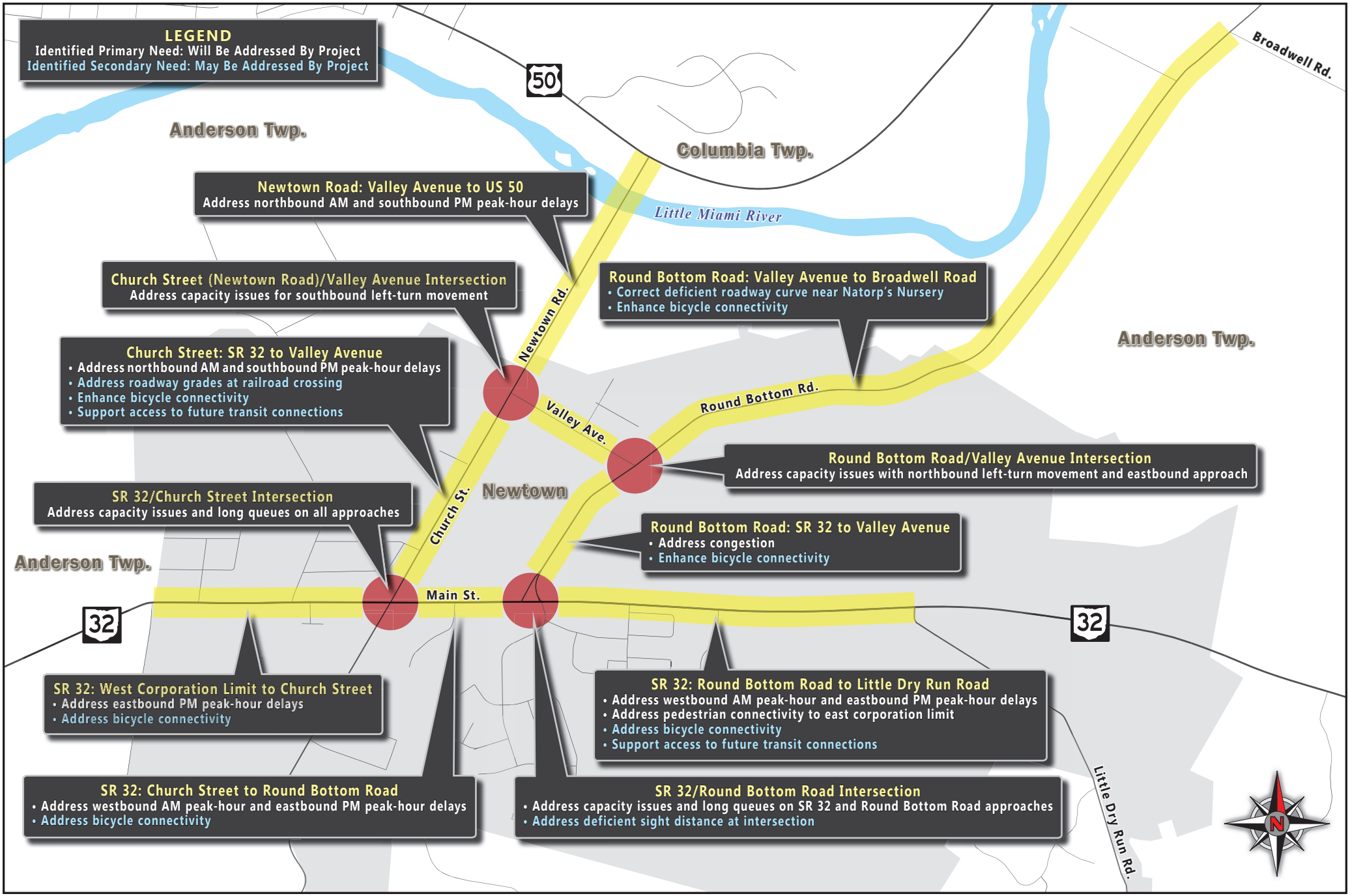
The Eastern Corridor

Figure ES-2

Eastern Corridor Segments II and III

Village of Newtown Focus Area



2.2 VILLAGE OF NEWTOWN FOCUS AREA

The Village of Newtown Focus Area extends from the western border of the Village of Newtown to Little Dry Run and includes the business district of Newtown. A detailed roadway map of the Village of Newtown Focus Area is included in **Appendix 2**.

2.2.1 Study Area Characteristics

The Village of Newtown features a neighborhood business district which extends along SR 32 from the western corporation limit to just east of intersection of SR 32 (Main Street) and Church Street and approximately one-third mile both north and south of the SR 32/Church Street intersection. The business district is pedestrian-friendly, having sidewalks along both sides of SR 32 through the business district. Land use to the east of the SR 32/Church Street intersection along SR 32 includes light manufacturing, commercial, institutional, and residential land uses. In addition, a major element in this area is an active quarry on the north side of SR 32. This area includes a link to the Little Miami Bike Trail, in addition to the Little Miami Golf Center. There are no planned transportation projects for this focus area listed on ODOT's Statewide Transportation Improvement Program (STIP) for FY 2016-2019 dated July 29, 2016.

2.2.2 Community Attributes Identified in the Focus Area Workshop

Sixteen (16) participants from the area and surrounding communities attended the Focus Area Workshop. Workshop participants identified community attributes which are important to the Village of Newtown area and should be considered throughout the transportation planning process. These features include: the small town feel; the village's rich history of the Prehistoric Native Americans who lived in the Little Miami River Valley prior to the settlement of Newtown; the natural resources in the surrounding area including the Little Miami Valley, hills, and the Little Miami River; the diversity of wildlife; the walkability of the community; the quaint business district; the diversity of housing; and recreational features, including the Little Miami Bike Trail and Little Miami Golf Course.

2.2.3 Transportation Needs

Stakeholder Input: Input on transportation needs within the Village of Newtown Focus Area were solicited from those who attended the Focus Area Workshop and through the online interactive survey. Comments received – which focus on safety, congestion, mobility, and access issues – are included in the Needs Analysis Table (see **Appendix 2**) and are summarized in following sections.

Technical Studies: Technical data was collected for the roadway network within the Village of Newtown Focus Area to identify areas of high crash rates, congestion, geometric deficiencies, and pedestrian usage. This information is provided for the roadway segments and intersections in the Needs Analysis Table (see **Appendix 2**) and summarized in following subsections.

2.2.3.1 SR 32: Village of Newtown Corporation Limit to Church Street

This section of SR 32, which extends from the Village of Newtown's western boundary at Turpin Lane to the SR 32 (Main Street) intersection with Church Street, is approximately one-half mile long. This section of SR 32 (Main Street) consists of three lanes – one through lane in each direction and a center two-way left turn lane. There are sidewalks on both sides of the roadway and numerous

driveways for residences and businesses. The speed limit (55 mph west of Turpin Lane) is 35 mph between the Newtown corporation limit to Debolt Street and 25 mph between Debolt Street and to Miljoie Drive; east of Miljoie Drive, the speed limit is 35 mph.

Stakeholder Input: Of the 50 comments submitted for this segment, 43 identify congestion as a concern. Representative comments include:

- Congestion is worse during the evening rush hour (4 comments)
- Varying SR 32 speed limit through Newtown contributes to congestion (6 comments)
- Traffic signal timing contributes to traffic congestion (5 comments)
- Traffic signals should be replaced with smart lights (1 comment)
- Traffic signals should be coordinated between Newtown, Mariemont, and Fairfax (1 comment)
- Need a bypass around Newtown (1 comment)
- Widen SR 32 (5 comments)
- Poor street lighting is an issue (1 comment)

Six bike comments identify bicycle mobility and access issues in Newtown:

- Connect Newtown bike paths with Ohio to Erie Trail, Lunken bike paths, bikeway to downtown Cincinnati (3 comments)
- Cyclist safety is an issue due to 55 mph speed limit outside of the Village. (1 comment)
- Not enough bicycle and pedestrian facilities (1 comment)
- Need bike route along Newtown Road (1 comment)

One pedestrian comment identifies a need for a sidewalk/path to Clear Creek Park from Newtown.

Public transit comments identify the following needs:

- An accessible transit stop (1 comment)
- Bus service between Eastgate and Cincinnati (1 comment)
- Light rail from Eastgate to Fairfax (along SR 32), connecting to the Wasson Line, Oasis Line and to Riverfront Transit Center (1 comment)
- Additional bus service, including bus rapid transit (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that five crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 55% increase in the eastbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the PM peak-hour.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.2 SR 32/Church Street Intersection

The SR 32/Church Street intersection represents the center of the Newtown business district, and is a four-leg, signalized intersection. Crosswalks connect the sidewalks on each corner of this intersection, which represents the center of Newtown's business district.

Figure 13. SR 32/Church Street Intersection

Stakeholder Input: Of the 54 roadway comments provided, 53 address congestion issues. Representative comments include:

- Signal timing is an issue (21 comments)
- Additional lanes are needed at this intersection (2 comments)
- A bypass around Newtown is needed (1 comment)
- Church Street skew contributes to driver confusion (1comment)

Representative bike comments include:

- Need bikeway connections between 5-mile trail, Lunken, and downtown (3 comments)
- Need bike lanes in this area and better connectivity of the existing bike paths in Newtown with the Cincinnati Bike Trail, US 50, and SR 32 (1 comment)
- Need bikeway connection between the Anderson trail system and Little Miami Scenic Trail (1 comment)
- Need Marked bike lanes (2 comments)
- Need connection between Ivy Hills residential area and Little Miami Scenic Trail (1 comment)

Representative pedestrian comments include:

- Existing streetscape is not pedestrian-friendly (1 comment)
- Pedestrian access is unsafe (1 comment)
- A pedestrian signal is needed (1 comment)

Public transit comments identify the following needs:

- A bus stop (3 comments)
- A park-and-ride facility (1comment)
- Rail access (1 comment)
- More frequent bus service (1 comment)
- A Bus Rapid Transit (BRT) stop (2 comments)
- Public transit in Newtown (1 comment)

Crash Data: The ODOT crash screening did not identify this intersection as an area of high-hazard. Crash data indicates that 10 crashes occurred over the three-year period (2013-2015).

