karl Brown Wy to Second Street.
82. Thanks Without any specific knowledge of why the current was built in the current location, why the city simply grew larger without any changes to the downtown area (The current town center is deep in the valley with some steep grades to come in and out). The bridge, its location does not provide enough access to the area by itself. The topography surrounding the area does not provide for any easy solutions to improve access and relieve congestion. A circular traffic pattern could be developed from W Loveland Ave, (a new road) passing though a large undeveloped parcel of land that borders the river next to the rail crossing. This could be the location of a new crossing, to meet the downtown at the current canoe center. Thus a circular road pattern delivering people and traffic to the city center. Yes, I am guessing this is \$50million plus, but will make the world of difference.
83. An accommodating bridge outside of downtown is the best option to allow people to go around downtown to get to destinations. People should only drive into downtown if that is their final destination, I believe all the through traffic is the cause for congestion. Maybe a bridge from S riverside

ave to Branch Hill-Loveland road (roundabout on each side to keep traffic flowing) near little river lane would be one option

84. Would be great to only have to travel through DT Loveland when that is your destination...somehow divert all other traffic to an alternate route.
85. I've lived in Loveland since 2008. The traffic in the morning is way worse than what it was 10 years ago. It's time to find an additional way to cross from the east to the west side of Little Miami preferably close to the downtown area to alleviate traffic delays.
86. Need an alternate route for traffic passing through
87. Another bridge that routes traffic around downtown is needed.
88. An bypass around downtown would ease congestion
89. Roads need to be built around downtown and not through, not enough lanes to store traffic.
90. It would be nice to only have the traffic there that is specifically there for the area. No traffic that is passing through the area.
91. Would be great to have a viable alternative.
92. Too much congestion. Alternate routes are needed
93. We should strive for Routing people around Loveland. Less cars.
94. Even though traffic can be a little busy through Loveland, I would be against adding another bridge across the river. It would just attract more traffic and the tranquil nature of the river is one of the highlights of Loveland anyway
95. It would be nice to have a bridge in downtown Loveland between the branch hill bridge and west Loveland bridge. It would also be nice if the low railroad crossing near the kayak store could be raised allowing taller vehicles to travel under it. Then, if we could make Loveland a giant one way circle traffic may move faster.
96. I don't think a new bridge will help it will just be another place traffic will be congested. More lanes and traffic law enforcement would help greatly.
97. None at this time
98. not a lot of options to get in and out
99. An additional bridge, either pedestrian or car traffic, is a good idea to explore. If you choose to live off east Loveland area, traffic in a small town is going to be congested at high volume times. That should be a factor in where you choose to live.
100. The only way to solve the traffic issue is to increase the options (additional bridge) of getting around town
101. I mainly come through 48 so a left turn lane onto Loveland avenue would be great. Traffic backs up to the people who want to go straight but often people go left there. Some sort of bypass downtown route would be super helpful as there is no other way to get around downtown. U think that would be the best solution to those just trying to get through!
102. Too many cars and no alternate routes
103. Please add another bridge somewhere so we can avoid going through downtown every day!
104. As I've passed along before on the city's social media pages... what is feasibility of modifying railroad bridge to include a trail connector from behind plaza on Loveland-Madeira to area south of Cindy's? it's literally less than 0.5 miles as the crow flies and the majority of individuals walking/running/cycling would welcome the ample parking and time saved not sitting in traffic. Would reduce downtown parking demand significantly and would also encourage commercial/residential development beyond the limited space in core downtown.

105. Agree that alternatives to getting through are key. Added bridges north and south, to avoid downtown Loveland, would be helpful - albeit costly and time consuming. However, the problem isn't going away and will only get more crowded.
106. Loveland has continued to improve our wonderful family & destination city and it is greatly appreciated!! Difficulties feel more related to land locked buildings which deter double lanes and lack of alternative routes from surrounding areas. Thanks for all that you do!!
107. Need alternate routes to lessen congestion
108. A bypass north of the river would be excellent to alleviate traffic along Loveland Ave and make it safer and more appealing for people enjoying the attractions of downtown Loveland.
109. A second bridge would be very helpful.
110. Too many people for such a small area, there needs to be another way to access Loveland Madiera if you live on the Clermont Co side near St Columban
111. This area is very congested when trying to get gets to schools in the mornings. Also the evening traffic is a nightmare. Another bridge to cross the river would be nice.
112. The city needs a bypass.
113. Any alternative to getting through/around downtown Loveland would be amazing
114. 1.Eating outside at any of the restaurants the noise of traffic on Loveland Ave is very loud. 2. I worry about my teen drivers going to and from school with the heavy traffic in the mornings and afternoons. 3. If there is a truck stuck under the railroad bridge our only option is loveland Ave and traffic gets extremely congested. An 8 minute drive can turn into 30+ minutes. 4. My number one suggestion would be an additional route over the river that bypasses downtown loveland entirely. It would make loveland city center that much more enjoyable if traffic wasn't so heavy on loveland Ave. Any way to make Loveland Ave from Bishops Quarter to plaid room records pedestrian/ bike only???
115. i think there should be another bridge across the river somewhere - by fields ertel or by miami riverview park
116. Alternative routes needed
117. I would hate to see the layout of the downtown are be cut up or changed too much. I think it's quite unique to have the bike way going through. But I believe another river crossing would alleviate much of the downtown area congestion. Right now that bridge is the only one within a convenient drive.
118. There just have to be better routes to get in and out of Loveland and more lanes. Too many cars coming down or up 48 from outer communities causing more downtown traffic congestion.
119. I believe traffic is a big issue for a few reasons. #1 there are very few ways to get across Loveland besides going through downtown or going on Branch Hill Guinea. #2 the Loveland downtown area is a popular area to hang out and many want to go there. It would be really great if we had a better alternative for those that just want to go across town. That way some people could avoid the area altogether and still get where they need to go more easily.
120. We need a secondary route over the river.
121. There needs to be alternate routes to go around Loveland that do not involve the highway as a lot of traffic is just trying to get home/to work.
122. Traffic is very congested in downtown Loveland. We love all of the restaurants, biking, and shopping options. But when you travel through the downtown area, there are not enough lanes or alternative option, and all traffic funnels across the main bridge. It is inevitable that there will be traffic jams without any alternative options, more lanes, or new bridge to redirect heavy traffic
123. Wish there was a bypass for through traffic
124. Need another bridge

125. There is too much traffic for Loveland roads to handle. Need to build a bypass or something for those passing through.
126. All drivers using this bridge makes it very congested, there needs to be an alternate route
127. If there were alternate routes bypassed the downtown area, it would alleviate the congestion immensely
128. Extreme caution is needed now until a more safe passage way exists.
129. Every new development brings more drivers to downtown Loveland, so it's very congested during morning and evening rush hour. We need another bridge over the O'Bannon Creek.
130. Loveland needs a wider or 2nd bridge, also need to Raise rr bridge or lower the road
131. There just needs to be an alternate route, so many people drive through this area instead of it being their destination. But there is no other way to get places conveniently. I have no idea how this would work, but in a dream world, a bridge through downtown Loveland would clear the congestion a lot.
132. I dont see any other option than an added bridge. Its a funnel effect. there arent any ways for people to cross the bridge at Loveland.
133. The railroad bridge is the main concern. It limits traffic travel. An alternative route near Cindy's would allow schoo busses to take another route. Raise the railroad tresses to allow more vehicles to go under(busses).. Maybe another bridge across the river to the south of the railroad tracks into Eads area.
134. Alternate routes around downtown Loveland would be very helpful. Also, having alternate routes to highly traveled areas (such as Fields Ertel) would greatly reduce the traffic congestion in downtown Loveland.
135. If you keep trying to grow, Loveland, you are going to have to come up with new roads/bridges.
136. 1) There is a HUGE difference in traffic when school is out. Makes the morning commute 15 min quicker! I'm sure you know that every Loveland school family that lives on the East side of Loveland has to cross in 2 locations to get to school or activities. That is a real issue. 2) The downtown area is a fragile system. Traffic can be negatively affected by something as simple as it being a beautiful day which brings more traffic on the bike trail making it almost like a stop sign with each car stopping to let someone cross. A train going through at a busy time can back things up for a while. There is a noticeable change on Tues nights when the farmers market brings more cars and foot traffic. Our city is growing and offering so many fun reasons to come to the area, but it is so frustrating when we have to drive through downtown. 3) Just wondering how much traffic coming from Route 48 N (down from Maineville) ends up crossing the river in Downtown Loveland? Might be interesting to consider a bridge between downtown and the Monkey Bar to divert the traffic.
137. I wish there were another bridge so I could bypass driving through downtown Loveland when I am just passing through onto my neighborhood in Clermont County.
138. I'd like to see a secondary bridge with a walking path, bike lane, and 2 way road
139. Going through downtown Loveland is a nightmare. Build a new bridge to get across the river!
140. At this point, it feels like the city has developed itself into a corner. The only thing that would help in any meaningful way would be adding another bridge across the Little Miami which is outside of the powers of the city.
141. Improving traffic in downtown Loveland would be wonderful. However, businesses in downtown Loveland, very much benefit from all the through traffic. Another bridge would benefit the area, but could impact the businesses. I think this is something we are professionals study into cost and benefits of alternatives would be helpful. A really good solution would be to improve the railroad underpass by the canoe rental.
142. Another bridge would help!

143. A second river crossing would be the major factor to help with traffic flow. Somewhere down river, maybe halfway down to Hopewell. Maybe by Miami riverview park connecting to Highridge drive
144. We need to build alternate routes to get over the river. This is the ONLY way traffic patterns will fix themselves.
145. We need another bridge to bypass downtown Loveland.
146. The bridge is the bottleneck
147. Consider making railroad Ave one way northbound up to harrison in order to avoid traffic rejoining Loveland Ave from that intersection.
148. Need another bridge. Possibly next to the railroad bridge. That would bypass the congested area with all the bars.
149. Need another option to bypass downtown when just trying to get from east to west Loveland.
150. It's so busy in the evenings when I'm trying to get my kids to soccer. I avoid the area completely and go over on Hopewell road to get over to LECC or to Miami Riverview for soccer practice. We don't do much downtown because the parking situation is so bad and getting out of Loveland is so hard to do. I would love there to be a bypass to be able to get from West Loveland to my son's school LECC and not have to go through downtown
151. Another bridge would be nice but I can see too costly
152. Another way to cross the river would be great!
153. Only one way across the river in to the area makes it tough.
154. I wish there were alternate routes
155. Another bridge is needed, outside of Loveland
156. Not sure alternate bridge is needed. There are ways to get around if needed. They have done an excellent job with traffic at St. Columban area during road and gas work!
157. This is the only way for our family to get to many places on the other side of town. Once our kids are in primary school and up we will need to be crossing through even more frequently. Living on the East side we must cross to the west side of Loveland for nearly everything we do outside of going to and from work. Kids dance and tumbling, post office, library, grocery stores, Fields Ertle and Harpers Point are often and much more. It's often multiple times a day on weekends and I would go another way but there really isn't anything else that makes sense.
158. We need another bridge that bypasses downtown
159. It's great to see the commotion in downtown Loveland. If there was another alternate route to avoid it, I can see that being beneficial. I also appreciate you fixed the train crossing. Much smoother!
160. Is there another way in or out of Loveland that can be created? It's so congested.
161. Too much construction traffic! Sitting outdoors and listening to rumbling dump trucks is not ideal at all. Must find another route for construction traffic besides a Loveland Ave/ beautiful downtown Loveland.
162. It's plain and simple that the nature of this area is a bottle neck in a growing and in-demand community. By it's very nature as a slow, 2-lane road through a heavily populated, social area of attraction, there is nothing you can do to change this other than provide another place to cross the river. We need a bi-pass bridge that goes around our sweet adorable old Loveland to get rid of the thru-traffic, and leave it open to local visitors.
163. Unless there is a way to add an additional Loveland bridge between Hamilton and Clermont counties, I can't see a good way to fix a lot of the problems in the downtown Loveland area.
164. It would be nice to have an alternate route around downtown like some form of a loop. It would also be nice to have a sidewalk along 48 (toward butterworth) to enable walking

165. Another bridge would alleviate traffic caused by those just passing through.
166. A bypass coming down the hill on 48 from Butterworth would be nice
167. We need to limit further growth of the community as I don't want to see additional lanes of traffic. I'd be happy to see turn lanes and another river crossing but not additional full lanes of traffic.
168. Would prefer a nearby bypass rather than change the character of the downtown for the through traffic I expect from accelerating east side development.
169. Loveland needs a bypass round the downtown congestion!
170. It would be best to have an alternate route to cross the river that doesn't go through downtown.
171. Motorists trying to make left turns in downtown Loveland cause a lot of bottlenecks. Making West Loveland Ave one way would allow for two lanes of traffic. Then making Broadway one way would also allow two lanes of traffic to use for either entering or egressing downtown. Also, another bridge near Broadway would help relieve congestion.
172. I wish there was an alternate route to circle around the city of Loveland.
173. I live in Butterworth Glen. There are numerous communities on the East side of the river and more new developments coming. Traffic in downtown Loveland could be drastically decreased by creating a way for residents on the East side of the river to go around Loveland to get to 275/Fields Ertel. This would cut down a lot of pass through traffic.
174. I would like to see an alternative route for crossing the river for traffic not stopping in downtown Loveland.
175. There are not enough bridges or alternate routes for people to easily take during peak traffic. My concern is without work done on our roads people will stop visiting Loveland. I feel lucky that I can walk downtown, if I did not when it is busy I would simply avoid the area all together.
176. An alternate route in the area would make a significant difference for traffic.
177. It seems like a bridge near the railroad bridge with direct access from Broadway would expedite traffic through the area.
178. There needs to be a bypass or something to avoid having to drive through downtown Loveland if trying to get to 48.
179. Loveland needs a 2nd bridge, south of the canoe livery, that avoids both the train crossing and the train bridge. Further, stop the concentration of growth downtown and work on developing Loveland-Madeira Road. Develop the city around the residents and not outsiders.
180. Not sure where you could put this, but a downtown Loveland bypass across the river would be nice.
181. The worst time seems to be the hours of 3-7pm. Personally I drove from the east side of the river to the west multiple times during this time frame to drop/pickup children from sports practices. Lack of L turn lanes is also a huge hold up. One car can make a light. Long shot: but a bridge connecting east side of the river to Lebanon road would be AMAZING!
182. Build another bridge for an alternate route
183. I've only lived here a couple weeks. I moved from Arizona. I notice occasional congestion but have noticed it being too bad. I'm always happy to see a little congestion, because it means business must be good for the downtown businesses and people are enjoying the town and river. If anything is done to ease congestion, I hope it involves work that is outside of the downtown area... like another bridge that could create a bypass around town. I'd hate for the downtown to lose its small charm and walkability. Turning it into a pedestrian only zone would be awesome if there's a way to direct traffic around it.
184. PLEASE build another bridge slightly north or so... it is such a nightmare to get in/out/through Loveland. Busy weekends are awful downtown but I can plan for that... my drives from or too work are sometimes so incredibly long just because of downtown and the ONLY other way I have is to drive all the

way around it over the highway which I am uncomfortable with using (no I am not old, just simply dangerous imo. People drive like maniacs even with high speeds). I need to take this route over the bridge every single day to/from work and I have even adjusted my work schedule to be 9-5:30 without a lunch break so I can go through the area quickest. I find that my 9 AM time is mostly smooth, but despite not hitting the area at 5:30 or later, I still get stuck in traffic daily - some days are worse than others. Mornings used to be a nightmare too, but again, thankfully I was able to shift my work hours back & my employees allowed me to skip my lunch so that I may miss morning traffic and make it home again at a somewhat reasonable hour. Having an alternative route nearby to cross the river would be phenomenal!! On weekends, the traffic especially in warmer months is also horrendous. We live only 5 mins from downtown but rarely go to eat or shop there because of the high traffic. It just takes us so long to get to the parking lots and out, we might as well drive the other way and enjoy old/new Milford (which is what we typically do!) without traffic. It's sad because there are many good businesses downtown Loveland, but the traffic frustration just isn't worth it sometimes.

185. I think extending Harrison Avenue through to 48N should be explored
186. Need a second bridge into downtown Loveland.
187. I would love to see another bridge that crosses the little Miami in Loveland!
188. Obviously when the interstate (I-275) gets backed up and this becomes an alternate route is the worst time.
189. It's wonderful that the community is being asked for input. I think a connection between Riverside Drive and Loveland Madeira near Marsh Building could alleviate some traffic. There is no other way to get from one side of the town to the other without going through downtown. The stop sign at Riverside turning onto West Loveland gets backed up between 5 and 6pm.
190. Build another bridge.
191. Loveland needs a bypass from the east side to the north to Rt 22. Imagine a bypass loop extending Paxton Rd across Rt 48 to and across Obannonville Rd to Rt 48. Then across 48 to Rt 22. There is no way around Loveland to the north. If there were, some of the downtown congestion could be avoided. Residential population near and around Loveland has choked the small road infrastructure. Please plan for a bypass or everything has to cross the river in downtown Loveland. This is one of the major issues.
192. It seems that the most ideal solve would be an additional bridge that bypasses downtown.
193. I know you don't want to hear this but we really need another bridge down river from the current bridge that will bypass some of downtown Loveland traffic.
194. Need another bridge at the canoe rental location to aid in reducing traffic load for those of us who need to get on 48. This would also open up Loveland to new City expansion especially if the lumber yard would move. It doesn't need to be there any longer.
195. I travel through downtown a minimum of 8 times a week and average around 12. The ONLY reason I use this route is because it is the only bridge over the river in Loveland. The only other option is significantly out of my way and extends my travel time. I only drive through downtown to get to Goshen. If there was another bridge over the river few blocks down it would SIGNIFICANTLY reduce traffic in Loveland.
196. I often wonder if it would be a benefit to have a second bridge next to the canoe company.
197. You need another bridge to ease congestion
198. There needs to be another route created. Needs to be another bridge that connects from the the railroad tracks by Cindy's / the canoe shop TO river road to by pass downtown Loveland all to get her for folks trying to get on and off the highway, to completely avoid driving in actual downtown Loveland.