LOS Analysis: The HCS analysis indicates that the westbound through movement and northbound through movement are currently failing during the AM peak-hour. In the No Build opening year (2022) and No Build design year (2042) conditions, the failures are corrected due to the ODOT methodology of balancing delays for future intersection analyses. Balancing delays does create failure with the southbound left turn movement in the design year. This indicates that the failure of the eastbound left turn movement is likely due to a signal timing issue. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions and No Build design year conditions.

Eastbound SR 32 at Church Street (PM Peak)

Westbound SR 32 at Church Street (AM Peak)

Northbound Church Street at SR 32 (AM Peak)

Southbound Church Street at SR 32 (PM Peak)

To supplement the HCS analysis a queue study was conducted for the westbound and northbound approaches during the AM peak period and the eastbound, northbound, and southbound approaches during the PM peak period. The number of cars in the queue was recorded at the end of green for 15 minutes prior to the peak hour to 15 minutes after the peak-hour ended. The number of cars was translated to a length by assuming a queue length of 25 feet per vehicle. During the AM peak period the maximum westbound queue extended 1,750 feet back past the Round Bottom Road intersection and the maximum northbound queue extended 1,250 feet. During the PM peak period the maximum eastbound queue extended almost a half mile (2,400 feet) past the Newtown Corporate limits, the maximum northbound queue extended 1,100 feet, and the maximum southbound queue extended 1,200 feet. The recorded queues during the AM peak period are shown in **Figures 14 and 15** and the recorded queues during the PM peak period are shown in **Figures 16, 17, and 18**.

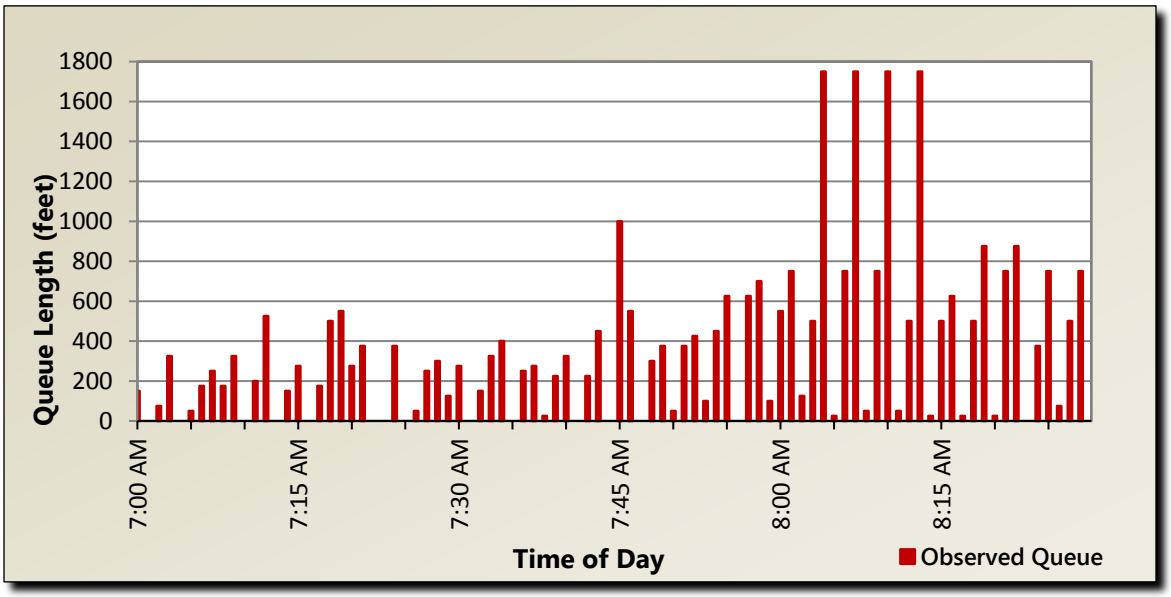


Figure 14. Westbound SR 32 AM Peak Period Queues at Church Street

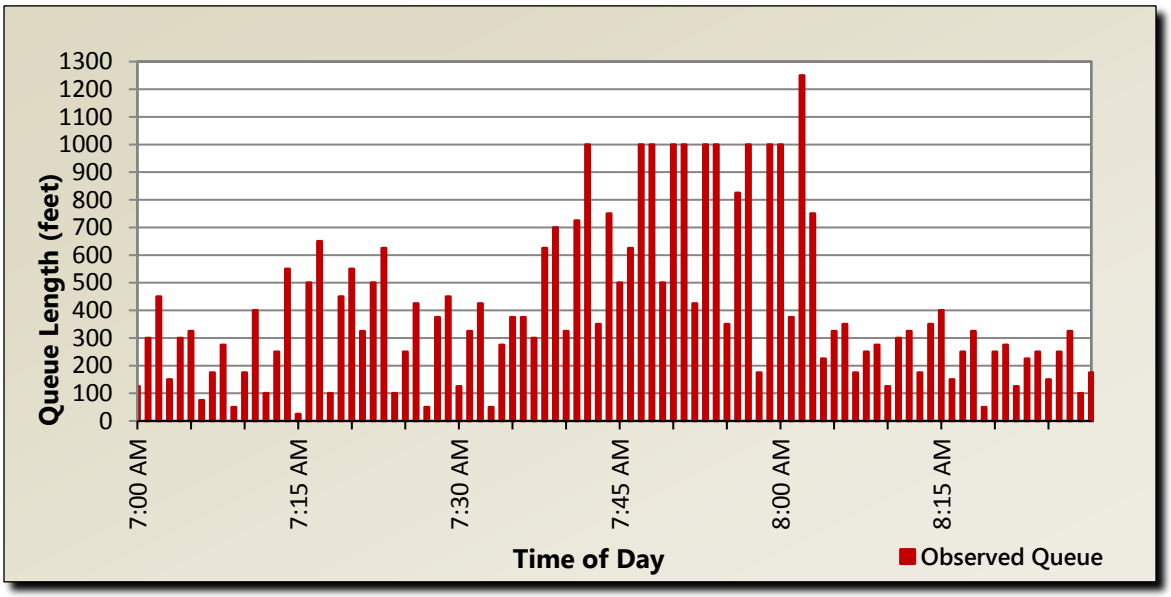


Figure 15. Northbound Church Street AM Peak Period Queues at SR 32

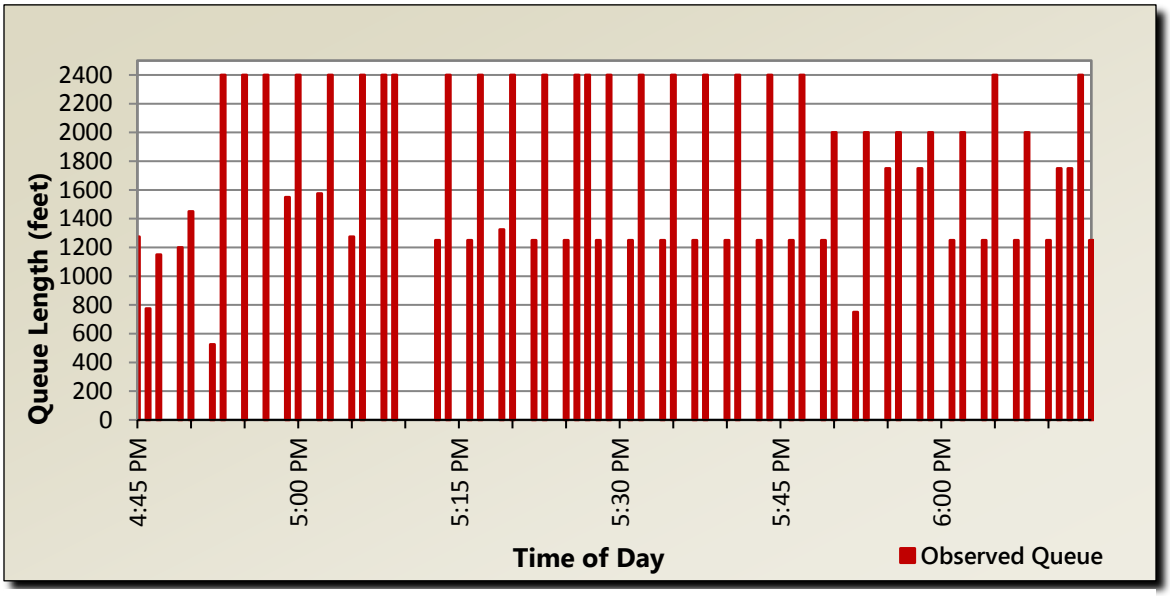


Figure 16. Eastbound SR 32 PM Peak Period Queues at Church Street

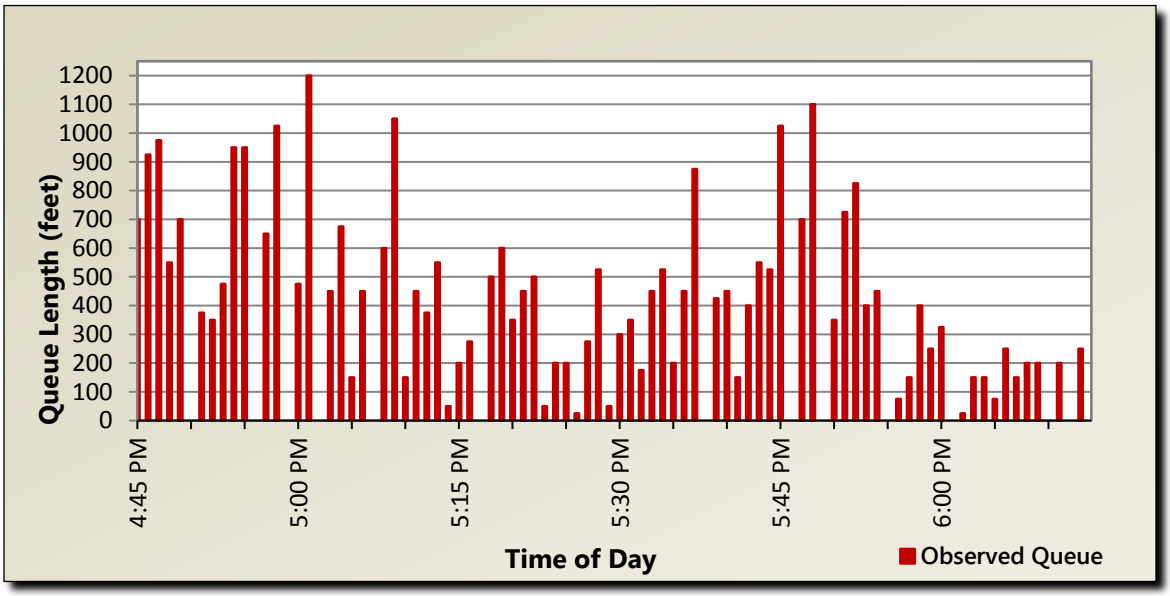


Figure 17. Southbound Church Street PM Peak Period Queues at SR 32

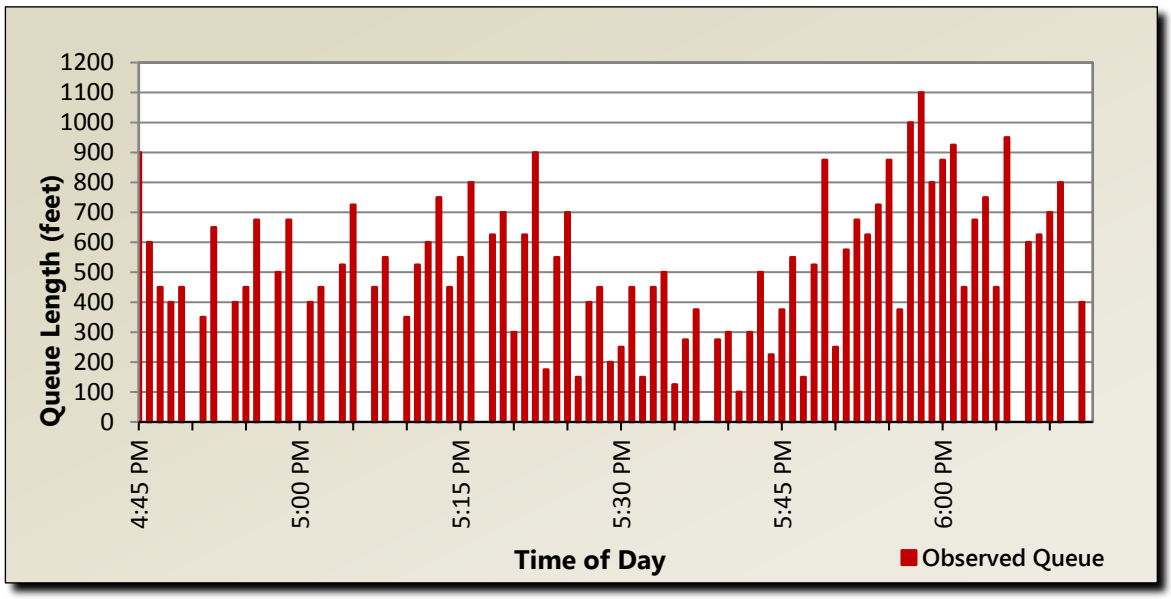


Figure 18. Northbound Church Street PM Peak Period Queues at SR 32

Geometric Data: The intersection sight distance is very poor due to obstruction by buildings on two corners of the intersection. Because this intersection is fully-controlled by a traffic signal, proper intersection sight distance is not required per *L&D Vol. 1.*; however, intersection sight distances for vehicles on SR 32 making right turns are 80 feet for eastbound traffic and 90 feet for westbound traffic. Both sight distances are less than the required 335 feet, and inhibit the ability for vehicles to execute right-turns during red signal phases.

Pedestrian Data: Forty-four (44) pedestrians were observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.3 SR 32: Church Street to Round Bottom Road

The section of Main Street (SR 32) between Church Street and Round Bottom Road is approximately one-third mile. In this section, the posted speed limit is 25 mph and the roadway is two lanes with a center two-way left turn lane. There are sidewalks along both sides of the roadway, as well as numerous business and residential driveways.

Stakeholder Input: Of the 37 comments submitted for this segment, 36 address roadway congestion. Representative comments include:

- Traffic signal timing is poor (1 comment)
- Varying speed limit on SR 32 through Newtown contributes to congestion (1 comment)
- Too many traffic signals and/or stop signs in this roadway segment (2 comment)
- Need a bypass around Newtown (1 comment)
- The road should be widened (2 comments)

Five bike comments include:

- Need marked bicycle lanes (1 comment)

- Need bicycle connections to Eastgate and the Cincinnati Bike Trail (2 comments)
- Bike riding along SR 32 is not safe (2 comments)

Six comments identify public transit needs:

- Improve bus service, including expanded routes (3 comments)
- Provide light rail service (2 comments)
- Add a transit stop in the parking space near the former e-testing site (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that two crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 45% increase in the eastbound travel time during the PM peak-hour and a 35% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.4 SR 32/Round Bottom Road/River Hills Drive Intersection

The SR 32/Round Bottom Road/River Hills Drive intersection is a five-leg, signalized intersection:

Figure 19. SR 32/Round Bottom Road/River Hills Drive Intersection

Stakeholder Input: Of the 29 roadway comments, 14 address congestion at this intersection and 9 address traffic signal timing. Representative comments include:

- Traffic signal phases are long (2 comments)
- Need a bypass around Newtown (2 comments)
- Improve signal timing (4 comments)
- The speed limit (25 mph) is too slow (2 comments)

One comment cites a need for better pedestrian access from Ivy Hills to Newtown. Two comments cite a need for improved bus service and light rail transit.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Data indicates that five crashes occurred over a three-year period (2013-2015).

LOS Analysis: The HCS analysis indicates that currently the westbound through movement is failing with a v/c ratio of 1.01 during the AM peak-hour and the southbound left turn movement is at capacity and the 95th percentile queue length for the movement is more than twice the storage length during the PM peak-hour. In the No Build opening year (2022) and No Build design year (2042) conditions, the westbound AM peak-hour failure is corrected due to the ODOT methodology of balancing delays for future intersection analyses. Balancing delays does not correct the southbound left turn movement failure during the PM peak-hour. Additionally, the eastbound through movement fails in the opening year with a v/c ratio of 1.02 and in the design year only gets worse with a v/c ratio of 1.09. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions, and No Build design year conditions.

Westbound SR 32 at Round Bottom Road (AM Peak)

Eastbound SR 32 at Round Bottom Road (PM Peak)

To supplement the HCS analysis a queue study was conducted for the westbound approach during the AM peak period and the eastbound and southbound approaches during the PM peak period. The number of cars in the queue was recorded at the end of green for 15 minutes prior to the peak hour to 15 minutes after the peak-hour ended. The number of cars was translated to a length by assuming a queue length of 25 feet per vehicle. During the AM peak period the maximum westbound queue extended 850 feet. During the PM peak period the maximum eastbound queue extended 1,250 feet and the maximum southbound queue extended 1,050 feet. The recorded queues during the AM peak period are shown in **Figure 20** and the recorded queues during the PM peak period are shown in **Figures 21 and 22**:

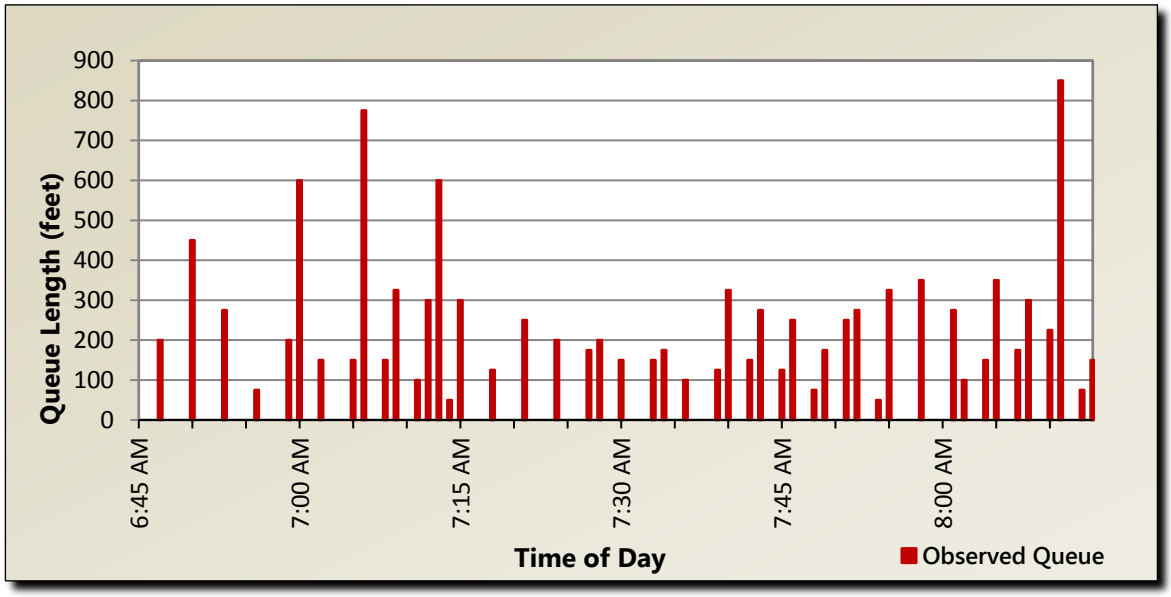


Figure 20. Westbound SR 32 AM Peak Period Queues at Round Bottom Road

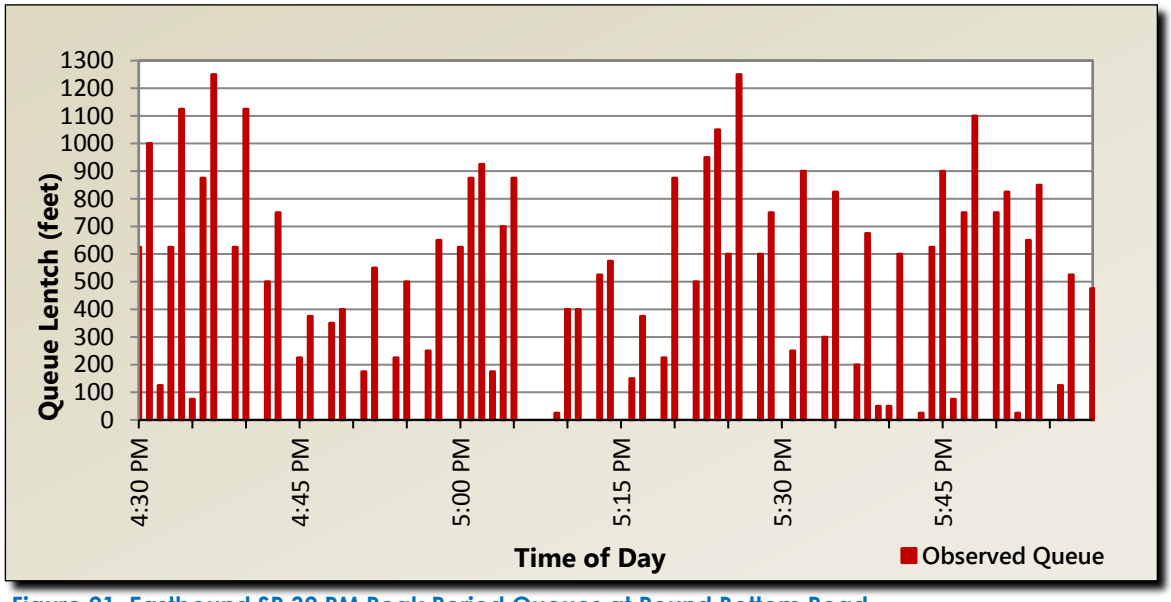


Figure 21. Eastbound SR 32 PM Peak Period Queues at Round Bottom Road

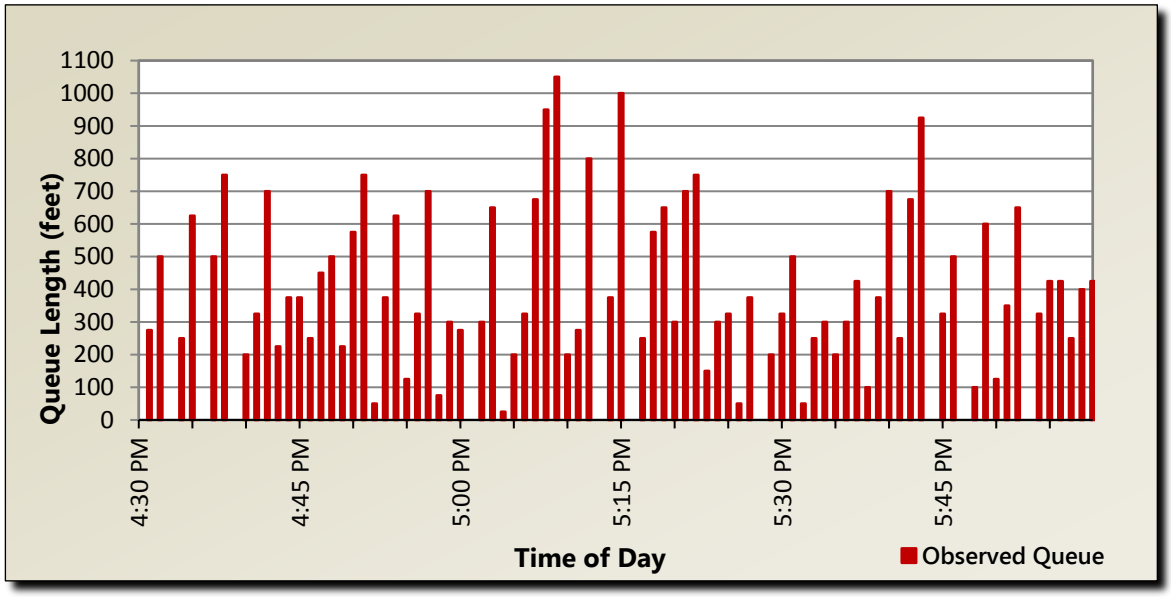


Figure 22: Southbound Round Bottom Road PM Peak Period Queues at SR 32

Geometric Data: As seen in Figure 19 (above), vehicles turning right onto SR 32 from Round Bottom Road are removed from the rest of the intersection. This right turn is stop-sign controlled, whereas all other intersection approaches are traffic signal-controlled. This right-turning movement has deficient intersection sight distance. The intersection sight distance for this movement is 290 feet looking left and the required sight distance is 335 feet. Although adequate intersection sight distance is not required at signalized intersections, the left intersection sight distance on River Hills Diver, the right intersection sight distance on Round Bottom Road, and the eastbound SR 32 stopping sight distance are all less than the 335-foot design standard for 30 mph design speed.

Pedestrian Data: One pedestrian was observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.5 SR 32: Round Bottom Road to Little Dry Run Road

The section of SR 32 between Round Bottom Road and Little Dry Run Road is approximately 0.78 mile in length. This section of roadway has two through lanes and a center two-way left turn lane. Just east of Round Bottom Road, the speed limit increases from 25 mph to 35 mph. The speed limit is raised again at Ivy Hills Place where it increases to 50 mph. There are no sidewalks in this section of SR 32.

Stakeholder Input: Of the 41 comments which address roadway issues, 35 concern congestion on this segment. Representative comments include:

- Lack of dedicated left-turn lanes exacerbate congestion (1 comment)
- Need four through-lanes and a center left-turn lane (1 comment)
- Need a route that avoids Newtown, Mariemont, and Fairfax (3 comments)
- The speed limit is an issue (1 comment)

Eight comments identify the following bicycle needs:

- A shared-use path from Little Dry Run Road to the Little Miami Scenic Trail (4 comments)
- A bike/pedestrian designated lane (2 comments)
- A connection between the Little Miami Scenic Trail and the Eastgate area (2 comments)

Six comments identify the following pedestrian needs:

- Sidewalk access along SR 32 from Little Dry Run Road to Newtown (4 comments)
- Sidewalk access to Newtown parks (1 comment)
- Pedestrian access from Little Dry Run Road to Round Bottom (1 comment)

Nine comments identify the following public transit needs:

- Bus route on SR 32 connecting Fairfax to Batavia (1 comment)
- Transit hub/express service (1 comment)
- Express Bus and park-and-ride to Uptown Area along SR 32 (1 comment)
- More transit options for Clermont County residents (1 comment)
- Metro Line (2 comments)
- Light rail (2 comments)
- Oasis commuter rail from Clermont County to the Cincinnati Riverfront (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Data indicates that 12 crashes occurred over the three-year period (2013-2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 45% increase in the eastbound travel time during the PM peak-hour and a 35% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.6 Round Bottom Road: SR 32 to Valley Avenue

Round Bottom Road is a two-lane undivided roadway which extends approximately 0.4 miles between its intersection with SR 32 at its southern terminus and its intersection with Valley Avenue at its northern terminus. Round Bottom Road has narrow shoulders and no sidewalks. There is an at-grade railroad crossing of Round Bottom Road approximately 0.1 miles north of the SR 32 (Main Street) intersection.

Stakeholder Input: There are eleven roadway comments for Round Bottom Road between SR 32 and Valley Avenue. These comments identify the following issues:

- Roadway congestion (9 comments)
- Safety is a concern
- Improve Round Bottom Road to function as an alternative route through the area

Eleven bikeway comments were provided:

- Safety of bicyclists on Round Bottom Road is a concern (6 comments)
- Marked bike lanes or a multi-modal path is needed to discourage bicycle traffic along Round Bottom Road (5 comments).

Three public transit comments identify the following needs:

- More rail and local bus access (1 comment)
- A park and ride in the area (2 comments)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.7 Round Bottom Road/Valley Avenue Intersection

The Round Bottom Road/Valley Avenue intersection is a signalized T-intersection:

Figure 23. Round Bottom Road/Valley Avenue Intersection

Stakeholder Input: There are no public comments for the Round Bottom Road/Valley Avenue Intersection.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that the northbound left turn movement is currently failing during the AM peak-hour with a v/c ratio of 1.02. In the No Build opening year (2022) and No Build design year (2042) conditions the northbound left turn continues to fail as well as the eastbound right turn movement. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions, and No Build design year conditions.

Geometric Data: No geometric deficiencies were identified at this intersection.