199. Would be nice if there was another close route to fields ertel that didn't have to cut thru downtown loveland. We love going to DTL and spending time and money there!
200. Need another bridge or way across the river
201. When you sold land for the apartments why didn't you keep 20 or so feet of land across from hardware so you could widen road and add a turn lane. Try meeting traffic when a pickup with wide mirrors is parked there. The only answer is another bridge so someone not needing to go through Loveland doesn't have to. Before all of this I would go downtown almost every day. Now I avoid Loveland when I can.
202. The problem isn't anything Loveland can solve without being able to put another bridge over the Little Miami River. Another solution would be to eliminate the railroad bridge but I don't think that is possible either
203. Another bridge that goes from River rd to Karl Brown Way would greatly ease congestion. I know the bridges cost would make that a hard pill to swallow. Alternatively if Branch-hill Loveland rd was redone to allow truck traffic and so turning onto it wasn't in a corner that makes it feel like a roll of the dice, I think this road would be used to bypass downtown and save a fortune over putting in a bridge. Make it the easier route and people will use it.
204. A new bridge in a different but complimentary location would be awesome.
205. Traffic lights seem to be too long and there are no alternatives to getting to the west side of Loveland (High School, Fields Ertel, Kings, etc.)
206. Another bridge is the only solution!
207. need another bridge across the river to the south so people don't have to go through downtown.
208. The bridge is a bottle neck. A second bridge across the river needs to be an option to bypass downtown.
209. The traffic is all part of living in downtown Loveland. It's some thing you come to expect. However, it be wonderful if there were more options to get through town.
210. Need more access across the river for the cars coming in from Rt 48 north (Maineville).
211. Multiple communities around wards corner, branch hill-guinea and branch Hill Loveland. Widening branch-hill-loveland Rd and adding a bridge from e-kemper Rd to the bend after Miami Riverview park could provide an alternate way in for a lot of the communities, may need to think about wether any of those areas could connect to wards corner as well.
212. This community never kept up with the amount of subdivisions built around it through the years. There are no alternate routes to make travel safe when one route is shutdown and there is literally if you try taking property by eminent domain to build routes you're in for hard discussions
213. We need a second bridge over the little Miami. Possibly north of old Loveland.
214. We are just locked in by the river, without another bridge you really can't do much
215. An alternate route over the river, perhaps another bridge, might ease traffic problems.
216. Can be rather congested at times because there is not another way across the river
217. I think you need another bridge across the river somewhere
218. I would like to see a road built between Rt 48 through the Grailville/Park land and Loveland Ave. as an alternative to backing up traffic all the way up and down the Paxton hill and at the light at bottom of Paxton.
219. Just aren't that many ways to cross the river. Glad to see downtown is busy, but I sometimes worry about safety of pedestrians
220. It needs another bridge over the river

221. Alternate, express, thru routes, a new toll-only route could expedite travel. Could build another lane on bridge each way fed by alternate routes. Could build an alternate way around downtown or over the river from 48/Wards corner to W Loveland Ave
222. We need an alternative bridge to use that will allow us to get to fields ertle quicker.
223. I feel the issue is more people use Loveland as a cut thru, half the people don't even live in Loveland. For example, They think they can shave off time by taking example 275 going west is backed up, jump off at wards corner, thru town up 48 or left on west Loveland going toward symmes township. I have lived in Loveland since 1995, first on the Hamilton county side now Clermont county side. Still can't get anywhere!
224. Alternate routes for large vehicles or work vehicles will help. Also for people who live in the area but just need to pass through so they can get to another destination. Another bridge connecting east Loveland to west Loveland/Deerfield near the high school would help, along with a Rt 48 bypass to avoid being backed up to the nursing home on 48 and waiting in traffic. The traffic lights along 48 often are too long with no traffic flowing through the intersection while being stopped.
225. We need more ways to get across the River from one side of Loveland to the other
226. Build more tunnels, not bridges.
227. The problem isn't pedestrians or cyclists. That is part of the culture of our great city. The problem is car volumes and limited throughput capabilities. The city is making good improvements, but it would sure be great if there was a faster way for those of us on the Eastern side of the city to get across the river without always needing to go through downtown.
228. I think there needs to be 2 more bridges over the little miami because everything funnels through downtown. I also think that the roads need to be widened so that there are more lanes and so we can get around bikers that are on the road. I fear for bikers and accidents happening. I think the bike trail across Loveland Ave shouldn't be a thing where people can go whenever because there can be such a backup of cars because people seem to trickle through as if they aren't sure that they're ready to cross. Also, there can be people just having a conversation next to the road but everyone stops thinking they're waiting to cross. I think the trail needs stop lights so traffic can keep moving. Also, drivers seem to think that the trail is a stop sign and will stop even if there isn't anyone there wanting to cross.
229. Loveland need another road to enter/exit town 1 road to enter town through downtown Loveland is not enough, traffic would flow best if there was another bridge or option other than Loveland Avenue
230. It would be nice to have an alternative route. I strongly discourage any new development that would increase traffic until a solution to the traffic problem can be found.
231. We just need another BRIDGE over the Little Miami River. A new bridge say at Adams to Fields Ertel would divert enough traffic. There's Branch Hill and Loveland and way too many folks using those two bridges.
232. There is no other reasonable path to get from our home to get to where we frequently go except through downtown Loveland. That quarter mile of roadway through downtown is 50%+ of our travel time. It would be amazing to have a bypass adjacent to this area.
233. I think we need another way to cross the river
234. I think there needs to be another way into downtown Loveland. Maybe a bridge for each way of traffic and another lane both directions.
235. Need alternate circumvention route. Realize that is difficult because of river and ESPECIALLY the train tracks.
236. Only solution is more alternative routes or train tracks going away

237. I understand you are land-locked on the main street but if there was a way to divert traffic around the most congested section that would be amazing.
238. It seems that we need a way for those going through the city to have an alternate route.
239. If there is any possibility of an alternate route to get around downtown Loveland, we should pursue it. Right now, there is traffic congestion in downtown Loveland as well as Branch Hill Guinea.
240. Alternate routes to get through Loveland/over the river would be best
241. Need more routes!
242. An alternate route across the river would be good north of the river
243. need another route thru town
244. We need alternatives routes through the area.

Question 20 — Comments about Area too Busy/Popular/Crowded/Congested

1. I think more lanes would help. Not sure how to go about making that happen.
2. We need another bridge further down the river to direct traffic passing thru to somewhere else. Loveland needs to stop building housing so close to the city as well. We have enough. Also if we want less cars making an issue of the parking lots we need sidewalks everywhere.
3. ADDING MORE TRAFFIC LIGHTS AND PEDESTRAIN CROSSWALKS WILL SLOW THE TRAFFIC DOWN THROUGH THE CITY. THERE IS JUST TOO MANY CARS UTILIZING THE DOWNTOWN AS A THROUGHWAY TO HOME/WORK/SHOPPING/SCHOOL. AN ALTERNATIVE ROAD THAT WOULD BYPASS THE CITY WOULD BE HELPFUL TO THOSE ACCESSING LOVELAND MADEIRA OR UPPER PART OF WEST LOVELAND.
4. Too much congestion. Alternate routes are needed
5. An additional bridge, either pedestrian or car traffic, is a good idea to explore. If you choose to live off east Loveland area, traffic in a small town is going to be congested at high volume times. That should be a factor in where you choose to live.
6. Too many people for such a small area, there needs to be another way to access Loveland Madiera if you live on the Clermont Co side near St Columban
7. Traffic is very congested in downtown Loveland. We love all of the restaurants, biking, and shopping options. But when you travel through the downtown area, there are not enough lanes or alternative option, and all traffic funnels across the main bridge. It is inevitable that there will be traffic jams without any alternative options, more lanes, or new bridge to redirect heavy traffic
8. There is too much traffic for Loveland roads to handle. Need to build a bypass or something for those passing through.
9. 1) There is a HUGE difference in traffic when school is out. Makes the morning commute 15 min quicker! I'm sure you know that every Loveland school family that lives on the East side of Loveland has to cross in 2 locations to get to school or activities. That is a real issue. 2) The downtown area is a fragile system. Traffic can be negatively affected by something as simple as it being a beautiful day which brings more traffic on the bike trail making it almost like a stop sign with each car stopping to let someone cross. A train going through at a busy time can back things up for a while. There is a noticeable change on Tues nights when the farmers market brings more cars and foot traffic. Our city is growing and offering so many fun reasons to come to the area, but it is so frustrating when we have to drive through downtown. 3) Just wondering how much traffic coming from Route 48 N (down from Maineville) ends up crossing the river in Downtown Loveland? Might be interesting to consider a bridge between downtown and the Monkey Bar to divert the traffic.

10. It's so busy in the evenings when I'm trying to get my kids to soccer. I avoid the area completely and go over on Hopewell road to get over to LECC or to Miami Riverview for soccer practice. We don't do much downtown because the parking situation is so bad and getting out of Loveland is so hard to do. I would love there to be a bypass to be able to get from West Loveland to my son's school LECC and not have to go through downtown
11. I live in Butterworth Glen. There are numerous communities on the East side of the river and more new developments coming. Traffic in downtown Loveland could be drastically decreased by creating a way for residents on the East side of the river to go around Loveland to get to 275/Fields Ertel. This would cut down a lot of pass through traffic.
12. This community never kept up with the amount of subdivisions built around it through the years. There are no alternate routes to make travel safe when one route is shutdown and there is literally if you try taking property by eminent domain to build routes you're in for hard discussions
13. Can be rather congested at times because there is not another way across the river
14. Honestly, the list would be over a mile long... I have owned my home and live in downtown Loveland since 2016. My parents lived about 1.8 miles east of 48 on East Loveland in Goshen for 34 years until last year. Year over year the situation of traffic / congestion / parking / crosswalks / no turn lanes / no turn signals / blocked intersections due to turning lanes / drivers coming to an extended complete stop at the crosswalks when it is completely visible there is no one waiting or coming up to the crosswalk nor are the flashing lights on; leading to many cars missing the lights on either side of them and thus just another factor in the back ups. Very disappointed in Loveland for forcing the closure of the gas station on the corner of 48 and Loveland as well - even more traffic through town has now been caused as there is no close gas station the downtown area on the east side of the river. All the new housing construction with little to no regard for current residents parking situation already. My street not only is used for parking for the downtown area, the stage company, there is now the 1859 Event Center with no parking of their own and parking is available on both sides of the street which leads to getting in and out of my own driveway a nightmare, if I can as people have no disregard for residents driveways and park over our aprons as well - Noting I drive three big vehicles and a large trailer. There is permit parking on the cross street at the end of our street, which just pushes more people to park on our street. Another HUGE ISSUE that has exponentially gotten much much worse now that traffic and congestion are at the levels they are, drivers use our street as a cut through to skip the light at 48 and upon doing so whip around the corners going as fast as they can and not even giving the residents time to pull in or out of their driveways as they will just fly around you almost causing multiple accidents a day. In conclusion, I hope the city executes a guaranteed to work solution to be completed asap or things are just going to continue to get worse and worse with all the new residential construction being completed daily. It is very sad, I love this town and my home dearly, although whenever I have to leave my home and drive somewhere, on the way and on the way back, I think and say to myself I don't know how much more of this I can stand and seriously consider selling and moving....
15. Let's keep in mind there are two times when traffic is an issue. Rush hour and a weekend with great weather. Too many cars with too few options are a problem during rush hour. Too many people, walkers, bikes combined with all of our parking options in downtown make a great weekend hard to drive in this area.
16. I'd like to see the area become a pedestrian zone with no cars, either during peak times, say after 4 on friday, after 1pm on saturday/sunday OR permanently with an alternate route for cars. I don't think the problem is that we don't have enough lanes because if we add more lanes we'll just have more cars. The problem also isn't waiting for bikes/pedestrians to cross. The problem in my view is that too many

people are driving through a place without enough places to park OR an easy way to get to that parking that avoids people walking around downtown. I feel like what's needed is that cars have a way to park near downtown that doesn't require driving through Loveland.

17. Very heavily congested most of the time, with tight lanes because of parked cars on the street and/or people walking.
18. The many city activities and attractions are wonderful, but have grown in popularity faster than the development of roads and parking.
19. I think there needs to be additional parking somewhere outside of downtown. And have transportation like a trolley or bikes to rent available to go into town. There is so much congestion downtown because there is not enough parking, people drive around for twenty minutes just to find a spot to park. Maybe reserve it for elderly, handicapped etc.
20. It is often very congested on the weekends. I would love to spend more time downtown, but typically make plans to go elsewhere due to the lack of parking and the traffic backup along Loveland Avenue.
21. This area is too small for the amount of people coming in and out. This area does not have enough parking. Parking here is terrible, mostly thanks to that giant building housing the apartments and condos! What a waste of space.
22. Traffic and parking can be difficult, it's kind of the price you pay for having a thriving downtown, other local cities would kill for something similar (I'm thinking of Mason in particular). I don't think you can make it a huge amount better for motorists without negatively impact cyclists and pedestrians. It's a tough situation
23. I will avoid downtown Loveland as much as possible due to the traffic. I live less than a mile from downtown and don't frequent restaurants/shops because it's too challenging to get around. Bad traffic, bad parking, and now many spots are pay to park. Great that there is development, yet at the detriment of many of the residents in the area. A few suggestions: 1) move city hall to a less populated area and put parking (even a two level parking facility) in its place. Charge a fee for those not in the area (i.e. not in Loveland School district) and free with a "community pass". 2) a new bridge is needed over the Little Miami. Maybe even two. The current two bridges create bottlenecks at both locations. 3) I don't know if it can be done because of space, but a round about at 48 & W Loveland and also one at W Loveland & Loveland Madeira. 4) no left turns onto Karl Brown from W Loveland 5) no left turns on 48 from Karl Brown
24. There are so many people and the town of Loveland is simply not big enough to keep adding parking spaces, it gets very crowded anyway. It is a problem
25. Congestion lack of parking and long waits in traffic has been a major problem for too long.
26. Very busy, hard to travel, hard to park
27. We have lived in Loveland for 28 years and love to be downtown, but traffic congestion and parking often push us to make other choices, while many others from outside of Loveland flood in, particularly on weekends.
28. Definitely too congested. As much as I love Downtown Loveland, I do try to avoid it as much as I can. Between the traffic and the lack of parking, visiting Loveland can be stressful.
29. We love downtown Loveland. We love our local businesses. The congestion is tough though. It inadvertently seems tough on the businesses too. I wanted to stop and go to some of the shops a couple weeks ago and ended up giving up because parking on the street was so harried.
30. My biggest frustration is the lack of parking downtown. I think this makes traffic worse and more dangerous as well, because you have people driving loops around the downtown area distracted as they look for a place to park. We moved to Loveland in large part because of the downtown area, but we are

often deterred from going downtown because of the congestion and lack of parking. I'm not confident that the valet service will help this, as it will lead to a lot of people stopping in an already congested area.

31. There's too many businesses, not enough parking, and pedestrians using the trail. Loveland continues to cram more in a tiny space. I'm doubtful there's anything that city can do (or is willing to do) to fix the issue. I avoid the area on nice days because of the congestion and crowds
32. Getting out of roads and parking lots is difficult at peak times and trucks hitting the railroad tracks and the farmers market make it more challenging
33. It's just too congested. 5 years ago we could park, walk the dog, eat - now it's just too congested and no place to park.
34. People looking for parking slow things down and I know people who avoid Loveland because of it. I am sure you are already aware of this. With new restaurants coming not enough parking to accommodate them and employees. It will get worse.
35. a little late don't ya think pave paradise, and now you have a traffic jammed parking lot . oh those know it all council members starting about 20 years ago
36. I avoid downtown when I know it's busy. I won't pay for parking.
37. Heavy traffic and not enough parking Extremely congested when school is in session.
38. The area continues to grow and become more popular (people and businesses) - parking must be improved along with congestion. We tend to avoid patronizing downtown Loveland because of the hassle of too many people, cars and parking.
39. It's simply too congested with businesses and NOT enough parking. The park needs utilized more with special events. Too many bars and unruly adults.
40. Congestion is a problem especially when there is a event. Not enough parking. Small space.
41. More parking with no meters for employees of local businesses, or a parking area for workers. Restaurant and vendor employees shouldn't need to get to work an hour early to try to find a parking spot to go to work. Also have more parking for the farmers market. I purposely avoid coming to the farmers market because of the traffic.
42. I avoid driving though Loveland most evening and weekends. And have stopped using the restaurants in that area due to the parking situation.
43. Just overly congested on the main drag and not enough parking
44. We try to avoid downtown as much as possible because of traffic and parking.
45. There are simply a lot of cars traveling through the area. Parking is a concern, too. People outside the immediate area don't know about all the available parking.
46. I would love to visit downtown Loveland more, but between traffic, lack of parking, and charging for parking it has made my family visit less than we used to.
47. I am well aware that Loveland has grown tremendously since the fire @ Tano's years ago but something has to change. The parking garage needs to be installed ASAP. There is not enough parking for people especially in the summer evenings. I have always thought especially after witnessing July 4th & most recently the crash into Paxton's that on Saturday evenings from Bishop's to the City Building needs to be closed to cars. There are so many people who are intoxicated, are down there with their children, cyclists crossing I'm truly surprised no one has been hit and killed yet.
48. There is a abundance of vehicle traffic with no where to park. Condos being built with no parking available to just go downtown for the day or maybe rent a bike and ride the bike trail.

49. What used to be a quaint little historic downtown has been overfilled and monopolized. Rush hour in this area is miserable and now you have to pay to park downtown. Loveland has been in flux for several years...fix it.
50. Loveland has always been a great place as I grew up in Loveland and lived there for 22 years. My parents still live in Loveland and I visit them weekly. I love Loveland enough that my husband and I are building a house in Loveland and moving there in about two months. More and more people have called Loveland their home over the years and the traffic in downtown and around the community has gotten worse, especially with new residences downtown. It's a great place to live but now it's very crowded, there's very little parking downtown, and sometimes the only way to get to certain places around town is to go through downtown and I try to avoid this at all costs. Most of the time the traffic is bad and is dangerous when all the streets get backed up.
51. This area is too small to continue building more apartment complexes and businesses. You are out of room. It is becoming an unenjoyable town to live in. As a tax paying resident, I can't even take advantage of going downtown Loveland because of all the tourists taking all the parking. But yet here I am year after year, tax increase after tax increase, not able to enjoy living here anymore. Currently looking for a new town of residence, which is sad because I have loved this town since I was a child. Watching the change over the past decade plus, has been very sad.
52. The traffic and parking issues are so bad that we come to Loveland less and less each year.
53. There is a lot of traffic but Loveland has grown in numbers and it is extremely congested. We do not go to DT Loveland as much anymore because of traffic and parking. We head towards Mason, Kenwood etc.
54. I'd love to attend more festivities (Oktoberfest, Halloween, Christmas, etc.) in downtown Loveland with my family but it is MOBBED every time we go. Very little parking and too many people in a small area with cars driving through the middle of the festivities.
55. Great town. It is definitely getting busier, but I feel that traffic is not a big issue. I would rather see the beautification of Loveland over new roads, lights, etc. I would bike in to town more but Loveland Madeira is too busy to bike one. A better bike lane on Loveland Madeira and better sidewalks should be a top priority. Pedestrian safety.
56. Motorists, pedestrians and bicyclists all need to heighten their awareness when they pass through Loveland. Too many people crowded together in a small space. High opportunity for accidents.
57. There simply isn't enough room in downtown Loveland for all the people who commute through the area/visit the area. The issue is significantly worsened by pedestrians and bikers who keep a constant flow of pedestrian/biker traffic going across Karl Brown Way and West Loveland Ave. The crossing stations are fine and certainly enhance safety when used properly, but because they are untimed, foot/bike traffic has a tendency to be non-stop and choke the flow of vehicle traffic all the way around the center of town. I usually try to avoid downtown Loveland at rush hour and on the weekends, but my kids are part of the Loveland Stage Company summer production and I've had no choice but to add to the traffic over the past couple of months. The lack of common sense exhibited by everyone trying to get where they're going--whether on foot or on wheels (2 or 4)--is absolutely infuriating. :-/
58. Congestion, congestion. Bike trail pedestrian light not used much
59. Already discussed need for bridge/tunnel for cyclists/pedestrians crossing the road downtown. Need more lanes for traffic. We keep adding apartments without improving the road capacity.
60. The primary contributors to vehicular traffic in downtown Loveland is THE BIKE TRAIL TRAFFIC. Every other car has to stop to let either pedestrians or bicycles go by. It's not the number of lanes or stop lights. It's the crosswalk. Plain and simple.