Pedestrian Data: Four pedestrians were observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.8 Round Bottom Road: Valley Avenue to Broadwell Road

Round Bottom Road is a two-lane undivided roadway which extends approximately 1.6 miles between its intersection with Valley Avenue at its southern terminus and its intersection with Broadwell Road at its northern terminus. Round Bottom Road has narrow shoulders, no sidewalks, and no auxiliary turn lanes are present for the entire length of the segment.

Stakeholder Input: Two comments identify congestion as an issue on Round Bottom Road as follows:

- Poor signal timing and slow speed limit (25 mph)
- Too much traffic on this road; concerns about the impact on traffic from the limestone mine coming to the area

Bike comments include the following:

- Round Bottom Road is too narrow for bike traffic (1 comment)
- A bike lane/path is needed along Round Bottom Road (2 comments)

One pedestrian comment identifies the need for a sidewalk along Round Bottom Road because the roadway is too dangerous for pedestrians to walk along.

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Data indicates that seven crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment.

Geometric Data: There is one deficient horizontal curve in this segment. The existing curve in front of Natorp's Nursery has a degree of curvature of 8˚50' compared to the allowable 8˚00' for 45 mph.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.9 Valley Avenue: Church Street to Round Bottom Road

Valley Avenue is a two-lane roadway which extends approximately 0.3 miles between its intersection with Church Street at its western terminus and its intersection with Round Bottom Road at its eastern terminus. Valley Avenue, which is posted as 25 mph, has sidewalks on both sides of the roadway, as well as numerous driveways for businesses and residences. About 250 feet west

of the Round Bottom intersection, there is a mid-block crosswalk. At the Church Street/Valley Avenue intersection, Valley Avenue terminates as the roadway becomes the access road into the Great Miami Golf Center. At its eastern terminus, Valley Avenue intersects with Round Bottom Road in a signalized T- intersection.

Stakeholder Input: Seven public comments address roadway issues on Valley Avenue between Church Street and Round Bottom Road. Each of these comments concern congestion issues on Valley Avenue. Representative comments include:

- There are back-ups on Valley to get to SR 32 (2 comments)
- The signal at Valley and Church and speed limit (25 mph) are issues (2 comments)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that three crashes occurred over the three-year period (2013-2015).

LOS Analysis: No level of service analysis was conducted for this segment.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.10 Church Street: SR 32 to Valley Avenue

This section of Church Street (Newtown Road), which extends approximately one-half mile from SR 32 (Main Street) to Valley Avenue, is two lanes with sidewalks along both sides of the road. In addition, there are numerous driveways for businesses and residences along this section of road. This section is posted for a speed of 25 mph. There is an at-grade railroad crossing of Church Street approximately one-quarter mile from the SR 32 (Main Street)/Church Street intersection.

Stakeholder Input: Fourteen comments concern roadway issues on Church Street between SR 32 and Valley Avenue. Of these comments, eleven identify congestion issues and several address issues with the at-grade railroad crossing. Representative comments include:

- A bypass of Newtown is needed (1 comment)
- There are problems at the following four intersections: 1) Valley/Church; 2) Valley/Round Bottom; 3) Church/Batavia; and 4) Batavia/Round Bottom (1 comment)
- Signal improvements or a roundabout should be considered at the SR 32/Church Street intersection (1 comment)
- The at-grade rail crossing is not level and should be repaired (1 comment)
- Train schedules should be posted near the railroad crossing since the train often delays traffic in this area (1 comment)

Five bike comments include:

- Safety concerns for bicyclists sharing roads in Newtown (1 comment)
- Designated bike lanes or bike paths are needed (1 comment)
- A bikeway connection is needed between Newtown and area bike paths such as the path neat Columbia Parkway and 5-mile Trail (2 comments)

- A connecting bike path should be constructed from the Little Miami Scenic Bike Trail and Newtown and Clear Creek Park (1 comment)

Eight public transit comments identify the following needs:

- Rail service is needed (4 comments)
- Expanded bus service is needed (1 comment)
- An accessible transit stop is needed (2 comments)
- The expansion of public transit will reduce vehicular traffic on the roads (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Data indicates that three crashes occurred over a three-year period (2013-2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 40% increase in the northbound travel time during the AM peak-hour and a 50% increase in the in the southbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: The crest vertical curve at the railroad crossing on this segment of Church Street has a substandard k-value for its design speed (25 mph). The actual k-value for this segment of Church Street is 10; the required k-value is 12.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.3.11 Church Street (Newtown Road)/Valley Avenue Intersection

The Church Street/Valley Avenue intersection is a signalized four-leg intersection. The northwest leg of this intersection serves as the entrance road to the Little Miami Golf Center:

Figure 24. Church Street/Valley Avenue Intersection

Stakeholder Input: Four roadway comments address congestion at this intersection. They are:

- Signal timing is an issue (3 comments)
- The posted speed through this area (25 mph) is too slow (1 comment)

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that no deficiencies currently exist at the intersection. In the No Build opening year (2022) the southbound left turn lane 95th percentile queue length for the movement is more than twice the storage length during the PM peak-hour. In No Build design year (2042) conditions the southbound left turn movement fails with a v/c ratio of 1.04. No intersection improvements are required for the exiting conditions, but it is anticipated that operational or minor intersection improvements are required for the No Build opening year and No Build design year conditions.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: Twenty-seven (27) pedestrians were observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.12 Church Street/Newtown Road: Valley Avenue to US 50

Church Street between Valley Avenue and US 50 is two lanes. There are no sidewalks along this roadway and the speed limit is posted at 35 mph.

Stakeholder Comments: Twenty-two comments were provided for the section of Church Street (Newtown Road) between Valley Avenue and US 50, of which 18 indicate that congestion is the predominant roadway concern on Church Street between Valley and US 50. Other concerns identify roadway repair and access issue. Representative comments include:

- Congestion makes access/egress to/from parking lots along Newtown Road difficult (1 comment)
- Church Street should be widened to four lanes from Valley to US 50 (1 comment)
- A bypass around Newtown is needed (1 comment)
- The current bridge over the Little Miami River is not big enough and needs to be replaced (1 comment)
- There should be no roadway expansion in this area and no additional impact on the Little Miami River (1 comment)
- Road repair is needed (1 comment)

Ten comments identify the need for improved bike access in this area through bike paths and/or lanes. Specific bikeway connections that are recommended include:

- Finish bike trail to Cincinnati (1 comment)
- Connect the Little Miami Trail to Downtown and also through Mariemont, Fairfax, and Hyde Park (1 comment)

- Connect the Little Miami Trail to the Murray Road Trail (1 comment)
- Connect bike trail from Newtown bridge to Downtown and connect to Miami Bluff Road (1 comment)
- Connect bike path to Wasson Way (1 comment)

Two comments cite a need for a sidewalk and pedestrian/bike lanes, and three comments identify the following public transit needs:

- The need for bus service (1 comment)
- The need for a park and ride (1 comment)
- Public transit is needed to serve local bars and restaurants (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that six crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 40% increase in the northbound travel time during the AM peak-hour and a 50% increase in the in the southbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.2.4 Newtown Village Focus Area Needs Analysis

Based on the results of the technical studies, as well as the extensive public input received from the Focus Area Workshops, online interactive survey, and other public outreach efforts, the primary and secondary needs of the transportation network with the Village of Newtown Focus Area were identified (primary needs are needs that *will* be addressed by this project; secondary needs are needs that *may* be addressed by this project). The input used in the needs analysis is included in **Appendix 2**. The primary and secondary needs are presented in **Table 10** below.

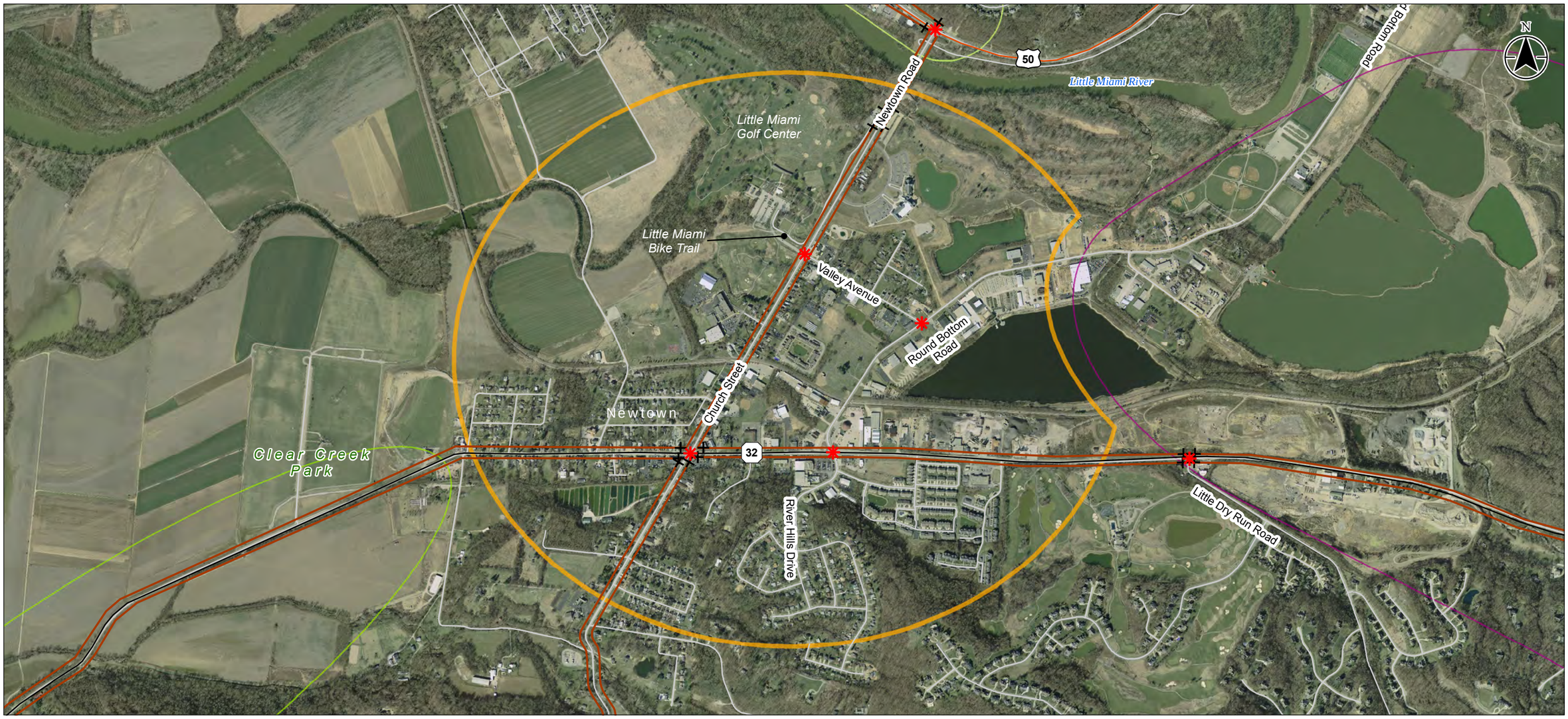
Table 10: Village of Newton Focus Area Needs Analysis