61. Traveling thru this area gives me anxiety. I am always afraid I am going to hit a walker or bicyclist on accident. It seems to always be congested but am not sure what a solution could be because it runs smoothly considering the congestion and set up.
62. Too visually busy Already too many signs lights postings overwhelming therefore low confidence in rules being followed or being safe walking riding and driving
63. Need 4 lanes through Loveland from 48 to new 4 lane bridge. No bike/ped crosswalk or lights, build tunnel under the road so traffic in any direction can constantly move/flow. Have to separate cars, bikes, peds....more lights/signals/crosswalks is not the answer, just slows things down and doesn't eliminate the cross traffic and contact. Someone is going to get killed.
64. I love the shops & restaurants in the area, but I will often choose some other place because there is so much vehicle & pedestrian traffic.
65. Overall it's too congested. If traffic were one way around the area pedestrians would be safer since they only need to be concerned with cars coming from one direction. One way traffic would also ease the issue of cars turning left to cross traffic hence traffic would not back up behind them.
66. Question 12 doesn't allow for write in details. The biggest cause of traffic problems on a busy day, in my opinion is the crosswalk near the bike trail.
67. Wish I had never bought a home on east side of Loveland. Avoid downtown area at all times on weekends. Too many people! People don't use button at crosswalk, traffic backs up even going around under tresses.
68. There is too much traffic for a 2 lane road!! Cars constantly stopping for pedestrians to cross creates even more of a nightmare especially when the weather is nice.
69. If pedestrians could go over the road on a raised sidewalk or arch this would cut down on so much slow down. Any day there is nice weather everything is bottle necked!
70. I avoid downtown as much as possible. Too many crosswalks.
71. I think we're making way to many intersections for pedestrians. It's to many stop and go's. Especially for new drivers that are learning. It drives me absolutely nuts. Than when a big truck gets stuck under the bridge traffic is hell. We need to widen the roads it's to congested 🙄
72. Too many people in too small of an area. People consuming alcohol on sidewalk and crossing not in crosswalk. One car stopped to parallel park holds up lots of traffic.
73. The traffic really varies depending on the time of day and what is going on in Loveland. I hope the light on the bike trail helps
74. Hesitant to take kids on bike trail due to safety with traffic. Avoid this area on nice days due to traffic congestion
75. I have lived in this area for 17 years and traffic congestion continues to get worse. More housing developments are consistently being added, which puts more strain on the already overtaxed roadways thru Loveland. I'm happy that a right turn lane will be added from 48 into downtown Loveland, but more needs to be done and it needs to be done soon. The bikeway crosswalk in downtown needs to be better addressed via some type of overpass that keeps pedestrians/cyclists/children out of the extremely congested + impatient traffic. I want to spend more time in downtown Loveland, but I find myself going to Maineville/Landen/Morrow to avoid the hassle of wading thru the congested mess of downtown, which is steadily getting worse.
76. The congestion from the bike trail, restaurants and people trying to get home makes the evenings painful to drive in downtown Loveland.
77. the people on the bike trails do not abide by the traffic laws (ie stop signs) on the trail passing across the roads. this often leads to many people slamming on brakes and congestion. in addition they often times

do not use the signaling buttons in the trails which leads again to more congestion and unsafe roadway use.

78. The bike trail adds to the charm of Loveland even if we need to watch out for them. As Loveland has become more desirable, traffic has increased... not a bad thing. 31 year resident of area.
79. Stop building housing downtown Loveland and the bikes need to stay on the bike trail!!!!
80. The area is overpopulated for its infrastructure, also, the bicyclists frequently cross the road without looking or slowing down, causing cars to have to rapidly brake. Too my knowledge, law enforcement never enforces the traffic laws on bicycles.
81. There is too much congestion and not enough outlets to go to.
82. Our historic district/downtown has become a destination. That is exciting. However as with any place that is a destination, there is congestion.
83. Traffic is too busy and noisy and takes away from charm of downtown area.
84. There are too many events squeezed into the small downtown area. Try holding some events in locations other than downtown, and allow non-event goers to enjoy the downtown. Loveland should have a free shuttle during peak times. This would greatly reduce traffic.
85. The area is such a jewel for our community but the excessive traffic and congestion during peak hours often makes me think twice about heading into the area.
86. There are too many cars in this area of Loveland. We often walk or bike from our home near Qantas park to this area. We do not like the height of the bridge. Sometimes cars travel to quickly over the bridge. We have lived in about this area for the last 26 years. We love the development. However, we do not always feel safe crossing the bridge. We are happy that the bridge has been somewhat repaired on the north side by the river.
87. n/a
88. To congested
89. We have lived in the area for over 27 years and it has become a place that I don't want to drive in. I will go out of my way to avoid driving in the area
90. It is so congested it makes me very cautious
91. Even when the traffic is easy, the place feels hemmed-in and crowded. Probably due to the architecture, with looming buildings. That contributes to feelings of stress when downtown Loveland.
92. Congested
93. As the area grows with housing Loveland just isn't wide enough to handle the traffic flow.
94. Too many people eithe walking or driving to get through this area
95. My concern is a nightmare with all the new added businesses and people coming to the little town of. Stay here come come hey hey better come
96. I avoid it at all costs. It's stressful and the sprawl is never-ending.
97. We are really considering moving to a different area of Cincinnati because of the traffic problem in Loveland combined with no highschool busing. We live in the Clermont side with multiple children, both in highschool and approaching. The traffic in the afternoon and evening is too much and it's stressful. Our kids do extra curriculars so we are always driving them back and forth. We're at the point where we don't even utilize the businesses or parks in the old Loveland area just because we're so fed up with dealing with traffic so we typically drive to blue ash or another area just to not have to deal with it. We are stuck either driving thru downtown Loveland or driving down branch hill and down Loveland maderia to get to anything and both sides are bad. We're always saying that we don't know why Loveland never widened the roads and put in more lanes. It's really poor planning. I've lived in a handful of different parts of the greater Cincy area and this has the worst amount of traffic in my opinion.

98. Please STOP BUILDING
99. Too much traffic and people
100. Way too much packed in. Hard to enjoy it anymore. Too many of everything
101. Have lived in Loveland for almost 20 years. Avoid driving through the downtown area at all costs and attempt to seek an alternate route during times I know it will be gridlock. Oftentimes feel as if I am going out of my way. Very frustrating. Love living here, but HATE the traffic.
102. It can be a lot of commotion to pay attention to at one time. And if there are special events it makes congestion through there even worse
103. It's a highly congested dangerous area
104. This study should have been done years ago before all the new businesses opened and the apartments/condos were built in the downtown area.
105. Too many trucks and commercial vehicles.
106. The traffic is terrible. I'm not sure what the solution is other than routing traffic around the downtown area Also, when will there be studies of the Loveland-Madeira corridor? That is a traffic nightmare as worst, if not more, than downtown Loveland. In my opinion, that is of more concern than the downtown area. One other thing. Get rid of the paid parking. I pay taxes so I can park there. I refuse to pay again to park there
107. We really love the area but the traffic congestion keeps us away
108. With the ever increasing home developments, the infrastructure has not improved to keep up with development.
109. Loveland has created way too many apartments in the area.
110. I go through this area as little as possible. I don't have to for work or school and it's so congested I rarely even want to go there for restaurants, stores, etc. It's a nightmare that I choose to avoid.
111. too congested
112. We lived in Miami Trails for 6 months while building a house in Ashwood Estates. I had to drive through downtown Loveland on my way to work at the same time the high school students were going to school. The amount of backed up traffic was insane. My husband and I agreed to never move to the east side of Loveland because getting through downtown is a mess. My in laws often come over to help get my kids on the bus in the morning or to have dinner, and they always give themselves an extra 10 minutes to get through downtown. There isn't enough roadway to handle all of the vehicles.
113. Too congested for what it is-
114. It's a very congested area
115. So many people but I think this is a good thing.
116. Too many cars through the historic business district on Loveland Ave.
117. Busy
118. Traffic congestion is very seasonal. For most of the year, there is very little real congestion. Traffic slows but is tolerable. In my opinion, it is truly only a problem on weekends when weather is favorable. I do think a signal is needed at the intersection of Riverside and Loveland Ave. It could be flashing most of the day, but during peak times, it becomes dangerous.
119. Too many people are being moved to this area that can't handle any more traffic.
120. Love to eat in the area, don't love the traffic
121. I avoid downtown Loveland at all costs! The small town family friendly charm has been replaced by congestion.
122. I refused to go downtown and participate in anything and contribute to the insane amount of volume in traffic in this town. There are way too many outside people congesting this city.

123. The area as a whole is too congested the city keeps allowing more and more residential areas without thinking about the traffic impact. School adds even more time. There should be no left turns at the 5 point intersection and a continuation lane to in front of Tanos. In the mornings a continuous lane turning left from Tanos with police maintaining the light. No left turn at Railroad ave must enter from the light. It is too late to fix this because the huge ugly building the city allowed into Loveland that doesn't look old. The city never listens to the people.
124. I typically avoid a lot of traffic by going on east Broadway and under the railroad bridge -- it's too congested going by Ramseys and through the business district of DT Loveland. It also has been extra slow lately due to construction by St. Columban and now in front of Bond as they build out those side walks. If the river is flooded or if someone has gotten themselves stuck under the railroad bridge it adds 15-20 minutes to my commute home.
125. Super congested
126. Trying to build up downtown Loveland before you take care of the traffic congestion
127. Although we have nowhere to really expand, when it is backed up for any reason it truly is a nightmare. Any hiccup surrounding town also can contribute. Getting to school events has been a challenge sometimes with everyone using the same corridor.
128. The urban planning has added to this issue. Traffic has always been a problem but instead of fixing it...they have added businesses and residential to it and in the planning ignored how this was going to compound it. The railroad trestle has always been a roadblock...but to make it pretty...we made it two lane on east Loveland. I do not know what the answer is but it needs help BEFORE anything else is changed!
129. Riverside Rd access to bridge from 275/ Loveland-Madeira during rush hour gets backed up.
130. I drive through downtown Loveland multiple times a day and the traffic is a mess. Tuesdays with the farmers market and weekend traffic is awful! Trucks getting stuck under the bridge!
131. I avoid this area past 5 PM. The traffic and parking are crazy. There is too many businesses and apartments and not enough parking. The bridge is not the issue, it is the bottleneck beyond Carl Brown Way and St. Rt. 48 on Loveland Ave.
132. Volume of traffic is increasing and the roadways are staying the same.
133. I avoid it as much as possible
134. I prefer not to drive through the area unless I have to
135. Weekend traffic is much more of a concern.
136. Congested during peak hours, holidays and no alternative routes
137. I avoid the area more on weekends. Less on weekdays.
138. Just lots of cars and people...especially on the weekends
139. There is a lot of competing traffic in one spot. Thru travelers, people arriving to park, walkers, thru bicycles. Many entrances and exits from random pockets of parking lots. Parallel parking on the streets. Just way too much trying to be done.
140. The overgrowth of the community is ridiculous and sad. Loveland cares more about money than about the residents. It's sad to the people who have grown up in Loveland because it isn't like it's used too.
141. It's too congested
142. The congestion is my biggest concern that slows you down to your destination.
143. Eager to see if the right turn lane from Route 48 to West Loveland makes a significant difference. Events downtown cause the most congestion issues. Figuring out where to route visitors is the biggest challenge in my opinion. As long as more homes are being built in and around Loveland the issue will be

hard to solve. The road infrastructure is not there to support the growth rate if vehicles going through the study area.

144. I avoid this area, specifically the bridge, as much as possible but that's often not possible.
145. Overdevelopment is just making the problem worse. Stop allowing developers to re-zone for more density.
146. Congested on weekends
147. I hear so much about the traffic. A lot of whining in my opinion.
148. With the construction of the new condos, once those are filled and can only imagine how backed up it will get at the intersection. Especially with no right turn lane.
149. during peak times and during the week end i will not go through Loveland to contested. travel around it.
150. It gets increasingly congested in the summer.
151. Over populated. The downtown apartments and town house residents, nearby communities, made even worse during the summer. I avoid the area as much as possible.
152. Friday evening thru Saturday seem to be the worst and I most always avoid the area at those times/days.
153. I try to avoid traveling through the area at peak busy hours whenever possible.
154. Weekends during nice weather are the worst! I avoid the area if I can!
155. Very congested during rush hour and especially in the weekends
156. Bumper to bumper traffic causing emergency vehicles to delay getting to their destination quickly
157. It's not the people or the signals. It's the development with no consideration to the increased volume of people and how all these people get around. It's bitter sweet to have such a nice quaint downtown area that I never want to go to.
158. The only issue I have driving through the area is how congested it can get
159. It is congested & challenging at times, but I'm never delayed for very long.
160. Traffic on weekends is especially bad, but mornings and evenings can also be a challenge.
161. As more housing is constructed in this area, the traffic has gotten markedly difficult. We have lived in our current home for nearly 17 years and in that time, traffic has always been difficult. It is becoming untenable now. In the mornings, when leaving for work, where I must travel through historic Loveland, if I leave my home at any time after 7am, I can easily add 10-20 minutes to my commute.
162. The area is congested to begin with. It gets worse when there is construction or when vehicles that are too tall try to go under the railroad bridge.
163. Just seems like alot of cars.
164. Too congested!
165. Loveland is a popular place. Sometimes it is a bit difficult getting in and out for events but overall I just leave a bit earlier to pick up my kids from school
166. traffic is horrible when the Farmers Market is running. It can take up to a half hour to get from one side of the river to the other.
167. I have to plan accordingly to leave in time to miss the worst of the traffic. Although I work for a business there, my office is located outside of Loveland and I currently visit the business in Loveland only when necessary. I can't get there and go to another meeting in another area of town easily so I tend to avoid scheduling anything in Loveland.
168. Too much development in the area has caused the congestion problems imo
169. Only problems during rush hour and sometimes on weekends
170. We don't want to go to some activities in downtown Loveland because it's so overcrowded.

171. I understand construction but traffic is horrible all the time
172. I try to avoid going through downtown Loveland whenever I can. It's a nightmare. Too many apartments/condos which has led to terrible traffic. Not enough lanes, it's bottlenecked.
173. It's very congested and a pain to drive through the area.
174. Current roads/lanes simply are not sufficient for the amount of traffic moving in, out and through the area.
175. I specifically moved out of Loveland because the traffic was horrendous and getting worse
176. The traffic wasn't bad until they decided to over-develop this one over-hyped city block. The population this brought in is too concentrated for one busy block in a suburban town. Pay some high school/college kids to program the traffic lights with AI. Smart traffic lights are more of an answer than basic timers, and it could be done with some basic Raspberry Pi hardware added to existing systems.
177. Outside area road construction that forces extra traffic into downtown, is a major nuisance!
178. too many homes and business being built in our small town, not enough space for all these people
179. I believe Loveland crammed too many apartments into the area around Loveland-Madeira and Old downtown Loveland.
180. Too many vehicles not enough lanes
181. It is so congested, that I tend to avoid it and do not go to the shops and restaurants as much as I would like to.
182. There is no room for emergency vehicles to get through during heavy traffic times
183. The fire department has trouble getting through do to congestion
184. I realize there are times traffic is congested, but I truly don't find it that bad.
185. Loveland has become too popular and is drawing more and more people. Building the apartments in the center of town seems to have been a bad idea and has just added to the congestion.
186. Too congested. I avoid going through downtown at all costs. There needs to be a widely expanded downtown with more traffic lanes in and out of downtown.
187. I avoid downtown Loveland on the weekends in the summer unless it is raining. Loveland has lost its hometown feel. Most long- time residents feel that Loveland is not historic anymore, it is like any other city in Hamilton County. When those condos were built it destroy the feel of downtown Loveland, it also didn't help when the people who built them decided to stop the trains from whistling. That is what made Loveland different - but not anymore.
188. During peak times it's a pain in the ...
189. Although there is a significant slow down in travel time through Loveland during certain peak hours, I don't see it as a major problem. It is a common situation when any town becomes urbanized and should be accepted by the residents as a product of unbridled growth, (apartments, new housing,etc) in an effort to keep the area affordable.
190. The congestion is a deterrent to frequenting the businesses located in downtown.

Question 20 — Comments about Traffic Lights

1. ADDING MORE TRAFFIC LIGHTS AND PEDESTRAIN CROSSWALKS WILL SLOW THE TRAFFIC DOWN THROUGH THE CITY. THERE IS JUST TOO MANY CARS UTILIZING THE DOWNTOWN AS A THROUGHWAY TO HOME/WORK/SHOPPING/SCHOOL. AN ALTERNATIVE ROAD THAT WOULD BYPASS THE CITY WOULD BE HELPFUL TO THOSE ACCESSING LOVELAND MADEIRA OR UPPER PART OF WEST LOVELAND.

2. Honestly, the list would be over a mile long... I have owned my home and live in downtown Loveland since 2016. My parents lived about 1.8 miles east of 48 on East Loveland in Goshen for 34 years until last year. Year over year the situation of traffic / congestion / parking / crosswalks / no turn lanes / no turn signals / blocked intersections due to turning lanes / drivers coming to an extended complete stop at the crosswalks when it is completely visible there is no one waiting or coming up to the crosswalk nor are the flashing lights on; leading to many cars missing the lights on either side of them and thus just another factor in the back ups. Very disappointed in Loveland for forcing the closure of the gas station on the corner of 48 and Loveland as well - even more traffic through town has now been caused as there is no close gas station the downtown area on the east side of the river. All the new housing construction with little to no regard for current residents parking situation already. My street not only is used for parking for the downtown area, the stage company, there is now the 1859 Event Center with no parking of their own and parking is available on both sides of the street which leads to getting in and out of my own driveway a nightmare, if I can as people have no disregard for residents driveways and park over our aprons as well - Noting I drive three big vehicles and a large trailer. There is permit parking on the cross street at the end of our street, which just pushes more people to park on our street. Another HUGE ISSUE that has exponentially gotten much much worse now that traffic and congestion are at the levels they are, drivers use our street as a cut through to skip the light at 48 and upon doing so whip around the corners going as fast as they can and not even giving the residents time to pull in or out of their driveways as they will just fly around you almost causing multiple accidents a day. In conclusion, I hope the city executes a guaranteed to work solution to be completed asap or things are just going to continue to get worse and worse with all the new residential construction being completed daily. It is very sad, I love this town and my home dearly, although whenever I have to leave my home and drive somewhere, on the way and on the way back, I think and say to myself I don't know how much more of this I can stand and seriously consider selling and moving...
3. Traffic congestion is very seasonal. For most of the year, there is very little real congestion. Traffic slows but is tolerable. In my opinion, it is truly only a problem on weekends when weather is favorable. I do think a signal is needed at the intersection of Riverside and Loveland Ave. It could be flashing most of the day, but during peak times, it becomes dangerous.
4. The traffic wasn't bad until they decided to over-develop this one over-hyped city block. The population this brought in is too concentrated for one busy block in a suburban town. Pay some high school/college kids to program the traffic lights with AI. Smart traffic lights are more of an answer than basic timers, and it could be done with some basic Raspberry Pi hardware added to existing systems.
5. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force

themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights, further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.

6. I think pedestrians crossings at the bike trail cause traffic issues. I think a light or something of that nature would be beneficial, particularly at peak times.
7. Traffic is much improved over the past years with the added turn lanes and changed light timing, and especially with the warning sirens for the low bridge. I wish you could build a Loveland by-pass somewhere--But where could that be done?
8. Traffic lights seem to be too long and there are no alternatives to getting to the west side of Loveland (High School, Fields Ertel, Kings, etc.)
9. Alternate routes for large vehicles or work vehicles will help. Also for people who live in the area but just need to pass through so they can get to another destination. Another bridge connecting east Loveland to west Loveland/Deerfield near the high school would help, along with a Rt 48 bypass to avoid being backed up to the nursing home on 48 and waiting in traffic. The traffic lights along 48 often are too long with no traffic flowing through the intersection while being stopped.
10. The timing of the lights is too long at some and too short at others. People run red lights, people walk into traffic and there is a lack of people paying attention. I am forced to travel this area as it's the only way for me to and I always add extra time and sometimes that's not even crossing the bridge- it's being on E. Loveland turning left at the firehouse and then left again at the intersection going up the hill. In the morning during the school year this area is awful at certain times. People at the cross walk also do not stop a lot of times to even look. There are stop signs yet they fail to utilize them or press the buttons that are there. The foot traffic stops rush hour traffic because it's inconsistent/sporadic crossing. Others cross in front of Paxton's because of the parking there and that too stops traffic. The light going towards to bridge in front of bishops quarter should just be a no left turn at all because people do not pay attention to the signs showing times and even with it the times it will back traffic up to the other intersection. The side street parking also contributes to traffic being slowed as it blocks the road way when someone is parallel parking along that stretch. I have traveled during rush hour all the way from Sharonville and the only traffic I'll run into that is significant is in downtown Loveland.
11. People moving through the parking lot area struggle to to turn in which can cause back up through the light leading to more cars sitting on the bridge waiting to get through downtown.
12. It is highly congested and don't think traffic lights will help much unless the timing is longer letting the traffic spread out. Most of the time, the traffic lights don't matter as cars can't move when the lights turn green anyway as it is so backed up. Downtown needs more parking options and another route so people can go around the downtown area rather than through it.
13. Please consider regulating timing of lights, get rid of paid parking by bike trail. To late, but more parking should have gone into apts by graeters. Maybe trolley stops around town thurs night to sunday build station by HS??
14. Busy times should have quicker lights to get around the square especially when events are happening at the landing. Parking is very troublesome when there is that surge of attendance in the area. Employees of establishments have difficult time parking to get to work.

15. Would be nice to have the parking garage built and then remove street parking and then add a turn lane for the light at lemons and limes.
16. Parking spaces is the biggest issue. People are just driving around looking for spots. Adding traffic lights would just congest things more. Extra lanes would just take away from spots. I think unless spaces can be added, it just is what it is.
17. Walkers seem so intent on their own that they get careless. Drivers, bicyclists, and walkers need to be more aware. Maybe flashing yellow caution lights at the bike trail crossing.
18. The trail should have a traffic light for pedestrians and cyclists to wait to cross
19. My #2 reason for traffic issues in Loveland (it did not prompt me to fill in my 'other') is disorganization of crosswalks. Pedestrians and bikers can cross whenever cars yield for them, and this completely disrupts traffic flow. (I drive through downtown multiple times a day, and I slow down every time I near the bike path... I know I'm slowing traffic down doing this, but people are constantly at the crosswalks and we're supposed to yield). There needs to be better organization of crosswalks and lights. What about a light for bike trail (near Paxtons) for busy times and flashing yellow for 'slower' trail times?
20. question 12 did not let me write in: We need a traffic light at the bike trail crosswalk that stops trail traffic when light is green for cars on the road.
21. There is a total lack of control of pedestrians crossing west Loveland Ave at the bike trail. There should be some sort of crosswalk light to make the pedestrians cross at the same time and let the traffic proceed instead of waiting for the pedestrians straggling through the road.
22. I always stop at the trail crossings but it might be more efficient if there was a crossing flashing light (like in Lebanon by the Middle School). Traffic really gets held up when the trail is busy because walkers/riders do not make an effort to pass in groups but rather stroll into the crossing in their own time forcing car after car to stop.
23. I think the bike trail crossing should be a timed light for pedestrians and bicyclists. Car traffic gets backed up during the afternoon and evening, especially on weekends because they have to constantly stop for pedestrians and bicycles
24. A Traffic light needs to be on the bike trail for pedestrians to stop and wait. The pedestrians crossing at random intervals is what causes most of the traffic. I am an avid runner and cyclist and would have zero problem waiting a few minutes at time for cars to get through. Especially during traffic hours. It's a simple and cost effective fix ; time traffic lights with the pedestrian light to help people move seamlessly through the city.
25. The bicyclists on the Tour De France style bikes that do not stop at the stop signs, stop lights or pedestrian crossings are dangerous to themselves and everyone around them. I am all for sharing the road with anyone so long as everyone obeys the rules. Jones Crossing is a very dangerous intersection when the bicyclists blow through the stop sign and around the walkers and young bicyclists.
26. More flashing lights in pavement for intersections with the bike path to slow/stop on coming cars. More clear signage to stop or slow for cars at the bike trail with pedestrians and/or bikes.... On a few locals persist in ignoring altogether.
27. I believe the main issue with traffic is the bike path. Bicyclists and pedestrian ignore the stop sign on the bike path and expect motorists to yield. I believe the addition of a traffic light and crosswalk on the bike path crossing would force bikes and pedestrians to yield to traffic. Timing the lights with the light at Karl brown and US 48 would allow traffic to flow less congested. The constant crossing at the bike path is the main issue. Beyond that addition of turn lanes for left turns would also help.
28. Pedestrians and bikers have a STOP sign at the West Loveland and Karl Brown Way crossings, not vehicles. Too many of them walk or ride straight through without stopping. At a minimum add another

flashing crossing light at the Karl Brown Way crossing like at West Loveland or some type of a timed system at each crossing to regulate when they may cross.

29. I think the bike trail crossing is a hazard. Very rarely do I see pedestrians and especially cyclists use the crossing flashing lights; the majority automatically cross without looking.
30. In my view the primary issue is that motorists are making too many stops at the bike trail and W (or is it E) Loveland Ave. Consider a proper traffic light there or an underpass for bikes/pedestrians.
31. A pedestrian bridge or tunnel should be put in place where the bike path crosses Loveland Avenue. By allowing the bike path users to not have to stop for traffic and traffic not stop, it benefits both. A tunnel would be the least visually obstructive, take up the least foot print because of height restrictions, but would likely be the most cost intensive.
32. A major contention I have with the traffic is the left turns at the light onto 2nd street from Carl Brown Way just past Eades. This causes traffic to backup and many travelers going straight onto Paxton to be stuck sitting through multiple green lights. Additionally the lack of acknowledgement and proper use of the crosswalks by bicyclist at the two bike path crosswalks is a major cause for traffic in my opinion. Despite the stop sign at both locations, a great majority of cyclist simply slow down but continue to cross in front of traffic rather than yielding to it, causing drivers to be on constant alert and unnecessary sudden stopping.
33. One of the questions was about whether I noticed people running red lights and not stopping for pedestrians. I do see a lot of running lights but people are generally courteous about stopping for bikes and pedestrians
34. actual stop lights for pedestrians/cyclists crossing by Paxton's and the livery to allow for traffic to progress in waves not just ones at a time would be great on weekends for sure.
35. Need to implement cross walk signals and time them with the traffic light signals
36. Frequently see pedestrians not use the crosswalk. They're the crosswalk signal available but people do not use it. Traffic lights favor one direction.
37. A lot of pedestrians in a heavy traffic area, concerned for their safety bc drivers don't want to be held up at traffic lights
38. I frequent Riverside drive, and I think the intersection with Loveland Ave needs a stoplight. As it is, I have to be very cautious as a pedestrian there, and I avoid it altogether as a driver when possible.
39. Biggest problems are at light by Graeters, people going straight holding up the light. Too many stops for pedestrians when light by Bishops Quarter is green
40. During heavy traffic times, it would help to hold back pedestrians from crossing while the light at Bishops Quarter is green. Peds can cross when the light is red.
41. The issue is that pedestrians stop traffic too much especially during the weekends with good weather. There has to be a way to control, pedestrians and bicyclist. Crossing the road on the trail so that car traffic can move faster. Maybe in force pedestrian traffic light.
42. I've lived here for 2.5 years and I avoid West Loveland at all costs. Generally I use Branch Hill Loveland from 275 to avoid downtown Loveland. The pedestrians force the majority of the problems. Motorists need to drive when we have green lights and pedestrians can wait their turn to cross
43. The crosswalk by Loveland Regional Animal Hospital and Lemons and Limes needs to be more obvious. The pedestrians are in a blind spot for drivers turning left onto W. Loveland from Karl Brown Way. Drivers get the green light to turn left and pedestrians are walking out into the street at the same time.
44. Need turn signals for cars turning left at all lights. Need better coordination at the pedestrian crossings for cars. During busy pedestrian traffic cars can wait a long time.

45. There are not enough signals or signage given the number of bikers in our area to keep drivers alert. Many speeders and cars running red lights downtown Loveland area.
46. Make the big block one way, but raise the train tracks first. Or consider having a stop light for the bike trail so that way people can go instead of constantly slowing down (put a train track arm over the bike trail so bicyclists know they cannot cross during that time).
47. The traffic signals, the railroad tracks, and the bike trail, all contribute to the congestion. We can't move the railroad track, but could we add roundabouts instead of signals to keep traffic moving?
48. Write in for question earlier: One of the biggest issues is people trying to turn left into parking/businesses during rush hour, especially near the bike trail crosswalk. One person trying to turn left can stop an entire light cycle of traffic. The bike trail crossing is probably number 2. If you just put a traffic light at the bike trail and didn't allow left turns off of Loveland ave into/out of parking lots you'd solve half the issue and traffic would be cleared tomorrow. Don't worry about the study, you can just pay me!
49. I am a cyclist and think that we should have mandatory stop light at cross walk...the free flow situation is crazy
50. The ultimate problem is the bike path. Cars yielding instead of pedestrians. It stop traffic unnecessarily. The light at the fire house is the other issue. If wasn't for family living in area I would not come the traffic is that frustrating and I grew up in Loveland. You need a parking lot to accommodate the influx of visitors. The beauty of Loveland was its small town feel. The train whistle, the bells from city hall, the nostalgic sound. All that has been removed for the sake of capitalism and it has created more problems
51. too many bikers not stopping at the stop sign on the trail that blocks traffic and I have seen this go on for several minutes before a car can even go through. How about fining every biker that runs that stop sign? The way it is now, the bikers think they do not have to stop and the cars do even though they have a stop sign.. Must put a traffic light there!!
52. The bike path causes traffic back ups. There should be a stop light on the trail that lines up with the stop light by bishops quarter.
53. The bike trail is a huge pain as people stop to let people/bikes cross and people/bikes expect people to stop all the time. This backs up traffic greatly especially when you miss a green light. Also, people turning left should not be allowed especially the road between Paxtons and Trailside (and the opposite side) as well you should not be able to turn left on Karl Brown Way at all hours (not just the current restricted). This backs up traffic a lot as well. There are so many other ways for people to go to avoid turning left and they just need to require it.
54. Needs to have a light at the bike trail... if lights are green they need to not walk across
55. Since I couldn't write in my "Other - Write In" top response to question #12, here it is: The bike trail crosswalk across W Loveland Ave is the BIGGEST slowdown on busy days in downtown Loveland! Please remedy with some sort of traffic signal. Thanks!
56. Timing of the traffic lights to the trail crossing would help..works well when there is a person there guiding traffic during heavy days such as holidays. Need a left turn arrow when turning onto karl brown way through loveland
57. The primary problem as I see it is the proximity of several key factors. First is the light at the end of the bridge and the left turn lane. The second is that within 500 feet is the Loveland bike trail, and then in 25 feet is the main access to parking between Ramseys and Paxton. It is rare that the timing is right to get thru that all without 2 or 3 substantial delays. Added to than is most of the traffic going into the lot behind Paxton is that which is turning left and oncoming traffic is only constrained to let you do so by the fact that they are petrified of hitting a person on the trail crossing, so they have slowed down and they

are more willing to let you turn. Then there is the railroad tracks within 500 feet and then a hill and an intersection on the hill at Graters.

58. While it's nice to see the downtown area thriving - it is even more difficult to get through town on weekends. People using the bike trail cause most of the traffic issues. They force traffic to stop for every single person. The proposed light at the bike trail might help but another bridge would be the best option.
59. Sometimes the traffic volume is fine. During rush hours and weekends it can be horrific. Bike trail crossing needs to be regulated without a red light for traffic at the crossing. There needs to be a red light for the trail traffic, with a green light for motor traffic at the same time. Then a yellow light for both when pedestrian traffic can cross. There seems to be a tremendous amount of traffic which comes down from Warren Co, 48, turning onto West Loveland Ave. I can't imagine there isn't an easier way to wherever from up there?
60. I think a light to stop bike trail traffic could be beneficial. It could come down like a train bar to stop bikes from just riding through and not stopping. Often cars have to slow down and check to make sure bikers aren't close because the bikers don't stop.
61. Why is the left turn signal heading west on W Loveland turning onto Karl Brown way not activated? On a weekend can easily sit through a few light cycles while waiting for a "tourist" to make a left turn.
62. It's not always the roads that are the issues. I've seen drivers sit through multiple lights to turn left and cause a massive backup for no real reason.
63. More traffic lights are not the answer here.
64. Need turn lanes and turn signal lights
65. Paxton's and those businesses are too close to the street so the speed limit should be 20 and emphasized with flashing lights and signs and patrolled from time to time. It needs to be taken seriously so people slow down and look around
66. We need to do a better job on traffic lights automation. Sometimes the road is empty and the delay is very long. Sometimes the traffic is heavy and the lights are very short.
67. Please install a light timed with the traffic lights.
68. I believe if traffic signals are updated with motion sensors and made smart (right lane turns when cross traffic turns left) will help a lot
69. I believe the full Loveland block (Karl Brown Way, Broadway, Second St, W Loveland) should be treated as a large roundabout. Everything should be one-way, with no traffic signals. Trucks can be rerouted (plenty of towns have to have alternate routes for trucks).
70. There needs to be a traffic responsive system installed.. More outbound in the morning and more inbound in the evening... Co-ordinate the lights to work in unison... A lot of them run full cycle giving turn times when no one is in a turn lane!!!
71. I think the west Loveland ave should be a traffic light.
72. Something has to be done about the bike lane and the absurd number of lights required to travel through downtown
73. The stoplight at 2nd Street and the main street is particularly vexing. It is a major slow down.
74. The biggest headache areas are the tragic light right outside of Bishops (people constantly trying to turn left) and there needs to be an extra lane to turn left onto 2nd street from Broadway.
75. Huge improvements could be made in this area by doing a traffic light study.
76. The lights don't sync with each other and create more back up traffic. Then cars block the road when attempting to make lights, which causes more back up. Then no matter how many signs and flashing

lights large vehicles constantly hit the rail road trestles. Then pedestrians also don't obey traffic laws, they have stop signs on the bike trails and still dart in front of traffic.

77. timing of lights seems off.
78. It gets so congested at rush hr. Trying to turn left by lemons and limes is impossible especially when the signal lasts 10seconds
79. Pretty please put a turn signal on the light on West Loveland turning left into Lebanon! It's ridiculous it's not there with the lack of buses at the HS and it really slows down the traffic flow that direction between the high school and middle school. Why is there not a left turn signal there???? Like ever? People then get desperate and drive crazily through the heights or the church parking lot where there is preschool.
80. The only potential traffic signal addition I could think may be necessary is at W Loveland Av & Riverside Av on the west end of the bridge. Traffic turning off of Riverside left onto W Loveland Ave frequently backs up traffic. Could also consider making a no left turn area from Riverside in lieu of adding a traffic signal.
81. The traffic light when coming from 5 points and turning left onto W Loveland at the firehouse has a massive timing problem. Literally I can sit there for many, many, many minutes and no traffic is on W. or E. Loveland. Unbelievably frustrating!!! Loveland has a green light but we are backed up several cars beyond theatre. uggggh. Similarly, light turning left onto W Loveland coming from the tressel is way too short. Always sit there and wait way too long.
82. A couple of years ago, when they re timed the traffic lights. It made a BIG difference. A big concern is the low railroad underpass by the canoe livery..
83. Left turns at every light are a problem.
84. Difficult to turn from River Rd by dry cleaners in rush hour. Possibly a traffic light installed at that intersection.
85. the traffic signal sequencing has improved rush hour flow, but its still pretty heavy
86. I find the stop light at West Loveland and Loveland-Madeira to backed up frequently. And the curve going down the hill inhibits line of sight to stopped vehicles.
87. There should be a left turn arrow to go from the bridge into the parking area near Narrow Path
88. Both of the lights in downtown loveland don't go great together sometimes one will be red and one will be green so it's hard to get through it gets backed up
89. There are definitely not enough turn lanes or turn signals on traffic lights, specifically left turn lanes/signals. One person turning left at any of our intersections here can cause major issues/backups.
90. The light at Karl Brown Way should have a left-turn light going east and west. Turn eastbound green with a turn arrow for 5-10 seconds, keeping westbound red. Then turn both ways green, no arrows. Turn Eastbound red while keeping westbound green and give a turn arrow. People turning north have caused backups and other issues. In addition, the "no left turn, mon-fri" sign going westbound doesn't work, and it backs up constantly. Having designated amounts of time for people to turn at the lights would help move traffic more efficiently.
91. The traffic is unpredictable and the timing of the lights show that. Sometimes the traffic coming down the hill to turn right into loveland can be backed all the way up the hill. I believe roundabouts would be great
92. When traveling east on Loveland Ave, the traffic light at Second Street causes major slow downs because of people waiting to turn left in the shared left turn/straight lane. There should be a separate left turn lane so traffic can keep moving straight through the intersection.
93. Need longer lights for proper flow of traffic

94. We take our child to/from CMH for school and sometimes visit downtown Loveland to eat, walk, etc. As someone going out to CMH my biggest point of contention is the indecisiveness caused by the Second Street and Loveland Ave intersection. The lack of dedicated left turn lanes on Loveland Ave seems to cause drivers to do their best figuring out when to turn (especially when cars facing each other are turning left heading in and out of downtown, but have cars behind/next to them going straight or right). Broadway and Second Street intersection is also a slowdown, but I personally don't use that intersection as often. Please disregard my answers about traffic lights as I don't have any knowledge of traffic light patterns, numbers, etc. Not sure if additional lanes would allow for more cars or just cause more indecisiveness. Still, we enjoy downtown Loveland, but try to avoid it during certain times of the day or when special events are happening.
95. It takes longer to get to my destination due to longer lights.
96. Light by Bishops is not time well for the long line that comes from under the railroad tracks. We wait WAY too long for our turn then often get stopped by people coming from the Bishop side and not enough cars get through. Also when things are going on (like someone who gets stuck under the tracks) the police are not helping at all they just sit in their cars and aren't trying to help traffic get through easier.
97. The RR Xing is often a holdup when school buses are forced to stop, open doors, etc. even with Xing gates and lights. No turn on red for school buses is another delay. Need a turn lane for South bound 48 onto Loveland Ave.
98. The light at POP church in the morning is really tough. When I had to drive kids to LMS and make a left onto Lebanon from Loveland I had to wait through multiple light changes. The other problem is the High school. I have to watch the time to make sure I avoid Rich when school lets out or I can get stuck, completely stuck in traffic from parents blocking Rich. Busses aren't coming back the HS needs a better long term solution

Question 20 — Comments about Turn Lanes

1. Need turn signals for cars turning left at all lights. Need better coordination at the pedestrian crossings for cars. During busy pedestrian traffic cars can wait a long time.
2. Write in for question earlier: One of the biggest issues is people trying to turn left into parking/businesses during rush hour, especially near the bike trail crosswalk. One person trying to turn left can stop an entire light cycle of traffic. The bike trail crossing is probably number 2. If you just put a traffic light at the bike trail and didn't allow left turns off of Loveland ave into/out of parking lots you'd solve half the issue and traffic would be cleared tomorrow. Don't worry about the study, you can just pay me!
3. The primary problem as I see it is the proximity of several key factors. First is the light at the end of the bridge and the left turn lane. The second is that within 500 feet is the Loveland bike trail, and then in 25 feet is the main access to parking between Ramseys and Paxton. It is rare that the timing is right to get thru that all without 2 or 3 substantial delays. Added to that is most of the traffic going into the lot behind Paxton is that which is turning left and oncoming traffic is only constrained to let you do so by the fact that they are petrified of hitting a person on the trail crossing, so they have slowed down and they are more willing to let you turn. Then there is the railroad tracks within 500 feet and then a hill and an intersection on the hill at Graters.
4. It's not always the roads that are the issues. I've seen drivers sit through multiple lights to turn left and cause a massive backup for no real reason.