Primary Needs	Secondary Needs
SR 32: West Corporation Limits to Church Street	
Address eastbound peak-hour delays	Address bicycle connectivity
SR 32/Church Street Intersection	
Address capacity issues and long queues on all approaches	None
SR 32: Church Street to Round Bottom Road	
Address westbound AM peak-hour and eastbound PM peak-hour delays	Address bicycle connectivity
SR 32/Round Bottom Road Intersection	

Primary Needs	Secondary Needs
Address capacity issues and long queues on SR 32 and Round Bottom Road approaches	Address deficient sight distance at intersection
SR 32: Round Bottom Road to Little Dry Run Road	
• Address westbound AM peak-hour and eastbound PM peak-hour delays • Address pedestrian connectivity to east corporation limit	• Address bicycle connectivity • Support access to future transit connections
Round Bottom Road: SR 32 to Valley Avenue	
Address congestion	Enhance bicycle connectivity
Round Bottom Road/Valley Avenue Intersection	
Address capacity issues with northbound left-turn movement and eastbound approach	None
Round Bottom Road: Valley Avenue to Broadwell Road	
None	• Correct deficient roadway curve near Natorp's Nursery • Enhance bicycle connectivity
Valley Avenue	
None	None
Church Street: SR 32 to Valley Avenue	
Address northbound AM and southbound PM peak-hour delays	• Address roadway grades at railroad crossing • Enhance bicycle connectivity • Support access to future transit connections
Church Street/Valley Avenue Intersection	
Address capacity issues for southbound left-turn movement	None
Newtown Road (Church Street): Valley Avenue to US 50	
Address northbound AM and southbound PM peak-hour dealys	None

APPENDIX 2

NEWTOWN VILLAGE AREA



Notes
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base features: produced from project design elements.
3. Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

Legend
- Ancor SR 32 Hill Area
- Newtown Village Area
- SR 125-SR 32 Area
- US 50 Corridor Area
- LOS Analysis Intersection
- LOS Analysis Roadway Segment

0 1,000 2,000 Feet

1:14,000 (At original document size of 11x17)

Stantec

Project Location
Hamilton and Clermont Counties, Ohio

173620069
Prepared by BL on 2016-11-21

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

Title
Focus Area Detail
Village of Newtown

V:\173620069\active\173620069\mapping\focus_area_detail_maps.mxd Revised: 2016-11-21 By: blecpold

Focus Area: **Newtown Village**

Community Attributes Identified in the Focus Area Workshop: Participants at the Focus Area Workshop identified the following community attributes for the Village of Newtown and surrounding area: an important history; the small town feel; environmental assets including the valley, hills, trails and the Little Miami River; accessibility to Downtown, Eastgate, and Kenwood; the diversity of wildlife; its walkability and bike trail; the nice golf course, good businesses, and the diversity of housing (moderate to high end houses).

			HCS Analysis								
Transportation Concern	**MetroQuest Comments**	**Workshop Comments**	**Existing Year 2015**	**Opening Year 2022**	**Design Year 2042**	**Safety**	**Travel Time**	**Queue Analysis**	**Geometric Analysis**	**Primary Needs**	**Secondary Needs**
SR 32: West Corp Line to Church											
Congestion	Bypass around or allow to go into town; need bypass around Newtown	The morning traffic east to west is bad. In the afternoon, it's west to east.	n/a	n/a	n/a	5 crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	55% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time.	PM peak-hour queues from the Church Street intersection impacts the eastbound direction of this segment.	No deficiencies	Address eastbound PM peak-hour delays.	
	Reduce congestion here and through Mariemont. Not enough routes to downtown/uptown.	Fix the lights and have smart lights.									
	Newtown is congested, and going from 55 mph to 35 or 25 and then back up again is a travel frustration.										
	Traffic signal issue. Through Newtown the lights are fine in the morning but going home the lights' timing needs to be fixed from the UDF light (Church St) all the way to Little Dry Run.										
	Congestion during evening commute, backed-up from soccer fields all the way to Newtown Road. Unacceptable.										
	Newtown is a big bottle neck. More businesses would come if better traffic patterns exist. Like a connect to Five Mile from SR 32 and better access to Columbia Parkway.										
	Traffic delays. (17 pins)										
	This is where congestion is worst during evening rush hour. Widen the highway and install light rail service in the center of a divided highway.										
	The bottleneck is debilitating.										
	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.										
	Speeds artificially deflated. Newtown is a place to avoid period. Businesses are actually hurt by the congestion.										
	SR 32 needs to be widened.										
	Single lane with the rush hour volume causes congestion.										
	Major congestion during peak hours; low speeds (25 MPH) in the city.										
	Narrow, one lane congestion - nightmare.										
	Slow speed limit causes even more congestion.										
	I use side streets when possible. A direct "no stop light option" to Beechmont Levy is highly desired.										
	10+ minutes at 5:00 pm to drive through Main Street that is about 1 mile long.										
	In the evenings, there's a backup on SR 32 heading eastbound.										
	Driving through Newtown slows traffic down. Adding a lane, increasing speed limit or bypassing Newtown is desirable. Traffic police also slow it down.										
	Too few lanes.										
	The speed limit goes down way too far. Please provide streets where cars can travel at least 40 MPH through the area.										
	(Widen) roadway.										
	Heavy congestion during peak hours; lowered speed limits/shifts .										
	Throughout Newtown, the lights are fine in the morning but going home, the lights' timing needs to be better from the UDF light all the way to Little Dry Run.										
	This area is a nightmare. I avoid it at all costs. Speed limit is outdated. Signals are not connected.										
	Narrowness of area going toward bridge and Lunken.										
Safety	Frequent Accidents.										
Access	Need for additional travel lanes through Newtown with pedestrian access.										
	Eastgate must be connected to the greater area's east of Cincinnati. Many people are missing the opportunity for easy access to shopping that Eastgate offers.										
Other	Street lighting issue.	Coordinate signals between Mariemont, Fairfax, and Newtown.									
Mobility	Bike route along Newtown Road.	Concerns about not having enough bicycle and pedestrian facilities.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Address bicycle connectivity.
Access/Mobility	Complete connectivity to downtown Cincinnati.	none									
Access	Access to Lunken and then to a downtown bike route.										
	This corridor should include facilities for bikes that connects into the Ohio to Erie Trail both at Newtown Rd and US 50 and at 125, 32, and Eastern Ave.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	HCS Analysis Opening Year 2022	HCS Analysis Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
Safety		On SR 32, the speed limit outside the village is too fast for the amount of pedestrian and bicycle facilities, business entry's, and park entrances.									
Access	There's a large park and no real bike or pedestrian friendly way to get to it. Smacks of ill suburban planning.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need a sidewalk										
Access	Need accessible transit stop.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Rubber tire transit needs to be established between Eastgate and Cincinnati.	Bus services (BRT) is a great idea.									
	The current public transportation offerings for the entire metro area (including the study area) are extremely deficient. Our region's growth will continue to be hampered by this fact. I consider myself to be fiscally conservative but very much believe that [cut-off].										
	Advance commuter rail/light rail from Eastgate to Fairfax along SR 32 alignment, then to multi-modal hub in Fairfax area allowing connection to Wasson Line and Oasis Line segments to Riverfront Transit Center.										
Church / Main (SR 32) Intersection											
Congestion	25 mph speed limit plus lights too close together. (2 pins)	The intersection of Church and Main Street needs better signal timing.	AM WBT = LOS F, v/c 1.06 AM NBT = LOS F, v/c 0.94	AM SBL = Queue > Storage	AM WBT = LOS F, v/c 1.00 AM SBL = Queue > Storage AM SBL = LOS F, v/c 0.89	10 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 1750', at times backs through the Round Bottom intersection NB = 1,250'	No deficiencies	Address capacity issues and long queues on all approaches	none
	Need more capacity, especially during rush hour.							PM Peak-Hour Max Queue EB = 2,400' NB = 1,100' SB = 1,250'			
	Wait times at this light are long. Especially southbound weekday evenings.										
	Traffic Signal Issue. Streamline lights in Newtown. Add turn lanes or something for the truck traffic into the asphalt and gravel pits.										
	Consistent traffic delays getting through this intersection during morning and evening rush hour if trying to move north/south. SR 32 gets all the green time.										
	The light at 32 and Church gets really backed up if there is an accident on Beechmont Levee or Wooster Pike. If there's not an accident, traffic is not bad.										
	Traffic Signal Issue. Traffic flow is impeded by light. Not timed efficiently. (5 pins)										
	Traffic Signal Issue: This traffic signal is poorly managed. I've sat at this light for more than 20 minutes while on SR 32 (approximately 5-10 cycles) with traffic eastbound backed up to the soccer fields and almost to Clough Pike.										
	NB Church St. is very congested during morning rush hour. The usual wait is multiple signal sequences at SR 32.										
	Traffic Signal Issue. Traffic at this light gets backed up in the afternoon. (2 pins)										
	The intersection of SR 32 and Main/Church is a pinch point for the entire area. (21 pins)										
	A direct "no stop light option" to Beechmont Levee is highly desired.										
	Heavy congestion during peak hours; lowered speed limits/shifts.(4 pins)										
	Newtown is a huge bottleneck. There are very few businesses thru here. The road needs expanded. This could be a convenient road for those that travel between downtown and the east side.										
	Congestion through Main Street; could use a bypass to increase mobility with higher speed allowance.										
	The timing of this stoplight needs to be better during rush hours. (4 pins)										
	Poorly timed lights. Single lane in each direction leads to long delays.										
	Traffic Signal Issue. It is too long of a wait.										
	SR 32 needs to be upgraded and widened.										
	The 25 mile and hour speed limit and the volume of cars makes this intersection super congested during rush hour										
Safety		Because the main intersection (Church and Main) is not 90 degrees, it is hard to know what's supposed to happen.									
Access	Connect to 5 mile trail; Access to Lunken and then to a downtown bike route. (3 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	Need better bicycle space on roads through Newtown to connect to Cincinnati Bike Trail/Rt. 50 and SR 32.										
	Another great little town for biking. If the city father's would spend more time in developing their place, like Loveland, they would be content with traffic moving faster and easier thru town and still make their town a showplace.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	HCS Analysis Opening Year 2022	HCS Analysis Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	If the Anderson trail system connected to Newtown, it would allow direct bicycle access to the Little Miami Trail and encourage visitors to several shops/businesses in Newtown.										
	Need marked bike lanes. (2 pins)										
	Options to connect Ivy Hills to Little Miami Bike Path.										
Safety	The Village of Newtown is a pedestrian-friendly area. It should remain as such. Possible to build a skywalk here?	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	The main street in Newtown does not seem designed to encourage foot traffic. Part of this is due to the buildings themselves, but part feels like it is due to the streetscaping.										
	Safety concern.										
	Pedestrian signal issue.										
	Maintain inviting pedestrian access for Newtown.										
Access/Mobility	Closest bus stop is a mile away.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	There is currently no public transit in Village of Newtown.										
	Need accessible transit stop. (2 pins)										
	Need park and ride.										
Mobility	Would love to see light rail.										
	BRT stop. (2 pins)										
Access	More service-weekends, evenings, frequency.										
SR 32: Church to Round Bottom											
Congestion	Congestion issue. (23 pins)	none	n/a	n/a	n/a	2 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	45% increase in the EB travel time during the PM peak-hour and a 35% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	AM peak-hour queues from the Church Street intersection impacts the westbound direction of this segment. PM peak-hour queues from the Round Bottom Road intersection impacts the eastbound direction of this segment.	No deficiencies	Address westbound AM peak-hour and eastbound PM peak-hour delays.	none
	One row each way; speed trap. (2 pins)										
	Traffic Signal Issue - Too many signals in this section.										
	The mess of 32...50 mph to 35 mph to 25 mph.										
	Too much congestion in Newtown even on weekends. A bypass is needed.										
	Excessive congestion in mornings and evening rush hours. (4 pins)										
	Speed limits and traffic patterns through Newtown are an impediment.										
	Backed up traffic through newtown; congestion is horrible. I don't have a solution other than widening the road										
	Heavy traffic; slow throughout because it's only 2 lanes through town and 25 miles and hour with several stop signs. A nightmare for peak traffic.										
	Slow throughout because it's only 2 lanes through town and 25 miles and hour with several stop signs. A nightmare for peak traffic										
Access	Missing Connection. In general, I would like a quicker way to access the central area of Cincinnati from Eastgate without having to drive all the way north on 275/71 or south 275/471.										
Access	Bicycle-Pedestrian path connection to Eastgate.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Address bicycle connectivity.
Mobility	Need better bicycle space on roads through Newtown to connect to Cincinnati Bike Trail/Rt. 50 and Rt. 32										
	Need marked bike lanes.										
Safety	No safe riding areas.										
	It is not safe for cyclists, nor safe for area children. If there was a more safe bike and walking area, there would be fewer cars.										
Mobility	Enhance existing bus routes to provide better service for commuters. (2 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	Need bus service.										
Access/Mobility	Use light rail on the railways through this small town connecting to downtown and out to Batavia.										
	Light rail downtown.										
	Use parking space near former exhaust-testing site for riders to downtown or other major places of employment.										
	Light-rail going through here with stops in downtown Newtown. The tracks could be in the center of a divided highway										
Round Bottom / SR 32 Intersection											
Congestion	Traffic Signal Issue. (5 pins)	none	AM WBT = LOS F, v/c 1.01 PM SBL = Queue > Storage	PM SBL = Queue > Storage PM EBT = LOS F, v/c 1.02	PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.08 PM EBT = LOS F, v/c 1.09	5 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 850'	Right on Red (SB Roundbottom to WB 32) deficient. Poor intersection sight distance on Roundbottom because of fountain in median island and cars parked at Village Auto.	Address capacity issues and long queues on SR 32 and Round Bottom Road approaches.	Address deficient sight distance at intersection. .
	Congestion issue. (5 pins)							PM Peak-Hour Max Queue EB = 1,250' SB = 1,050'			
	Slows to 25 mph. Traffic lights are slow. Roads are small. Too much congestion. (2 pins)										
	Slow traffic through Newtown creates congestion. Should have a bypass route around Newtown for through traffic.										
	Intersection has improved significantly but it still gets backed up all through Newtown.										
	Poorly timed lights. Single lane in each direction leads to long delays.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	HCS Analysis Opening Year 2022	HCS Analysis Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	This congestion is causing too much traffic on Clough Pike. People from Amelia and beyond use Clough Pike instead of SR 32.										
	Timing of lights are not set correctly and is always clogged up in this area. Takes 10 minutes to travel once you enter Newtown to go a little over one mile.										
	Often backs up here.										
	Congestion waiting to get onto 32. (4 pins)										
	Driving through Newtown is very slow. A bypass would greatly improve travel time										
	Traffic backup at traffic light and slow speed limit through Newtown										
	State highway with 25 mph speed limit is frustrating										
Access	Limit access to SR 32 from 275 to Red Bank for reduction in east-west travel time and conflict of through travel with local travel. Provide interchanges at critical crossroads to afford access to local business districts.										
	Access Issue. (2 pins)										
Safety	Needs repair.										
Access	Better connection (pedestrian) from Ivy Hills to Newtown.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need bus service.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	If there was a divided multi-lane highway going through here with light-rail going down the middle, I think this would be a major improvement in the area.										
SR 32: Round Bottom to Little Dry Run											
Congestion	This area is a nightmare. I avoid at all costs. Speed limit is outdated. Signals are not connected.	none	n/a	n/a	n/a	12 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	45% increase in the EB travel time during the PM peak-hour and a 35% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	AM peak-hour queues from the Round Bottom Road intersection impacts the westbound direction of this segment. PM peak-hour queues from the Little Dry Run intersection impacts the eastbound direction of this segment.	No deficiencies	Address westbound AM peak-hour and eastbound PM peak-hour delays.	none
	Make four lanes. (3 pins)										
	Congestion issue. (17 pins)										
	Backed up with traffic through Newtown. (2 pins)										
	Too much traffic for the two-lane road. Can't be avoided for anything local.										
	Need a route to avoid traveling through Newtown, Mariemont, and Fairfax.										
	Traffic signal issue, cycle length too long. [pin at Ivy Hills Drive/SR 32]										
	There should (must) be an alternate option versus going through Newtown. It's terrible.										
	This is a two-lane road. If someone is turning left, it does not take very long for there to be a traffic problem.										
	This should be four lanes or at minimum have a dedicated turn lane in the middle. Traffic backs up and if someone is turning left it can be a ten minute affair.										
	Afternoon it takes too much time to traverse Newtown.										
	Newtown seems to be a speed trap. I avoid this section if possible. If the town were more inviting I may visit more often.										
	This is always backed up in morning rush hour. I sometimes add 15 extra minutes to get through Newtown.										
	Bad congestion										
	Need to widen road										
	Turn lanes on SR 32 around Newtown										
Access	Need a high speed road that avoids Newtown and connects SR 32 to US 50 (at Red Bank).										
	Getting from here to Mariemont, Kenwood and beyond.										
	No quick way to get to Blue Ash.										
Safety	Air pollution and noise pollution danger throughout the designated areas.										
	Too many bikes on SR 32 between Little Dry Run and Newtown. Too tight an area for bikes and big trucks.										
	Frequent Accidents.										
	Traffic and cops watching for speeders										
Mobility	Shared use path from Little Dry Run to existing shared use path in Newtown. (4 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Address bicycle connectivity.
	Bike/Walking designated lane.										
Access	Connect Little Miami Scenic Trail with Eastgate Area. (2 pins)										
Safety	Need marked bike lanes; no marked lanes all the way thru										
Mobility	Sidewalk access along 32 from Little Dry Run into Newtown cbd. (4 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address pedestrian connectivity to east corp limit.	none
Access	Access to parks.										
	Pedestrian access from Little Dry Run to Round Bottom.										
Access/Mobility	I'd like to see a bus that connected Fairfax to Batavia, directly up 32.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Support access to future transit connections.
Mobility	Provide a transit hub/express service.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	HCS Analysis Opening Year 2022	HCS Analysis Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	Metro line.										
	Express Transit and Park&Rides to Uptown Area (Not Downtown!) along 32.										
	More public transit options for people in Clermont Co who cannot afford to live in Mariemont (who don't want 32 coming thru their area) and want to do things in Cincinnati.										
	Oasis line commuter rail from Clermont County to Cincinnati Riverfront.										
Access	Metro line. (2 pins)										
	Light rail is needed.										
Round Bottom Road: SR 32 to Valley											
Congestion	Ridiculous backups going to east SR 32. This backs up to the car wash at times. Essentially Newtown is gridlock. (2 pins)	none	n/a	n/a	n/a	No crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	PM peak-hour queues from the Round Bottom Road intersection impacts the southbound direction of this segment	No deficiencies	Address congestion.	none
	From 32 to Round Bottom to Wooster, very slow. I know bypass is dead but something needs to be done.										
	Congestion issue. (2 pins)										
	Congestion waiting to get onto 32. (4 pins)										
Congestion/Access	Improved roadway as an alternative east-west route.										
Safety	Nobody takes this curve appropriately. I've been rear-ended here twice by people who don't yield.										
Safety	Round Bottom, not safe to drive, (let) alone walk or ride bike. There is a park in the area. (4 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Enhance bicycle connectivity.
Mobility	Need marked bike lanes. (4 pins)										
Safety/Mobility	Provide Multi-modal paths into Clermont County and discourage bicycle traffic along Round Bottom Road absent a significant safety upgrade.										
Safety	Safety concern. (2 pins)										
Safety	Round Bottom, not safe to drive, (let) alone walk or ride bike. There is a park in the area.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	Safety concern										
Access/Mobility	I would love to see more rail and local bus access in the suburbs….Less driving means less pollution coming from cars.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Mobility	Need park and ride. (2 pins)										
Round Bottom/Valley Intersection											
Congestion	none	none	AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.02 PM EBL = Queue > Storage	AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.01 AM EBR = LOS F, v/c 0.91 PM EBL = Queue > Storage	AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.02 AM EBR = LOS F, v/c 0.93 PM EBL = Queue > Storage	No crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues for northbound left turn movement and eastbound approach.	none
Round Bottom: Valley to Broadwell											
Congestion	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.	none	n/a	n/a	n/a	7 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient horizontal degree of curvature in front of Natorp's Nursery.	none	Correct deficient roadway curve near Natorp's Nursery.
	There is too much traffic here and dangerous traffic. Anderson Township cannot add to it with a limestone mine.										
Safety	2 lane road, bicyclists go slowly on this windy road. Need a bike lane if possible.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Enhance bicycle connectivity.
	Round Bottom too narrow for bike traffic.										
Mobility	Bike lane along Round Bottom.										
Safety	Too high speed limit on too narrow road.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Valley Avenue											
Congestion	Too many stop and go situations.	none	n/a	n/a	n/a	3 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	none	none
	Long backups for people trying to get to SR 32.										
	Newtown is awful to drive through. It needs a bypass as there is no over way to get to east SR 32 without driving way out of the way.										
	Many of us take Valley to Round Bottom to avoid Church Street. This is always slow during peak hours.										
	Green light (vs. dedicated green-arrow) turns used instead.										
	Always congested turning onto Valley Avenue.										
	This light creates problems and the 25 mph on Valley does as well.										
Church (Newtown): SR 32 to Valley											
Congestion	Congestion Issue. (4 pins)	none	n/a	n/a	n/a	3 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	40% increase in the NB travel time during the AM peak-hour and a 50% increase in the SB travel time during the PM peak-hour	PM peak-hour queues from the Church Street intersection impacts the southbound direction of this segment.	Deficient vertical curve crossing railroad tracks.	Address northbound AM and southbound PM peak-hour delays.	Address roadway grades at railroad crossing.
	Too much congestion in Newtown even on weekends. A bypass is needed.										
	Four bad intersections, poor traffic flow: 1) Valley/Church, 2) Valley/Round bottom, 3) Church/Batavia, 4) Batavia/Round bottom.										
	Always congested turning onto Valley from Church.										
	Rush hour gridlock.										
	Going through Newtown is way too slow.										
	Too crowded, delays.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	HCS Analysis Opening Year 2022	HCS Analysis Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	Round Bottom, Valley, and Church Streets cannot handle traffic volume.						compared to the off-peak travel time.				
Other-Maintenance	Needs repair; rail crossing not level										
Mobility	Roadway system in Newtown is confusing. Needs to be improved to make clearer to traveling public. Signal improvements or possible roundabout at Church Street at Shell Station should be considered.										
Access	I think it would make sense to post train schedules on a sign on each side of the crossing, so that deliveries, commuters, and emergency services would benefit by knowing ahead of time. If schedules vary all over the place, it makes no sense.										
Safety/Mobility	Little Miami Trail just ends and then it is scary to be on the road with all of the vehicle traffic.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Enhance bicycle connectivity.
	Best if bikes have a designated lane on streets, or else specific bike paths.										
Mobility	Better bike path on Church from SR 32 to bike trail near Columbia Parkway.										
Access	Connect to 5 mile trail.										
	Should have good connecting paths from the bike trail to Newtown and Clear Creek Park.										
Mobility	This is a beautiful area. It should be developed for walking and local shopping.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Mobility	Do not increase traffic at any point along Ohio River-to-Erie Trail.										
Access	Potential rail stop.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Support access to future transit connections.
Access/Mobility	Need accessible transit stop. (2 pins)										
	Need rail service from eastern communities (Mariemont, Newtown, Milford, & Eastgate) to downtown.										
	Need bus service.										
	Newtown Station Oasis Line.										
	Newtown is a walkable village. Therefore, it makes sense to have public transit options that do not add vehicular traffic on the roads.										
Mobility	Utilizing Oasis Line for commuter rail.										
Church (Newtown) /Valley Avenue Intersection											
Congestion	Traffic Signal Issue. This light creates problems. And the 25 mph on Valley does as well.	none	No deficiencies	PM SBL = Queue > Storage	PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.04	No crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues for southbound left-turn movement.	none
	Slows to 25 mph. Traffic lights are slow. Roads are small. Too much congestion.										
	Traffic Signal Issue. This intersection is congested. A simple improvement would be a green right turn arrow for when traffic on Church Street has a left turn arrow. This will safely allow for a quicker traffic flow.										
	This is where the backup starts just to get through the first light.										
Church (Newtown): Valley to US 50											
Congestion	Congestion issue. (4 pins)	none	n/a	n/a	n/a	6 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	40% increase in the NB travel time during the AM peak-hour and a 50% increase in the SB travel time during the PM peak-hour compared to the off-peak travel time.	n/a	No deficiencies	Address northbound AM and southbound PM peak-hour delays.	none
	Congestion from Newtown to Mariemont.										
	This is typically congested during the evening commute. During very busy times or if there is an accident or flooding, it becomes a dead stop. Probably because it's one of the only ways to cross the river.										
	There are only two links between 50 and 32. Beechmont, which is a multi-lane parkway, and Newtown Road/Church Street. With only two options, many end up taking the single lane in each direction.										
	Getting in and out of parking lots along Newtown Road is difficult.										
	Backed up traffic.										
	Too congested.										
	Too much traffic during rush hour. I avoid this area at all cost.										
	Improve current options to cross the Miami River.										
	The only viable bridge over the river is now here. ODOT has abandoned all other possibilities. This intersection and bridge need a complete redesign to handle far great traffic.										
	Make four lanes from Valley to US 50.										
	Congested from Newtown to Mariemont. (4 pins)										
Safety	Needs Repair, road is in bad shape.										
Access	Missing Connection. Put in a service road for local traffic. Put in a straight shot over to the SR 32 bypass going around Newtown allowing traffic to flow more freely off 50 and off of SR 32.										
	Better connection to 32										