5. Need turn lanes and turn signal lights
6. There needs to be a traffic responsive system installed.. More outbound in the morning and more inbound in the evening... Co-ordinate the lights to work in unison... A lot of them run full cycle giving turn times when no one is in a turn lane!!!
7. The biggest headache areas are the tragic light right outside of Bishops (people constantly trying to turn left) and there needs to be an extra lane to turn left onto 2nd street from Broadway.
8. The only potential traffic signal addition I could think may be necessary is at W Loveland Av & Riverside Av on the west end of the bridge. Traffic turning off of Riverside left onto W Loveland Ave frequently backs up traffic. Could also consider making a no left turn area from Riverside in lieu of adding a traffic signal.
9. Left turns at every light are a problem.
10. There are definitely not enough turn lanes or turn signals on traffic lights, specifically left turn lanes/signals. One person turning left at any of our intersections here can cause major issues/backups.
11. The light at Karl Brown Way should have a left-turn light going east and west. Turn eastbound green with a turn arrow for 5-10 seconds, keeping westbound red. Then turn both ways green, no arrows. Turn Eastbound red while keeping westbound green and give a turn arrow. People turning north have caused backups and other issues. In addition, the "no left turn, mon-fri" sign going westbound doesn't work, and it backs up constantly. Having designated amounts of time for people to turn at the lights would help move traffic more efficiently.
12. When traveling east on Loveland Ave, the traffic light at Second Street causes major slow downs because of people waiting to turn left in the shared left turn/straight lane. There should be a separate left turn lane so traffic can keep moving straight through the intersection.
13. We take our child to/from CMH for school and sometimes visit downtown Loveland to eat, walk, etc. As someone going out to CMH my biggest point of contention is the indecisiveness caused by the Second Street and Loveland Ave intersection. The lack of dedicated left turn lanes on Loveland Ave seems to cause drivers to do their best figuring out when to turn (especially when cars facing each other are turning left heading in and out of downtown, but have cars behind/next to them going straight or right). Broadway and Second Street intersection is also a slowdown, but I personally don't use that intersection as often. Please disregard my answers about traffic lights as I don't have any knowledge of traffic light patterns, numbers, etc. Not sure if additional lanes would allow for more cars or just cause more indecisiveness. Still, we enjoy downtown Loveland, but try to avoid it during certain times of the day or when special events are happening.
14. The RR Xing is often a holdup when school buses are forced to stop, open doors, etc. even with Xing gates and lights. No turn on red for school buses is another delay. Need a turn lane for South bound 48 onto Loveland Ave.
15. I have lived in this area for 17 years and traffic congestion continues to get worse. More housing developments are consistently being added, which puts more strain on the already overtaxed roadways thru Loveland. I'm happy that a right turn lane will be added from 48 into downtown Loveland, but more needs to be done and it needs to be done soon. The bikeway crosswalk in downtown needs to be better addressed via some type of overpass that keeps pedestrians/cyclists/children out of the extremely congested + impatient traffic. I want to spend more time in downtown Loveland, but I find myself going to Maineville/Landen/Morrow to avoid the hassle of wading thru the congested mess of downtown, which is steadily getting worse.
16. With the construction of the new condos, once those are filled and can only imagine how backed up it will get at the intersection. Especially with no right turn lane.

17. I mainly come through 48 so a left turn lane onto Loveland avenue would be great. Traffic backs up to the people who want to go straight but often people go left there. Some sort of bypass downtown route would be super helpful as there is no other way to get around downtown. U think that would be the best solution to those just trying to get through!
18. We need to limit further growth of the community as I don't want to see additional lanes of traffic. I'd be happy to see turn lanes and another river crossing but not additional full lanes of traffic.
19. The worst time seems to be the hours of 3-7pm. Personally I drove from the east side of the river to the west multiple times during this time frame to drop/pickup children from sports practices. Lack of L turn lanes is also a huge hold up. One car can make a light. Long shot: but a bridge connecting east side of the river to Lebanon road would be AMAZING!
20. Not enough parking and no turn lanes. Need to keep traffic separate from pedestrian traffic. Almost impossible to bike on trail through downtown.
21. 3 main issues: 1- Bike trail crossing. Needs a permanent signal to tell frail users and motorists when to stop/go. 2- Parking. Not enough parking within walking distance for the huge amount of people here mainly in the weekends and evenings 3- Turn lanes. Need one asap at the corner or Graeters and the old gas station. Backed way up every morning and much worse since they tore the gas station down.
22. By Paxtons, Ramsey's and Bishops Quarter need to study remove some parking on both sides of road to provide a small turn lane to parking lot. Also, need signal timed to stop bike path people when the light is green for bridge traffic to continue flow and not have to stop for every pedestrian and bike wanting to travel at the cross walk. Once light at bridge changes to red, pedestrians and bikes could travel across again till next sequence of that corner light changes again.
23. Taking away the free parking out slot of pressure on all to try and make a smooth entry and exit. A turn lane near the Loveland trails world solve some of the problems The valet parking is too costly for most people who just want to use the trails
24. It gets impossible to make a left turn during peak seasons if you are trying to get out of the public parking area. Even if the traffic is stopped at a light they often block the exit, and no one lets you in when it is green. Pedestrians don't often pay attention to the traffic flow.
25. I don't walk or bike through the area solely due to the in a hurry drivers who don't pay attention. This is due to the MULTIPLE times when standing waiting for the walk light at the 48/Loveland Ave crosswalk myself or my children have almost been hit by people not paying attention rushing for their spot in the traffic line up. Which brings me to the decision to add a right tun lane at that intersection. How does adding a turn lane into already congested area help anything?? Did anyone consider how that would affect people trying to turn left on the other side of the road(which is already difficult and causes backup up that side of 48 and Karl Brown)? Or people coming from East Loveland that already have to sit through multiple light cycles to go straight because it's so backed up? That is one decision I whole heartedly I do not support in the slightest. Bicyclists on the road are a MAJOR problem. Single rider or groups of bikes creeping up the hill from East Loveland through Obanonville, or FLYING down the hill is a danger to both themselves and cars on the road. Bikes creeping up West Loveland past the whippy dip is just as bad! Cars behind them cannot pass without putting themselves in danger due to the curving of both hills mentioned. People crossing the road when not at crosswalks. Just yesterday a group of 10 mature adults crossed at the railroad track right in front of me. Yet the city wants to add more crosswalks?? The bike trail crossing is terrible. Something absolutely has to be done before someone is hit and killed there and waiting until next year to install a light is just not it. Most pedestrians do not stop. Cars going through will stop way before a pedestrian is at the crosswalk out of paranoia that someone will fly in front of them without looking (which has happened many many many many times in

my years of driving through the area multiple times a day). That is the root cause of the congestion. Something NEEDS to be implemented during rush hour traffic that tells pedestrians they HAVE to stop and cars they DO NOT have to stop especially while the lights are green. A crossing bar? A crossing guard? I know I'd volunteer for it. Something. Turning left at Karl Brown should be not allowed during any time. There are multiple ways to go that direction without backing up traffic. Same for turning left into Nisbet when traveling East. The new turn lane towards Nisbet is more than acceptable way without causing traffic. Do better. If I could afford to move in this economy I would have left years ago just because of how inconvenient it is to leave my house. This used to be a cute humble town that I loved being a part of. Any more it's just annoying to live here.

26. What slows things down - in my opinion - more than pedestrians, bikes, and lights are the people trying to turn left into the parking by Paxtons/ The Works, and people trying to get in and out of those lots. It would be nice if there was a no left turn into the feetfleet lot and/ or the Works Lot. Force people to use the light by Bishops to turn left.
27. The walk light will I hope end the "courtesy" of people who hold up cars so walkers can cross whenever they want. But left turns are far worse. Traffic should be a one way circle with no left turns at Karl Brown way. That will inconvenience visitors, but residents will learn it and everyone will benefit. Vehicles too tall to fit under the RR bridge should just have to go through Branch Hill. It's dumb to choke up the only crossing that tens of thousands of us use to accommodate a few vehicles a day. Also, moving the fire station across the river just switches the problem from west bound to east bound.
28. Please don't put any more lanes in. The turn lane where the old gas station used to be is probably fine but adding more lanes will only increase vehicle traffic which makes things harder for pedestrians. The walkability of Loveland is what makes it attractive. Also, I think there is enough or nearly enough parking in Loveland but it can be tricky to find some of the lots if you aren't familiar with the area. Paving that surface lot behind The Works would be nice too. On an unrelated note, my answer for question 20 is "Motorcycle" but you haven't listed it as an option... guess, I'll pick my 2nd most typical vehicle.
29. Biggest problem is people turning left from bishops quarters and crosswalk congestion especially on weekends
30. I think the best option is to put a pedestrian bridge over Loveland Avenue, but the trains and lack of left turn lanes is also an issue. Perhaps a bridge for the railway and then making the downtown block one way so left turn lanes can be added. I recently saw the feds have funding for rerouting rail due to interference with rescue squads getting to residents, which is also a concern. Trains aren't frequent but they are usually during high traffic times, and can take 10-20 minutes at times.
31. Pedestrian traffic is the main issue in DTL. Also, a center turn lane would alleviate some of the backups.
32. Drivers do not follow the no left turn sign for the hours noted going west at the light near Bishops Quarters. So many sit the to turn left during the restricted hours. Also, a lot of drivers almost stop at the crosswalks when no one is there to cross. Will be interesting to see how the new light system will work there.
33. There needs to be a signal or bridge for the trail. The primary issue is the bike trail and the motorists stopping for a lot of them and it holds yo traffic
34. Hi Misty, Dave, you guys know the bike crossing is the #1 cause of ALL the issues in DT Loveland. We have to get that fixed. Should be officers out there at all busy times. And NO lft turn KB way(going W) Greg Stevens:)
35. Three big problems in the area are: 1) allowing left turns from Loveland avenue into Jack Rabbit and next to paxtons as well as allowing left turns out of those areas on to Loveland. This should be right turn only between 7am-10pm. 2) not enforcing existing traffic laws. There is already a no left turn sign onto

- Karl Brown during rush hours but this is ignored. Pedestrians jaywalk routinely on Loveland avenue. Cyclists rarely stop at stop sign on bike trail. They just slow down and enter crossing forcing vehicles to stop. The only time I've ever seen police presence in downtown Loveland is for parades and other special events. 3) there needs to be some kind of traffic signal to control flow on the bike trail crossing over Loveland avenue. It's not uncommon for a steady stream of folks using the crosswalk to occur without breaks to allow cars thru. This leads to less cars being able to make it to the signal at Karl Brown or 48 than what occurs when there are low numbers of bike trail crossers which increases backups. You combine this with a few left turners at Paxtons/Jack rabbit, and it can take what is a 3 minute drive in January into a 20 minute frustrating ordeal on a sunny evening/weekend from March thru October.
36. The bike trail crossing is still an issue. People on the bike trail do not stop, huge groups walk through (could be waiting for 3-5 minutes to let everyone pass). Turning left is an issue as well near Bishops Quarter. Going west on Loveland turning left on Karl Brown Way.
 37. Traffic is not always congested. Don't allow left-turns after the turning arrow at Broadway and 48.
 38. If you ever take Riverside rd, it is very very difficult to make a left turn on to West Loveland (heading away from bridge and downtown). It takes a very long time (10-15min). Alternatively, turning right (to go over bridge to downtown) is difficult at times too as the area becomes very backed up and congested. Maybe a traffic light here would be helpful?
 39. There needs to be a wider intersection at Loveland Ave. and Rt. 48/2nd Avenue.or turn lanes added.
 40. There needs to be better signage about the turn only lane on Loveland Ave.
 41. No turn lane on 48 by the fire house is a huge issue.
 42. We need change to relieve the congestion in Loveland. In early mornings we sit at the light on East Loveland waiting to go west through town while all the cars turning right from 48 to Loveland Ave have a long light and continue to turn right on red. The new right turn lane that will be constructed where the gas station was will make matters much worse for us.
 43. Where is the promised turning lane from #48 onto Loveland Ave.? The lot has been cleared for months!
 44. We need to add a center turn lane through DT Loveland on W Loveland Avenue and make Harrison Avenue a through street.
 45. Broadway turning left onto West Loveland (near Greater) backs up traffic since trucks and buses can't go under the train bridge
 46. Turn lanes would be great but not sure how you'd fit them
 47. Traveling on W Loveland Ave turning left onto Karl Brown Way I feel there should either be a turning lane or no turning left onto Karl Brown Way from W Loveland Ave.
 48. There needs to be a left turn lane for cars turning into the parking lot by Paxons and Ramseys...
 49. When the apartments were built, not enough space was left to allow for wider lanes and turn lanes. Now that that footprint is established it will be tough to create more room for vehicle traffic.
 50. There definitely needs to be more lanes in some areas and no left turns in some most places.
 51. Paxton's and Ramsey's intersection is very confusing for out-of-town people with the pedestrians, bikes, and cars. It is the land of confusion when driving. Very unsafe.
 52. Traffic flow could be improved by restricting left turns at locations without a dedicated turn lane, especially from westbound Loveland Ave. to southbound Karl Brown Way.
 53. Left turns at Karl Brown Way definitely back things up more than they should. I think we need more roundabouts rather than more lights.
 54. I think it should become a one way street. Turn right onto Karl Brown and wind back around to West Loveland. Easier for pedestrians and no one is waiting too long to turn left. That really holds up the traffic.

55. Turning right to Loveland Ave from Riverside is a problem during peak hours
56. We need more left turn lanes to better keep traffic moving.
57. Living at 101 S 3rd St (The Trails), I am concerned about the planned right turn lane from 48 through the razed gas station. It already takes a long time to go straight through the light on Loveland Avenue, and I think the merging lane will back up traffic more for people on East Loveland needing to drive through town.
58. People turning left into Nisbet from Loveland Avenue is a problem. It backs up the traffic terribly
59. Turn lanes are probably one big problem. More cross walks for pedestrians on side roads would help. The low bridge also causes a lot of problems.
60. Turn lanes
61. When people traveling east on E. Broadway St. try to turn left onto 48/Second St. it really disrupts the flow of traffic.
62. I think adding turn lanes would significantly reduce wait time at lights and thereby congestion.
63. During school year/hours, travelling west on Loveland Ave, from the Children's Meeting House towards downtown Loveland, the traffic is often backed up from the light to beyond the East Loveland Nature preserve, because there is NO left turn lane onto 2nd street at the fire station and the traffic light is too short. I've been backed up there in the mornings around 8:30, give or take, for 15+ minutes on multiple occasions.
64. There should never be a left turn by Bishops Quarters.
65. The turn from River Rd. to W Loveland Ave is dangerous and difficult
66. Left turns create backups
67. More lanes are needed and turn lanes
68. There is no real need for a left turn from W/ Loveland onto Railroad Ave. It can be accessed via KBQ.
69. I watch for turning vehicles extra closely.

Question 20 — Comments about Train Trestle/Railroad Bridge

1. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights,

further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.