			HCS Analysis								
Transportation Concern	**MetroQuest Comments**	**Workshop Comments**	**Existing Year 2015**	**Opening Year 2022**	**Design Year 2042**	**Safety**	**Travel Time**	**Queue Analysis**	**Geometric Analysis**	**Primary Needs**	**Secondary Needs**
Mobility	Current roadway, no additional expansion needed and no addition impact on protected river allowed.										
Congestion	Do not increase traffic at any point along Ohio River-to-Erie Trail.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Finish/connect bike trail to Cincinnati										
Access/Mobility	A path starts here. This should be extended.										
	The bike path really doesn't connect anything. It would be far more useful if it connected to downtown. It also lacks connections to the road system.										
	Bicycle lanes or path connecting Little Miami Trail to Murray Road Trail.										
	I would like to see the bike trail on Newtown Road connected to downtown, also through Mariemont, Fairfax, and Hyde Park.										
Mobility	Need bike path.										
	Continue to enhance existing bike trail.										
	Need bike path; need a convenient and safe path to get from here (Newtown bridge) to Downtown; add bike path to get to Miami bluff road										
	Need bike path; extend bike path and connect to Wasson Way										
Mobility	Need sidewalk.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility/Safety	Safe Pedestrian/bike lanes needed.										
Access/Mobility	Need bus service.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	This would be a great stop for a Park and Ride. I wouldn't want to turn this nice green space into a parking lot, but a hidden parking garage could possibly fit somewhere.										
Mobility	Local bars and restaurants (i.e., brewery) and not everyone uses UBER to get home.										

Roadway
Pedestrian
Bicycle
Transit