2. Traffic is much improved over the past years with the added turn lanes and changed light timing, and especially with the warning sirens for the low bridge. I wish you could build a Loveland by-pass somewhere--But where could that be done?
3. The primary problem as I see it is the proximity of several key factors. First is the light at the end of the bridge and the left turn lane. The second is that within 500 feet is the Loveland bike trail, and then in 25 feet is the main access to parking between Ramseys and Paxton. It is rare that the timing is right to get thru that all without 2 or 3 substantial delays. Added to that is most of the traffic going into the lot behind Paxton is that which is turning left and oncoming traffic is only constrained to let you do so by the fact that they are petrified of hitting a person on the trail crossing, so they have slowed down and they are more willing to let you turn. Then there is the railroad tracks within 500 feet and then a hill and an intersection on the hill at Graters.
4. The RR Xing is often a holdup when school buses are forced to stop, open doors, etc. even with Xing gates and lights. No turn on red for school buses is another delay. Need a turn lane for South bound 48 onto Loveland Ave.
5. I don't walk or bike through the area solely due to the in a hurry drivers who don't pay attention. This is due to the MULTIPLE times when standing waiting for the walk light at the 48/Loveland Ave crosswalk myself or my children have almost been hit by people not paying attention rushing for their spot in the traffic line up. Which brings me to the decision to add a right turn lane at that intersection. How does adding a turn lane into already congested area help anything?? Did anyone consider how that would affect people trying to turn left on the other side of the road(which is already difficult and causes backup up that side of 48 and Karl Brown)? Or people coming from East Loveland that already have to sit through multiple light cycles to go straight because it's so backed up? That is one decision I whole heartedly I do not support in the slightest. Bicyclists on the road are a MAJOR problem. Single rider or groups of bikes creeping up the hill from East Loveland through Obanonville, or FLYING down the hill is a danger to both themselves and cars on the road. Bikes creeping up West Loveland past the whippy dip is just as bad! Cars behind them cannot pass without putting themselves in danger due to the curving of both hills mentioned. People crossing the road when not at crosswalks. Just yesterday a group of 10 mature adults crossed at the railroad track right in front of me. Yet the city wants to add more crosswalks?? The bike trail crossing is terrible. Something absolutely has to be done before someone is hit and killed there and waiting until next year to install a light is just not it. Most pedestrians do not stop. Cars going through will stop way before a pedestrian is at the crosswalk out of paranoia that someone will fly in front of them without looking (which has happened many many many many times in my years of driving through the area multiple times a day). That is the root cause of the congestion. Something NEEDS to be implemented during rush hour traffic that tells pedestrians they HAVE to stop and cars they DO NOT have to stop especially while the lights are green. A crossing bar? A crossing guard? I know I'd volunteer for it. Something. Turning left at Karl Brown should be not allowed during any time. There are multiple ways to go that direction without backing up traffic. Same for turning left into Nisbet when traveling East. The new turn lane towards Nisbet is more than acceptable way without causing traffic. Do better. If I could afford to move in this economy I would have left years ago just because of how inconvenient it is to leave my house. This used to be a cute humble town that I loved being a part of. Any more it's just annoying to live here.

6. The walk light will I hope end the "courtesy" of people who hold up cars so walkers can cross whenever they want. But left turns are far worse. Traffic should be a one way circle with no left turns at Karl Brown way. That will inconvenience visitors, but residents will learn it and everyone will benefit. Vehicles too tall to fit under the RR bridge should just have to go through Branch Hill. It's dumb to choke up the only crossing that tens of thousands of us use to accommodate a few vehicles a day. Also, moving the fire station across the river just switches the problem from west bound to east bound.
7. Turn lanes are probably one big problem. More cross walks for pedestrians on side roads would help. The low bridge also causes a lot of problems.
8. Make the big block one way, but raise the train tracks first. Or consider having a stop light for the bike trail so that way people can go instead of constantly slowing down (put a train track arm over the bike trail so bicyclists know they cannot cross during that time).
9. The traffic signals, the railroad tracks, and the bike trail, all contribute to the congestion. We can't move the railroad track, but could we add roundabouts instead of signals to keep traffic moving?
10. A couple of years ago, when they re timed the traffic lights. It made a BIG difference. A big concern is the low railroad underpass by the canoe livery..
11. Light by Bishops is not time well for the long line that comes from under the railroad tracks. We wait WAY too long for our turn then often get stopped by people coming from the Bishop side and not enough cars get through. Also when things are going on (like someone who gets stuck under the tracks) the police are not helping at all they just sit in their cars and aren't trying to help traffic get through easier.
12. Getting out of roads and parking lots is difficult at peak times and trucks hitting the railroad tracks and the farmers market make it more challenging
13. Wish I had never bought a home on east side of Loveland. Avoid downtown area at all times on weekends. Too many people! People don't use button at crosswalk, traffic backs up even going around under tresses.
14. The urban planning has added to this issue. Traffic has always been a problem but instead of fixing it...they have added businesses and residential to it and in the planning ignored how this was going to compound it. The railroad trestle has always been a roadblock...but to make it pretty...we made it two lane on east Loveland. I do not know what the answer is but it needs help BEFORE anything else is changed!
15. The area is congested to begin with. It gets worse when there is construction or when vehicles that are too tall try to go under the railroad bridge.
16. We have lived on the Mainville side of 48 for 9 years. Getting through downtown Loveland has been a mess for the entire time especially during the summer. Parking in downtown is also a mess. School buses having to stop at both railroad tracks also causes delays in traffic. There needs to be another bridge across the river to reroute some of the traffic. I know you didn't get funding but I liked the idea of adding a parking garage.
17. Strongly encourage you to evaluate feasibility of building another bridge to alleviate vehicular traffic. This is the only thing that will make traffic better! Also - install a pedestrian bridge next to the railroad trestle with parking on/near Main St. That would help too!
18. Trying to find a secondary route would be ideal with signal light at bike trail crossing to keep traffic flowing. Wish we could make the block from downtown around Little Miami livery as one way but cannot do this due to railroad trestle/flood area so an alternate bridge seems to be the most only option.
19. Build a bridge connecting Kemper road and E Broadway along railroad bridge.
20. It would be nice to have a bridge in downtown Loveland between the branch hill bridge and west Loveland bridge. It would also be nice if the low railroad crossing near the kayak store could be raised

allowing taller vehicles to travel under it. Then, if we could make Loveland a giant one way circle traffic may move faster.

21. 1. Eating outside at any of the restaurants the noise of traffic on Loveland Ave is very loud. 2. I worry about my teen drivers going to and from school with the heavy traffic in the mornings and afternoons. 3. If there is a truck stuck under the railroad bridge our only option is Loveland Ave and traffic gets extremely congested. An 8 minute drive can turn into 30+ minutes. 4. My number one suggestion would be an additional route over the river that bypasses downtown Loveland entirely. It would make Loveland city center that much more enjoyable if traffic wasn't so heavy on Loveland Ave. Any way to make Loveland Ave from Bishops Quarter to plaid room records pedestrian/ bike only???
22. Loveland needs a wider or 2nd bridge, also need to Raise rr bridge or lower the road
23. The railroad bridge is the main concern. It limits traffic travel. An alternative route near Cindy's would allow school busses to take another route. Raise the railroad tresses to allow more vehicles to go under(busses).. Maybe another bridge across the river to the south of the railroad tracks into Eads area.
24. Improving traffic in downtown Loveland would be wonderful. However, businesses in downtown Loveland, very much benefit from all the through traffic. Another bridge would benefit the area, but could impact the businesses. I think this is something we are professionals study into cost and benefits of alternatives would be helpful. A really good solution would be to improve the railroad underpass by the canoe rental.
25. Need another bridge. Possibly next to the railroad bridge. That would bypass the congested area with all the bars.
26. It seems like a bridge near the railroad bridge with direct access from Broadway would expedite traffic through the area.
27. Loveland needs a 2nd bridge, south of the canoe livery, that avoids both the train crossing and the train bridge. Further, stop the concentration of growth downtown and work on developing Loveland-Madeira Road. Develop the city around the residents and not outsiders.
28. There needs to be another route created. Needs to be another bridge that connects from the the railroad tracks by Cindy's / the canoe shop TO river road to by pass downtown Loveland all to get her for folks trying to get on and off the highway, to completely avoid driving in actual downtown Loveland.
29. The problem isn't anything Loveland can solve without being able to put another bridge over the Little Miami River. Another solution would be to eliminate the railroad bridge but I don't think that is possible either
30. Only solution is more alternative routes or train tracks going away
31. The traffic is absolutely ridiculous. They should have parking lots, extra parking. They're shouldn't be able to be any parking at all on west Loveland in the downtown Loveland area. That would also make more room for emergency vehicles to get through. Also something needs to be done about the 8ft bridge. This occurs way too often.
32. The bridge being so low adds to the issue of routes for large vehicles. Parking is also still an issue
33. The train is a big difficulty thing. Also school buses stopping along the route, might be a defines stop in the area in downtown. In winter is fine, but spring and summer during festivities is awful. I think the lack of parking space also is a reason. Since you have to drive two or three times to find one spot. Definitely the person's who don't read, this is related the bridge near the kayaks, I think we have to install some pre measures before that bridge in both ways. Some kind of cable that hit the upper part of the trucks that will not fit, with this they will have to stop and go backwards, when the trucks stuck under that bridge is horrible..

34. When entering the downtown area in Loveland immediately after crossing the bridge, force all traffic to turn right at the light, use the valet parking services and turn the downtown area into a pedestrian only zone, allow one day for business deliveries to the businesses located on the bike trail. Buy a trolley for the patrons to ride from the ugly out of character apartment building (someone approved) over to where Koenig's Gas station and Dave's carryout used to be... Yes I lived on Railroad avenue before the tracks were replaced by the bike trail. You are slowly losing the 'cuteness' factor but not making the new buildings look historical, Mariemont build a cluster of new apartments, and they blend in, not like what you have approved - sad but true
35. Forcing all larger vehicles away from the railroad underpass due to space issues creates more issues for the short distance between Stop lights and Bike path on Loveland Avenue
36. The low bridge clearance lights and and bike trail lights are so much it's hard to decipher what is going on. Sometimes I'm afraid I'm going to rear-end someone bc I'm always looking for bikes and people. It's just a lot downtown.
37. The bridge across the Little Miami is a huge bottleneck and the fact that some vehicles can't fit under the rail bridge, I try to park at the canoe rental lot as it is the easiest to access. Having a traffic signal at the bike trail to direct bikes and walkers will really help so all know who has the right of way.
38. The walkers (guests visiting businesses) and bicyclists are a major issues. The walk or cross whenever and wherever. The cars coming out by paxtons will just pull out or block traffic, causing back ups. The crosswalk and that entrance to parking creat a lot of issues with non residents who block the intersection or wander into traffic. Also, traffic is backing up more and more onto art 48. Having to sit much longer to even get to Loveland avenue or up to Hanna avenue. Even with new railroad construction the crossings are terribly uneven and cause traffics to slow way down. In summer lots of pedestrians cross at railroad to get to Grayers instead of up at the light. With the old Paxton's swinging and covered patio people would routinely step off the sidewalk and into traffic. It's a nightmare to drive through as a local on a nice day.
39. The timing of signals is good, but the bike trail is a problem when bikes or walkers do not hit the button. I try to avoid school traffic times, especially bus traffic at the RR stops.
40. Bike trail crossings need dealt with and an additional roadway across the bridge by the railroad would alleviate congestion. I realize this is a big ticket item but one that's probably necessary
41. I often try to avoid going through Loveland due to traffic and congestion. When the weather is nice and the bike trail is being heavily used it's always a mistake to go through there. School buses stopping at the railroad crossing back things up a lot too.
42. Make entire loop in downtown Old Loveland, one way. All traffic crossing the bridge from Hamilton county must turn right at Carl Brown. Take land that is now some of Cindy's parking lot and Eads employee parking lot to go over RR tracks
43. None
44. The amount of vehicles crashing into the train trestle is a huge issue as are any events happening in the main four roads surrounding the center of Ild Loveland. There's no easy way around if something is happening in that area.
45. Going East, Cars making left turns into the Paxtons lot slow things down a lot especially because you are trying to navigate people crossing on the bike trail and making a left into the lot. Could be better to have an entrance to that lot on 2nd St. north of Loveland Ave. behind The Works. Lastly...the railroad tracks that cross Loveland Ave by city hall need to desperately be repaired. They are brutal on cars crossing over. One of my cars is a Mini Cooper and I had a tire pull from the rim after crossing them.
46. Not sure if there is anything you can do but the low railroad bridge causing alot of back ups as well

47. if the trestle was not there, you could do one way traffic. the cross walk is a big problem. it needs to have a cross gate like railroad crossings. red light cameras would help too.
48. The bridge is a huge bottleneck.
49. The railroad bridge is a concern-when vehicles disregard the height limit. It shuts down the route for an extended time causing horrible traffic
50. Although it is technically outside of the study area the railroad bridge is a problem!
51. Traffic under the bridge is an issue as well; trucks getting stuck throws off an entire traffic pattern. One small construction project upsets a week.
52. People stopping on the railroad tracks in traffic.
53. You need a better warning system for the bridge by the canoe livery. Perhaps a plastic bar suspended by chains far enough in front of the bridge so that if someone is too tall and hits it, there is time to turn into a parking lot to turn around. Also, the work on 48 that has been ongoing since February is contributing to some of the driving issues.
54. Crossing the railroad tracks is quite damaging to the suspension/shocks on vehicles.
55. the railroad tracks are very bumpy and should be made smoother
56. People hitting the train bridge is very infuriating!
57. It doesn't help when a train is going through the area either, mostly in the morning.
58. Paint the train bridge! Bad traffic problems due to on going construction projects and people getting stuck under the train bridge!
59. 4 lanes through downtown would help tremendously. Also I suggest you make Railroad Avenue one-way Northbound, continuing to Union St & 1st st.
60. I get stuck sometimes, especially with a train, but usually still make it to my destination on time.
61. There should be a hanging sign before the underpass on Karl Brown way for vehicles to "hit" to let them know they will hit the train tressel.
62. Also need more signs regarding bridge height
63. Make one way and stop allowing vehicle more than reqd. height to go underneath railroad tracks.
64. One way travel seems like a great idea if the rail bridge can get more clearance

Question 20 — Comments about Traffic Lane Width/Street Width

1. Loveland needs a wider or 2nd bridge, also need to Raise rr bridge or lower the road
2. 4 lanes through downtown would help tremendously. Also I suggest you make Railroad Avenue one-way Northbound, continuing to Union St & 1st st.
3. There needs to be a wider intersection at Loveland Ave. and Rt. 48/2nd Avenue.or turn lanes added.
4. There definitely needs to be more lanes in some areas and no left turns in some most places.
5. More lanes are needed and turn lanes
6. Parking spaces is the biggest issue. People are just driving around looking for spots. Adding traffic lights would just congest things more. Extra lanes would just take away from spots. I think unless spaces can be added, it just is what it is.
7. I think more lanes would help. Not sure how to go about making that happen.
8. Traffic is very congested in downtown Loveland. We love all of the restaurants, biking, and shopping options. But when you travel through the downtown area, there are not enough lanes or alternative option, and all traffic funnels across the main bridge. It is inevitable that there will be traffic jams without any alternative options, more lanes, or new bridge to redirect heavy traffic

9. Very heavily congested most of the time, with tight lanes because of parked cars on the street and/or people walking.
10. I think we're making way to many intersections for pedestrians. It's too many stop and go's. Especially for new drivers that are learning. It drives me absolutely nuts. Then when a big truck gets stuck under the bridge traffic is hell. We need to widen the roads it's too congested 🙄
11. As the area grows with housing Loveland just isn't wide enough to handle the traffic flow.
12. I try to avoid going through downtown Loveland whenever I can. It's a nightmare. Too many apartments/condos which has led to terrible traffic. Not enough lanes, it's bottlenecked.
13. Too many vehicles not enough lanes
14. Too congested. I avoid going through downtown at all costs. There needs to be a widely expanded downtown with more traffic lanes in and out of downtown.
15. I don't think a new bridge will help it will just be another place traffic will be congested. More lanes and traffic law enforcement would help greatly.
16. I think there needs to be 2 more bridges over the little miami because everything funnels through downtown. I also think that the roads need to be widened so that there are more lanes and so we can get around bikers that are on the road. I fear for bikers and accidents happening. I think the bike trail across Loveland Ave shouldn't be a thing where people can go whenever because there can be such a backup of cars because people seem to trickle through as if they aren't sure that they're ready to cross. Also, there can be people just having a conversation next to the road but everyone stops thinking they're waiting to cross. I think the trail needs stop lights so traffic can keep moving. Also, drivers seem to think that the trail is a stop sign and will stop even if there isn't anyone there wanting to cross.
17. All the streets in downtown Loveland are narrow . A driver doesn't have the ability to get out of the way of any oncoming vehicles due to improperly parked vehicles, road construction and/or pedestrians who don't know the rules of the road. Also a real hindrance is the number of vehicles unaware of their ability to travel under the trestle on Karl Brown Way.
18. I think if you make the streets one way streets it could ease congestion by opening up more lanes for people to drive through. I also believe that if you open the spots that right now are valet/pay to park parking that would help with congestion as well. I rarely see people use them because of that reason
19. The road in front of the fence company and coffee shop is way too narrow . You can get hit easily by the extension mirrors on pickup trucks. Either each sidewalk should be shaved by six inches , or parking should only be on one side of the street
20. Too many cars for the size of the roads and not enough parking that can be quickly accessed.
21. Parking appears to be the biggest problem. Second would be drive lanes.
22. Widening the road would be amazing if it's possible to have an extra lane of traffic to loosen up the congestion and allow a better flow of cars. Parking is the concern we hear hourly from customers though. Every day at least once an hour someone complains about the lack of parking.
23. We just have not enough parking for everyone that comes into our town and not enough lanes
24. Please remove parking on Loveland Avenue. Bring back the extra lane of traffic each way.
25. Lack of multiple driving lanes is a big problem. Also lack of parking spots causes people to drive around in search for one. If it's a pretty day, I try to avoid the area because it's too hard to drive with so many people out. A parking garage would be very helpful. An alternate route maybe over the river would be helpful. In other cities, they have roads that are built over top of existing roads for turn lanes. Kind of like a bridge. It works great in Ft. Meyers Florida.
26. Narrow one lanes and not enough parking
27. Not enough parking or lanes

28. The bike trail crossing slows down the traffic more than anything. But adding the second lane each way, like it was many years ago would help that area so much.
29. E Broadway street is too narrow for 2 lanes and parking on both sides. Many times cars wait for others to pass. I spend a lot of time waiting for bikers/pedestrians to cross the bike trail.
30. Lanes way too narrow between Eads Fence and apartments. Need a crosswalk between Cindys & Tahona (too many pedestrians jaywalking)
31. Traveling past coffee 42 is hazardous, doors open people cross, too narrow for cars on both sides
32. Get rid of the wide sidewalks and patio seating to make another traffic middle lane for vehicles that need to turn into bike trail parking and businesses. This would help traffic flow faster through town.
33. The lanes are not well equipped for larger vehicles especially when turning out of the main parking areas due to the cement barrier in the middle of the road. The turning radius to turn right off the bridge and head under the train bridge by the canoe rental is also short and makes me nervous. There also should not be a patio allowed that limits the walking space to be less than a person/ person and a half wide (specifically paxtons)
34. Going from 2 lanes on West Loveland to one after crossing the bridge and entering downtown creates a bottle neck. A suggestion was made in the past to reduce West Loveland to one lane each way, a turn lane and a bike lane. That makes a lot of sense to me. There are a lot of accidents at the corner of West Loveland and Riverside Ave. A light there might help with that.
35. It's tight. Lanes are narrow are very narrow especially downtown over the bike path and the Loveland-Madeira/Loveland Ave. intersection. I'm in a mini-van "it's not a big vehicle" but still have so little room to make turns.
36. The problem mostly started when Loveland took out the 2nd lane each way through this area & made it sidewalks. Then the traffic on the bike trail has quadrupled over the years.
37. More lanes would help
38. There just isn't enough lanes and there's not much that can be done about it.
39. Bridge too narrow over river
40. Extra lane or two would be great for downtown Loveland
41. More lanes could be helpful
42. I've been on Loveland Ave (near Paxton's) twice when fire trucks and emergency vehicles were trying to get down Loveland Ave. There was no way for them to get through as there was no place to pull over. What a mess.
43. better flow would be experienced with more lanes
44. Some roads are not wide enough to comfortably drive a pick up truck when cars are parked on both sides of the road
45. The street with the Hardware/Coffee Shop is too narrow when cars are parked on both sides.
46. The road in front of mile 45 coffee shop/Ed's is too narrow for parking on both sides.
47. Question 12 Write In Comments: The main problem seems to be between the bridge and the firehouse. Widening this street would ruin the charm of downtown Loveland. Question 22 Gender: There is no such thing as non-binary.
48. Lots of congestion but not a lot of room to expand the lanes unless buildings are torn down or sidewalks removed in certain areas.
49. Roads are not wide enough !!!!!!!!!!!!!!!!!!!!!!!!!!!!!
50. Need wider roads
51. Should take out the extended sidewalks and make it a 4 lane road through town as it used to be.
52. Need 2 lanes east & west

53. I believe you could fix a lot of the problems if you made that entire area one way, and use the current lanes to make it so we have two lanes for traffic traveling going counterclockwise
54. Is there a way to add a car lane to the rail bridge that intersects Carl Brown and Kemper Rd.
55. There needs to be more space to house traffic to flow better.
56. I would like to see them do away with outdoor restaurant seating by the road. It's dangerous and they should open up the road to two lanes in each direction. The restaurants should host rooftop seating if they want open air.
57. Too many cars and not enough space for them to move. Lanes are very narrow and back up very easily.
58. It should be 4 lanes through Loveland... pull back the side walk sitting areas and take advantage of the 4 lane Bridge.
59. Need more lanes

Question 20 — Comments about Karl Brown Way

1. Is there a way to add a car lane to the rail bridge that intersects Carl Brown and Kemper Rd.
2. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights, further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.
3. I don't walk or bike through the area solely due to the in a hurry drivers who don't pay attention. This is due to the MULTIPLE times when standing waiting for the walk light at the 48/Loveland Ave crosswalk myself or my children have almost been hit by people not paying attention rushing for their spot in the traffic line up. Which brings me to the decision to add a right turn lane at that intersection. How does adding a turn lane into already congested area help anything?? Did anyone consider how that would affect people trying to turn left on the other side of the road (which is already difficult and causes backup up that side of 48 and Karl Brown)? Or people coming from East Loveland that already have to sit through multiple light cycles to go straight because it's so backed up? That is one decision I whole heartedly I do not support in the slightest. Bicyclists on the road are a MAJOR problem. Single rider or

groups of bikes creeping up the hill from East Loveland through Obanonville, or FLYING down the hill is a danger to both themselves and cars on the road. Bikes creeping up West Loveland past the whippy dip is just as bad! Cars behind them cannot pass without putting themselves in danger due to the curving of both hills mentioned. People crossing the road when not at crosswalks. Just yesterday a group of 10 mature adults crossed at the railroad track right in front of me. Yet the city wants to add more crosswalks?? The bike trail crossing is terrible. Something absolutely has to be done before someone is hit and killed there and waiting until next year to install a light is just not it. Most pedestrians do not stop. Cars going through will stop way before a pedestrian is at the crosswalk out of paranoia that someone will fly in front of them without looking (which has happened many many many many times in my years of driving through the area multiple times a day). That is the root cause of the congestion. Something NEEDS to be implemented during rush hour traffic that tells pedestrians they HAVE to stop and cars they DO NOT have to stop especially while the lights are green. A crossing bar? A crossing guard? I know I'd volunteer for it. Something. Turning left at Karl Brown should be not allowed during any time. There are multiple ways to go that direction without backing up traffic. Same for turning left into Nisbet when traveling East. The new turn lane towards Nisbet is more than acceptable way without causing traffic. Do better. If I could afford to move in this economy I would have left years ago just because of how inconvenient it is to leave my house. This used to be a cute humble town that I loved being a part of. Any more it's just annoying to live here.

4. The walk light will I hope end the "courtesy" of people who hold up cars so walkers can cross whenever they want. But left turns are far worse. Traffic should be a one way circle with no left turns at Karl Brown way. That will inconvenience visitors, but residents will learn it and everyone will benefit. Vehicles too tall to fit under the RR bridge should just have to go through Branch Hill. It's dumb to choke up the only crossing that tens of thousands of us use to accommodate a few vehicles a day. Also, moving the fire station across the river just switches the problem from west bound to east bound.
5. Make entire loop in downtown Old Loveland, one way. All traffic crossing the bridge from Hamilton county must turn right at Carl Brown. Take land that is now some of Cindy's parking lot and Eads employee parking lot to go over RR tracks
6. There should be a hanging sign before the underpass on Karl Brown way for vehicles to "hit" to let them know they will hit the train tressel.
7. The light at Karl Brown Way should have a left-turn light going east and west. Turn eastbound green with a turn arrow for 5-10 seconds, keeping westbound red. Then turn both ways green, no arrows. Turn Eastbound red while keeping westbound green and give a turn arrow. People turning north have caused backups and other issues. In addition, the "no left turn, mon-fri" sign going westbound doesn't work, and it backs up constantly. Having designated amounts of time for people to turn at the lights would help move traffic more efficiently.
8. Traveling on w loveland ave turning left onto Karl Brown way I feel there should either be a turning lane or no turning left onto Karl Brown way from w loveland ave.
9. Left turns at Karl Brown Way definitely back things up more than they should. I think we need more round-about rather than more lights.
10. I think it should become a one way street. Turn right onto Karl Brown and wind back around to West Loveland. Easier for pedestrians and no one is waiting too long to turn left. That really holds up the traffic.
11. I believe the main issue with traffic is the bike path. Bicyclists and pedestrian ignore the stop sign on the bike path and expect motorists to yield. I believe the addition of a traffic light and crosswalk on the bike path crossing would force bikes and pedestrians to yield to traffic. Timing the lights with the light at Karl

brown and US 48 would allow traffic to flow less congested. The constant crossing at the bike path is the main issue. Beyond that addition of turn lanes for left turns would also help.

12. Pedestrians and bikers have a STOP sign at the West Loveland and Karl Brown Way crossings, not vehicles. Too many of them walk or ride straight through without stopping. At a minimum add another flashing crossing light at the Karl Brown Way crossing like at West Loveland or some type of a timed system at each crossing to regulate when they may cross.
13. A major contention I have with the traffic is the left turns at the light onto 2nd street from Carl Brown Way just past Eades. This causes traffic to backup and many travelers going straight onto Paxton to be stuck sitting through multiple green lights. Additionally the lack of acknowledgement and proper use of the crosswalks by bicyclist at the two bike path crosswalks is a major cause for traffic in my opinion. Despite the stop sign at both locations, a great majority of cyclist simply slow down but continue to cross in front of traffic rather than yielding to it, causing drivers to be on constant alert and unnecessary sudden stopping.
14. The crosswalk by Loveland Regional Animal Hospital and Lemons and Limes needs to be more obvious. The pedestrians are in a blind spot for drivers turning left onto W.Loveland from Karl Brown Way. Drivers get the green light to turn left and pedestrians are walking out into the street at the same time.
15. The bike trail is a huge pain as people stop to let people/bikes cross and people/bikes expect people to stop all the time. This backs up traffic greatly especially when you miss a green light. Also, people turning left should not be allowed especially the road between Paxtons and Trailside (and the opposite side) as well you should not be able to turn left on Karl Brown Way at all hours (not just the current restricted). This backs up traffic a lot as well. There are so many other ways for people to go to avoid turning left and they just need to require it.
16. Timing of the traffic lights to the trail crossing would help..works well when there is a person there guiding traffic during heavy days such as holidays. Need a left turn arrow when turning onto karl brown way through loveland
17. There simply isn't enough room in downtown Loveland for all the people who commute through the area/visit the area. The issue is significantly worsened by pedestrians and bikers who keep a constant flow of pedestrian/biker traffic going across Karl Brown Way and West Loveland Ave. The crossing stations are fine and certainly enhance safety when used properly, but because they are untimed, foot/bike traffic has a tendency to be non-stop and choke the flow of vehicle traffic all the way around the center of town. I usually try to avoid downtown Loveland at rush hour and on the weekends, but my kids are part of the Loveland Stage Company summer production and I've had no choice but to add to the traffic over the past couple of months. The lack of common sense exhibited by everyone trying to get where they're going--whether on foot or on wheels (2 or 4)--is absolutely infuriating. :-/
18. I avoid this area passes 5 PM. The traffic and parking are crazy. There is too many businesses and apartments and not enough parking. The bridge is not the issue, it is the bottleneck beyond Carl Brown Way and St.Rt. 48 on Loveland Ave.
19. A majority of the available parking is in the center of downtown Loveland, which brings all vehicles to the center. Unfortunately, this is also the spot where the majority of foot traffic is, and the bike trail goes right through the middle of downtown Loveland, leading to congestion. In addition, narrow lanes and two-way traffic compound the issue as drivers come to park, are slowed by bike and foot traffic and then have to get back on the roads when parking isn't available. Keeping the center of downtown Loveland as free of automobile traffic as possible would be the best experience for autos, pedestrians and bikers, but that would require alternate routes around the downtown area as well as plenty of parking on the outskirts of downtown where folks could park and then walk to the center (which would likely require

meaningful funding). Keeping a majority of auto traffic out of the center of the downtown area is the biggest key, in my opinion. Unfortunately, at this time there's just no other option/alternative based on current planning/structure. Short-term suggestion - make the square of W Loveland, Karl Brown Way, Broadway and OH48 a one-way (vs. current two-way on each street) to help increase traffic flow. This would essentially turn the area into a pseudo-roundabout.

20. Force Eastbound Loveland traffic to turn Right on Karl Brown if traveling South on 48. Not everyone needs to go through downtown. Save Loveland for those going North or heading up the hill. Come on, this isn't hard. Pedestrian crossings should be forced to push the Walk button. Cyclists are the worst when crossing. They expect cars to just stop. I have been yelled at and yelled back, "did you push the button?"
21. Bicyclist should not be allowed on the main road like west Loveland- especially going up the hill on west Loveland. We need an extra bridge for vehicle and The city needs to get more strict on the bicyclist. They NEVER stop on Karl Brown way. Traffic is congested because you have drivers yielding to the bicyclist and in reality it should be the opposite. Bicyclist should yield to cars. Turning out of Loveland station on Karl Brown is a danger BECAUSE of the Bike riders.
22. I will suggest to relocate car traffic from downtown Loveland and create walking only zone from Karl Brown Wy to Second Street.
23. Increase in both vehicle and foot traffic over the past few years. Lots of pedestrians on evenings and weekends and no appropriate signals at trail crossings. Since the opening of the parking lot by Cindy's everyone crosses across to reach restaurants across the street instead of walking up to the corner. No left turn signal from Karl Brown Way onto West Loveland Ave makes turning difficult especially when pedestrians are waiting to cross. I try to take Karl Brown to avoid West Loveland trail crossing but it's getting worse. No good alternative unless I want to drive out of my way
24. Parking is a major issue. I'm a resident of downtown Loveland at 102 Karl Brown Way. We have resident stickers but the public parking near our building is dwindling. We just lost another 4 street spots to the new crosswalk. Anything you can do would be much appreciated! Thank you!
25. If there was a way to develop a bypass for the traffic, I would love to see a pedestrian and bike path only on Loveland Ave. between Karl Brown Way and Railroad Ave.
26. A light needs to be at the bike trail. And that light needs to red when there is a green light at Karl Brown Way. Traffic needs to flow as much as possible at Karl Brown Way. Cars have to stop for bikers and walkers (because drivers are told that these people have the right of way even if they are approaching the crosswalk to wait on them.) Cars can sit for several minutes when large crowds are in town. That is why car traffic backs up. I have been at the bike trail waiting on pedestrians etc and there is a green light at Karl Brown Way and there is no traffic from the trail to the green light and traffic is backed up from 48 and the fire station. But bike and pedestrians take precedence over traffic flow. Ridiculous
27. The bike trail crossing on Broadway /Karl Brown. The bikers and people walking do not care to use their stop signs on the cross walk before they dart into the traffic . The Farmers Market on Tuesdays causes extra congestion in that area .
28. The two largest contributors to traffic congestion are left turns heading West on Loveland onto Karl Brown and pedestrians/bicyclists in the crosswalk and/or jaywalking.
29. Railroad Ave is just too close to the bike trail crossing. Cars turning on W Loveland Ave going westbound, have to wait for pedestrian traffic. That dramatically messes up the flow to the light at Karl Brown/ W Loveland.
30. I travel Karl Brown way and turn left onto Loveland ave quite frequently. I have noticed since the Landing event center & Hop/Berry have gone in an extreme increase In pedestrians illegally J-walking crossing

Karl Brown way. I have almost hit several people because I did not see them coming out between parked cars to illegally cross the street. They act like they are entitled to cross wherever they want (just being lazy) instead of going to the crosswalk located at Loveland ave. This J-walking slows down traffic and causes dangerous conditions for both drivers & pedestrians - especially after the pedestrians had a few. The solution is not another pedestrian crosswalk - this would further slow down traffic - especially on the weekends

31. No adequate controls at the bike trail. Should be no left turn at Railroad ave. Need a left turn lane (going West) at Carl Brown road.
32. Make Railroad Ave a one way street, entrance only at Paxton's. And entrance only or close street along the record store/ city building. This would make people use the traffic light at Karl Brown way. This would increase safety and lessen the traffic confusion at Paxton's and busy days at bike trail.
33. I think the lanes heading east on West Loveland should be routed as one way to Karl Brown Way making a large loop to go back to West Loveland during high traffic times.
34. Too many people are turning on Karl Brown wY and then attempting to turn left onto 48. This backs up traffic coming down the hill as well as others trying to go up the hill towards St. Columban.
35. No one should ever be allowed to turn left heading west on Loveland Ave onto Karl Brown (ever!!!).
36. there should be no left turn off Carl Brown onto Second Street going up the hill. Make the cars go around onto West Loveland if they want to get to 48.
37. The challenge is finding a solution which will work for different traffic situations. The weekend is a different animal than the weekday. I would like to see the access to Railroad Ave from W Loveland closed; funnel people in and out by the Karl Brown Way light.
38. I think making the strip of Loveland Ave from Karl Brown to 48, along with E Karl Brown Way, one direction, would alleviate a majority of the traffic issues.
39. People turning into the street between Paxtons and the bike trail causes huge delays. Seems like using Karl Brown way to get back there would be a much better solution
40. Crossing over the bridge from Loveland Madeira Rd at evening rush hour is a pain, but I usually take the Karl Brown Way curve to get around downtown traffic once I'm over the bridge. In the mornings I take the same curve heading the other direction to avoid most of the Loveland Ave traffic. However, the turn from Karl Brown into Loveland Ave can take a while because the light seems to not stay green long enough.
41. Karl Brown Way at W. Loveland - have to be very cautious turning right because people overshoot the white stop line which narrows the turning radius. Any way to move the stop line back further to allow for easier turns?
42. Need to prohibit left hand turn to Karl Brown when traveling west on W Loveland since there's no turn lane. This can backup up W Loveland for several lights if eastbound is busy. Drivers needing to turn left have other alternatives.
43. Changing the no left turn onto Karl Brown Way from Loveland Ave to be permanent (not just weekdays during rush hour) would be very helpful.
44. We tend to turn on Karl Brown Way / E Broadway St to avoid the much more congested Loveland Ave in-between.
45. Vehicles turning left from East Broadway/Karl Brown Way on to 48 has become an issue. It backs up traffic and keeps vehicles from turning right or going straight.

Question 20 — Expressions of Civic Pride/Compliments

1. We really love the area but the traffic congestion keeps us away
2. Common challenges we know the city is working on. Parking, alternate ways for travelers to pass through effectively or a different bypass to avoid the area. Obviously the river crossing is a large obstacle. Please keep continuing the good work and making Loveland the best place to live.
3. Loveland has continued to improve our wonderful family & destination city and it is greatly appreciated!! Difficulties feel more related to land locked buildings which deter double lanes and lack of alternative routes from surrounding areas. Thanks for all that you do!!
4. It's great to see the commotion in downtown Loveland. If there was another alternate route to avoid it, I can see that being beneficial. I also appreciate you fixed the train crossing. Much smoother!
5. Congestion and parking issues are byproducts of a thriving vibrant area people want to go to.
6. I think you are doing a great job in addressing these problems. I think there ARE great parking options but it's just not super clear where they all are. The apartments private parking really confuses things over there in my opinion.
7. Basically, the city of Loveland has made a capacity constrained area into a tourist destination and there's not room for everybody. For those of us who live in Warren county it's a disaster all the time. It's just a nightmare. And somebody should be there enforcing the fact that bicyclists should not just ride out in front of people. Basically, they want cars to share the road with them but there is no regard for the fact that they should share the road with cars, particularly when they are on a leisure or exercise ride and we are trying to get to work or school. They are people who come in to ride, but they don't live there, and nobody cares about those of us who actually must travel through the area on a daily basis.
8. Thank you for this study.
9. I have owned a home in Loveland for over 35 years and I love the new downtown development. I support all of the local businesses several times a week. There are bound to be growing pains- thanks for caring to ask for feedback and keep up the great work!
10. Love Loveland. That's why it's busy
11. Loveland is fortunate to have so many people who want to visit/live here! The trail is a wonderful aspect of our area and I love the vibe of downtown! I imagine that there are lots of ideas to make everyone happy & safe but cost lots of money! For example - widening the trail to accommodate pedestrians and bike riders in separate lanes in the busiest sections. I was looking forward to the parking garage going in but I believe that is a dead project. We have always been able to find parking when headed downtown and really, walking a block or two is generally a good thing after having a nice filling dinner at a local wonderful restaurant!
12. Seriously - let's look for real alternatives that create and enhance the sense of place we almost are. This is a big deal. Don't be afraid to do the right thing Loveland.
13. Loveland is a great community . We need to figure out a way to get rid of the bottle neck in town .
14. Love that everyone loves coming to Loveland. I look forward to easier commuting in the area
15. I'm glad to see that efforts are being made to address the congestion in Loveland.
16. Glad this is being addressed. It's wonderful that people want to visit Loveland and the revitalization but traffic certainly needs to be addressed.
17. Thank you for making Loveland a great town. We moved to the area 2.5 years ago and love traveling to downtown Loveland.
18. We enjoy the 'business' of the downtown area. Rarely do we encounter traffic that is a serious hinderance to our schedule.

19. Thanks for doing this.
20. I applaud the city for attacking this difficult problem. The development of downtown since moving here 34 years ago is amazing and we are so proud of our city. Hopefully alternatives can be created to keep the quaint feel but give options to skirt the area if possible.
21. I love Loveland... keep up the great work...
22. I love the trail
23. I visit my daughter several times a year. Loveland and its community mindedness is a wonderful place. Anything you can do to improve egress would be great.
24. While there are definitely challenges in driving thru the area...it's also just common sense to avoid the area at peak times or prepare ahead. You can NEVER be in a hurry driving thru Loveland. I don't mind keeping an eye out for pedestrians and cyclists. It's part of the charm.
25. I'd prefer more traffic over less. It's a sign of a thriving community. I don't mind it at all.
26. I believe Loveland is becoming a destination location for many people, which is good thing! It's wonderful to see a thriving community. Options appear to be limited without ruining the lovely charming esthetic of the small town atmosphere we have. Thank you for giving residents the opportunity to share our thoughts.
27. Beautiful small town in America
28. Worth the problems to enjoy downtown Loveland
29. The traffic/congestion does not bother me. It is part of living in Loveland which I love.
30. It takes a few minutes longer to get through town at certain times of the day, but as long time resident I love seeing the city thriving. Friendly crowds enjoying our lovely city.
31. Please keep more businesses and restaurants coming to downtown Loveland - it is a wonderful place to live and eat and shop. Traffic management should consider future business growth
32. I don't envy the city's task of trying to ease traffic concerns. We are grateful for all the city does, but would love some relief if possible!
33. Everyone needs to be considerate to all who share our roads. Have some patience and enjoy what Loveland offers
34. Olde Loveland rocks!

Question 20 — Comments about Need for More Police/Rigorous Enforcement

1. Timing of the traffic lights to the trail crossing would help..works well when there is a person there guiding traffic during heavy days such as holidays. Need a left turn arrow when turning onto Karl Brown way through Loveland
2. I don't think a new bridge will help it will just be another place traffic will be congested. More lanes and traffic law enforcement would help greatly.
3. Three big problems in the area are: 1) allowing left turns from Loveland Avenue into Jack Rabbit and next to Paxtons as well as allowing left turns out of those areas on to Loveland. This should be right turn only between 7am-10pm. 2) not enforcing existing traffic laws. There is already a no left turn sign onto Karl Brown during rush hours but this is ignored. Pedestrians jaywalk routinely on Loveland Avenue. Cyclists rarely stop at stop sign on bike trail. They just slow down and enter crossing forcing vehicles to stop. The only time I've ever seen police presence in downtown Loveland is for parades and other special events. 3) there needs to be some kind of traffic signal to control flow on the bike trail crossing over Loveland Avenue. It's not uncommon for a steady stream of folks using the crosswalk to occur

without breaks to allow cars thru. This leads to less cars being able to make it to the signal at Karl Brown or 48 than what occurs when there are low numbers of bike trail crossers which increases backups. You combine this with a few left turners at Paxtons/Jack rabbit, and it can take what is a 3 minute drive in January into a 20 minute frustrating ordeal on a sunny evening/weekend from March thru October.

4. too many bikers not stopping at the stop sign on the trail that blocks traffic and I have seen this go on for several minutes before a car can even go through. How about fining every biker that runs that stop sign? The way it is now, the bikers think they do not have to stop and the cars do even though they have a stop sign.. Must put a traffic light there!!
5. Paxton's and those businesses are too close to the street so the speed limit should be 20 and emphasized with flashing lights and signs and patrolled from time to time. It needs to be taken seriously so people slow down and look around
6. Has it been considered to close up the main downtown road in front of Paxton's? Is there a way to have the bike trail cross the road on a bridge? Or a crossing guard directing foot/bike traffic vs cars during peak times?
7. A crosswalk is needed near Tahona as many try to run across the street causing a dangerous scenario. Cars should be required to stop at crosswalks or could potentially be fined. There should be a speed limit for bikers on the trail near busy pedestrian and business areas.
8. Bicyclists and walkers are the main problem. They do not adhere to the stop signs on the bike trail. Therefore motorists either have to be on high alert and potentially stop suddenly or motorists just proactively stop to let them pass even though motorists do not have a stop sign because they assume the bicyclists are just going to drive in front of them anyway. This causes traffic to back up and be extremely stop and go and become extremely dangerous because traffic is stopping unexpectedly. People using the bike trail should be forced to adhere to the law and stop at their stop sign just as a motorist would have to. If necessary police should be stationed there to enforce periodically to teach them what a stop sign means. If that is impossible then the bike trail should be elevated over the roadways there so that this becomes a non issue and traffic can flow freely.
9. Pedestrian's parking at the mall, crossing three lanes to the grade school! If you're pulling into ACE Hardware or pulling out, there is a steady stream of idiots trying to cross between where cars are pulling in and out of the mall. Driver's don't expect pedestrians to be standing/crossing in middle between where cars pull in and out of the mall! I see it all the time! Tickets should be issued to J-Walkers there for not using the light and cross walk!
10. Speed on the bridge and through town. Sometimes the sudden stops for pedestrians is very scary. Definitely more police presence is needed daily.
11. I see many people from other areas that traverse through Loveland with no respect for the community. There are tons of people that that speed through Loveland once they cross the bridge. Need more police presence writing speeding tickets and for not paying attention at the bike trail. Or route them around Loveland during rush hours. Reroute road under the bridge/train tracks to over the train tracks by Cindy's.
12. It's very difficult and the ever increasing number of festivals has made it MUCH worse. There should always be traffic monitors at the bike trail during festivals.
13. Loveland is a great place and even on a busy Tuesday just leave a little early. Focus on the bridge warnings and enforce cyclists to stop at the crossings. There are stop signs there but they don't stop, they act like they have the right away to keep up their work out!!

14. Cyclists do not adhere to the stop signs on the bike trail crossing. Motorists are forced to stop to allow the cyclists through, which creates back ups. The cycling traffic needs to be monitored, as motorists have the right of way.
15. I worry about cars speeding through the area
16. This is a beautiful area but needs traffic updated badly and a larger law enforcement presence. Especially on foot or bikes.
17. Lived here since 1995. Too the point I SHUDDER thinking of driving to the area by tanos Ramseys Paxtons. You have 18 wheelers, garbage trucks, insane motorcycles, incredible noise in what should be a scenic area. You do NOT see this in streets of WC or Liberty square.
18. I think a police officer directing traffic at busy times should be considered
19. The "write in" on question 12 does not work so I will put it here. "Failure to utilize traffic cops during congested periods". I choose not to answer questions 22-28.
20. Traffic is too fast and excessively noisy on W Loveland west of the bridge.
21. Motorists not paying attention and on their phones Speeding
22. I see pickup trucks accelerating well beyond the speed limit.
23. Increasing numbers of drivers run red lights it seems. Not restricted to Loveland, but certainly seen here.
24. I've shared my concerns in the previous box. It's the speed of the cars that is concerning, not congestion or traffic lights.
25. Live in Butterworth Glen. Traffic is constantly backed up trying to get through town except off times. This is truly a hazard for that last car sitting on 48 as cars speed around the curves. People ignore the no turn between set hour signs. I recommend Town Hall meetings in the various neighborhoods like Brandywine, Butterworth Glen and others east of the Fire Station. We have seen it all!
26. We need traffic police during heavy traffic periods.
27. 4 way stop at Hanna and Oak is a joke. People rarely stop at that intersection. We've seen people run the signs with zero braking at least 2-3 times a day
28. Too few citations are issued to teach anyone a lesson
29. Police need to start ticketing people who run red lights and stop signs. It's an everyday occurrence everywhere! Also driving too fast through downtown Loveland.

Question 20 — Comments about Roundabouts

1. The area is dying for a major traffic reworking. All of the lights are effectively completely inefficient, because there are far too many variables that can disrupt the flow and timing. Ideally, each intersection would be a roundabout, so that traffic could be consistently adjusting to what is happening, and never stopping cars that don't need to be stopped (I understand the space constraint issues to having roundabouts). There are a host of variables that contribute to all of the issues. 1. The lights can never be properly timed, because pedestrians crossing at the bike trail will continue to disrupt the timing, leading to the lights being completely inefficient. Loveland Ave is often green, but no cars can go through because the the bike trail has stopped all traffic. 2. Turning left onto Karl Brown Ave when going west on W. Loveland Ave causes issues. People all the time illegally turn left, during the times it's listed you are not allowed to turn left. This backs up everything and ruins any light timing. It disrupts 48 very quickly. Often times this will cause an entire light cycle to allow no cars through. 3. Cars going east on W. Loveland Ave, trying to turn down Railroad Ave backs up the bridge which takes forever to clear out. 4. Going east on W. Loveland Ave, cars that are in the Karl Brown Ave turn lane often times force

themselves into the W. Loveland Ave straight lane, frequently in the middle of the Karl Brown intersection illegally nearly causing accidents. 5. People get so frustrated sitting in line at lights, that when it is their turn they enter the intersection, even when there is no room for them to get through the intersection. They then are stuck in the middle of the intersection, and block the next round of lights, further making the backup worse. 6. All of this is exacerbated by having too many cars going through 1 bridge and not having efficient enough movement. The traffic problems often times make me strongly consider moving out of Loveland.

2. The walk light will I hope end the "courtesy" of people who hold up cars so walkers can cross whenever they want. But left turns are far worse. Traffic should be a one way circle with no left turns at Karl Brown way. That will inconvenience visitors, but residents will learn it and everyone will benefit. Vehicles too tall to fit under the RR bridge should just have to go through Branch Hill. It's dumb to choke up the only crossing that tens of thousands of us use to accommodate a few vehicles a day. Also, moving the fire station across the river just switches the problem from west bound to east bound.
3. Left turns at Karl Brown Way definitely back things up more than they should. I think we need more roundabouts rather than more lights.
4. A majority of the available parking is in the center of downtown Loveland, which brings all vehicles to the center. Unfortunately, this is also the spot where the majority of foot traffic is, and the bike trail goes right through the middle of downtown Loveland, leading to congestion. In addition, narrow lanes and two-way traffic compound the issue as drivers come to park, are slowed by bike and foot traffic and then have to get back on the roads when parking isn't available. Keeping the center of downtown Loveland as free of automobile traffic as possible would be the best experience for autos, pedestrians and bikers, but that would require alternate routes around the downtown area as well as plenty of parking on the outskirts of downtown where folks could park and then walk to the center (which would likely require meaningful funding). Keeping a majority of auto traffic out of the center of the downtown area is the biggest key, in my opinion. Unfortunately, at this time there's just no other option/alternative based on current planning/structure. Short-term suggestion - make the square of W Loveland, Karl Brown Way, Broadway and OH48 a one-way (vs. current two-way on each street) to help increase traffic flow. This would essentially turn the area into a pseudo-roundabout.
5. The traffic signals, the railroad tracks, and the bike trail, all contribute to the congestion. We can't move the railroad track, but could we add roundabouts instead of signals to keep traffic moving?
6. I believe the full Loveland block (Karl Brown Way, Broadway, Second St, W Loveland) should be treated as a large roundabout. Everything should be one-way, with no traffic signals. Trucks can be rerouted (plenty of towns have to have alternate routes for trucks).
7. The traffic is unpredictable and the timing of the lights show that. Sometimes the traffic coming down the hill to turn right into Loveland can be backed all the way up the hill. I believe roundabouts would be great
8. The problem is there's three points of entry and exit. Bicycles and pedestrians also great jam up traffic, however, that's part of the allure to Loveland. Need to figure out a 4th entrance way and a better flow. Perhaps a round about.
9. Thanks Without any specific knowledge of why the current was built in the current location, why the city simply grew larger without any changes to the downtown area (The current town center is deep in the valley with some steep grades to come in and out). The bridge, its location does not provide enough access to the area by itself. The topography surrounding the area does not provide for any easy solutions to improve access and relieve congestion. A circular traffic pattern could be developed from W Loveland Ave, (a new road) passing through a large undeveloped parcel of land that borders the river next to the

rail crossing. This could be the location of a new crossing, to meet the downtown at the current canoe center. Thus a circular road pattern delivering people and traffic to the city center. Yes, I am guessing this is \$50million plus, but will make the world of difference.

10. Has the city considered closing the road by paxtons to cars, eliminating the 6? Parking spots? That would remove a lot of interactions and give paxtons a real patio space that the city could probably charge them for. Also the whole of downtown could be a one way circle, just need to improve the truck access next to the boutique and Cindy's
11. I think round-about's are needed, especially like the ones in Amsterdam that are very pedestrian friendly. Other than the bike trail, there aren't really protected bike paths leading to downtown or through it.
12. I think the bike path crossing is the main contributor to the traffic. I think that maybe a roundabout at East Loveland and 48 might work.
13. I think if all the car traffic flowed one way - clock or counter clockwise on Loveland, Karl Brown, & 42, that would help.
14. Could you make the loop around one way to facilitate movement?
15. You should put round about right there by Rt 48 and west Loveland Ave
16. The intersection of East Loveland Ave and 48 may be an ideal site for a round about
17. Not enough lanes to accommodate the traffic, would make sense to have traffic in one way loop around
18. Would a giant round about work - through the heart of Loveland?
19. The road pattern was never designed to handle the amount of traffic that currently flows through it ... The best / easiest "fix" as the road(s) currently exist is to turn the n4 roads that border the area into a giant round-a-bout .. All traffic traveling one way would ease the need to left turns across traffic.
20. A one-way circle running counterclockwise from the base of the bridge to the canoe rental to the fire station and back to the base of the bridge might allow for continuous traffic flow as well as two lane flow reducing left turns off of Loveland Ave into parking near Paxtons.
21. Need to add a round about
22. all the roads downtown should be a one-way like a big roundabout

Question 20 — Miscellaneous

1. Going East, Cars making left turns into the Paxtons lot slow things down a lot especially because you are trying to navigate people crossing on the bike trail and making a left into the lot. Could be better to have an entrance to that lot on 2nd St. north of Loveland Ave. behind The Works. Lastly....the railroad tracks that cross Loveland Ave by city hall need to desperately be repaired. They are brutal on cars crossing over. One of my cars is a Mini Cooper and I had a tire pull from the rim after crossing them.
2. Super congested
3. I'm not convinced that the situation can really be remedied without disrupting the charm that is Loveland. I just plan around the challenges.
4. Just need to be patient and careful.
5. Downtown Loveland and west Loveland ave on both sides of the river should be enhanced as a destination, not as a way to get cars to go faster. Changes made should look at how to slow traffic down west of the river where the 25 mph speed limit is never adhered to.
6. Easy to drive thru when no events are going on in Loveland
7. Too many deer

8. Please turn Loveland back to the way it was before. I know you really can't but it would be great. Save all those businesses for Loveland Madeira Rd and near the highway way. I avoided going in that area any more. I will literally spend an extra 20 mins to not have to drive or take my family in that area.
9. Needs an overhaul
10. Catch up with the population it serves.
11. You'll never make it any better. You will tell yourselves you did and pat yourselves on the back but nothing will change.
12. Commuters are probably frustrated. As a social visitor, I like the resort town atmosphere which includes traffic. I'm usually there on weekends
13. Also gets much worse when another nearby road is closed
14. When there is a special activity it especially takes longer to get through town to Rts 48 and 28. I stay away from downtown on days when there is the farmers market. I tend to go to restaurants on Loveland Madeira Rd vs downtown.
15. It is good to see an active downtown, but I have concerns for people's safety.
16. I think a big problem is a lack of vision when building the apartments right smack in the middle of downtown. They increase traffic with the residents living there. They limit options for fixes to the traffic situation. And generally are ugly. I'm disappointed that the potential for downtown Loveland was lost. Milford has done a much better job with making their downtown livable, walkable and thriving.
17. Drivers don't stop
18. Something needs to be done !
19. People are idiots. The locals are annoyed with the growth instead of embracing it. Those who don't live in the area in many ways don't respect how quaint and special our little sleepy town.
20. I hate coming down here.
21. It is frustrating
22. It's a little congested but not a major concern to me.
23. We don't travel through the area to get anywhere. It's our final destination.
24. That stupid Loveland station was the start of enhanced traffic issues. Instead of using some of that space for better thru traffic we created more traffic. All the new sub-divisions without any road improvements are bottlenecking downtown. Friends from outside Loveland often complain about driving downtown and getting there.
25. Loveland's greed has created this issue and it's sad that they have to outsource solutions to a problem they created. I'm fine with adding the businesses and restaurants to draw people to the area, but rather than address the obvious parking and infrastructure issues that have been apparent since the mid 2000s, Loveland went ahead and added apts dead center of the traffic loop and never added any convenient alt routes around the main loop. It is a chaotic logjam designed with the apparent logic of a drunk infant. I'd say city planner needs to be drawn and quartered in front of city hall but that would just add to the traffic issue! No doubt you'll force a tax to fix the issue you created.
26. We need options
27. My opinion is the traffic issues in Loveland are somewhat overblown. (and I grew up here)
28. I have stopped going to downtown Loveland because the traffic is such a mess. I spend my money in other communities.
29. No major concerns. Congestion is a problem but not that big of a deal.
30. Adding the farmers market by the canoe rental makes traffic even worse on Tuesdays needs to be moved and any kind of construction should be done at night to avoid any kind of traffic congestion in the area

31. I've been avoiding downtown & the part of 48 that leads there for the last several MONTHS. I take 275. Won't go there!!!
32. The congestion is a concern when there are safety vehicles trying to get through downtown Loveland.
33. May benefit the community if night shift road work can be done on the roads instead of day shift. There are too many projects in the Loveland area causing even greater traffic problems.
34. Paxtons bar patio covering causes a dangerous blind spot when leaving the parking lot.
35. Not sure what can actually make it better. Poor planning on the City of Loveland from the beginning.
36. Please think long term when making plans
37. Seems poorly designed for traffic flow
38. I have never had a problem. Too many people complain about this!
39. It's a mess and can not be fixed.it's land locked
40. It is a mess. We stopped going downtown Loveland.
41. very concerning the amount of traffic and lack of options
42. Because of traffic and so much road construction in the Loveland areas I've been trying to avoid Loveland at all cost. They do not need to open any more businesses or condos until roads and traffic can be figured out!
43. Safety should be priority
44. Travel is much worse during the school year.
45. It's construction. I have the worst travel experience because of the constant construction. Just get it all finished and leave it alone. The traffic will be fine if construction stops, especially if construction is not happening during school transportation times. It's frustrating for people who live and work here.
46. The intersection of Railroad Ave / W. Loveland Ave. has a blindspot (on left) that makes it tough to safely exit onto Loveland Ave from Railroad Ave.
47. I don't think we have a big issue now but expect it will continue to get worse. There is still a lot of undeveloped land along Butterworth and Adams roads
48. I don't Use the study area but run a local business' off the trail .
49. The main thoroughfares of downtown Loveland are poorly planned and not laid out in a logical way at all for traffic that only needs to pass through town.
50. I'm also worried about the construction necessary to improve this area. This is the most direct route to my after work destination (picking up my kids). Any other route easily adds 15-20 minutes to my drive to the kids before heading home. Getting across the river is the trickiest part. There are also no connecting roads for a while once you get out of downtown heading toward S.R. 48
51. We would like to buy a home closer to downtown Loveland. Our options are limited because we would not consider buying anything east of the bridge and the newer development all seems to be east of the river m
52. Loveland created this problem when they expanded the business area on the east side of the river.
53. The major intersection by Eads is dangerous. Not sure if there is a way to fix this problem.
54. I allow extra time traveling through the area, depending on the time of day. I do have alternating routes to take again depending on the time of day.
55. The solution(s) to the congestion face the tough tasks of keeping the small town charm while improving through traffic. Both are important