



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)
VILLAGE OF NEWTOWN FOCUS AREA
ADVISORY COMMITTEE MEETING #1
VILLAGE OF NEWTOWN FIRE AND RESCUE STATION 22
FEB. 21, 2018 • 1 p.m. – 3 p.m.

Last summer, the Ohio Department of Transportation (ODOT) completed a Transportation Needs Analysis for Segments II and III of the Eastern Corridor. Developed in coordination with local communities and interest groups, the analysis identified and prioritized transportation issues that need to be addressed throughout the Segments II and III study area. During the next phase of planning, ODOT will use information from the analysis to develop recommended solutions for the Primary Needs identified in the report. Secondary Needs will be addressed as opportunity and funding allow.

To help guide its planning efforts, ODOT has formed Advisory Committees based on Segments II and III's six Focus Areas (see the attached Focus Area map). Each Focus Area has its own Advisory Committee, with the exception of the Linwood/Eastern Interchange and US 50/Red Bank Focus Areas, which are represented by one committee. Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives. Committee members will assist with identifying, evaluating and prioritizing recommended solutions for transportation needs within their assigned Focus Area(s), as well as developing strategies for implementation.

Advisory Committees will convene for four work sessions throughout this process. Recommendations from the Advisory Committee meetings will be presented at a public meeting to be held later this year at which time the general public will have an opportunity to review and provide input on the recommendations before they are finalized.

The meeting on Wednesday, Feb. 21, was the first meeting held for the Village of Newtown Focus Area Advisory Committee.

MEETING NOTES

MEETING OBJECTIVES

The objectives for this Advisory Committee meeting were to:

- Review transportation needs identified for the Village of Newtown Focus Area [as presented in the [Eastern Corridor Segments II and III Transportation Needs Analysis Final Report \(July 2017\)](#)]
- Identify evaluation criteria
- Brainstorm preliminary concepts/solutions to be explored

WELCOME AND INTRODUCTIONS

Tom Arnold, ODOT project manager for Eastern Corridor Segments II and III, opened the Advisory Committee meeting by welcoming participants and thanking them for their participation. He outlined the structure of the meeting and emphasized that these meetings are intended to be collaborative working sessions. Advisory Committee members should feel comfortable asking questions or commenting at any point during the presentation or workshop portion of the meeting. Additional questions may be

submitted to ODOT by email following the meeting. Mr. Arnold then invited participants to introduce themselves and the organizations they represented. A list of meeting participants is provided with these notes.

PRESENTATION SUMMARY

Using a PowerPoint presentation, Mr. Arnold provided a brief overview of the Eastern Corridor Program and its component projects, as well as the evolution of Eastern Corridor Segments II and III. He reviewed tasks that were recently completed and used to develop the [Eastern Corridor Segments II and III Transportation Needs Analysis report](#). He then reviewed the role of the Advisory Committees prior to discussing how roadway management responsibilities are coordinated between ODOT and local jurisdictions. Mr. Arnold also provided an overview of ODOT's Project Development Process (noting that Segments II and III are currently in the planning phase), reviewed capital projects already being planned within the Segments II and III study area and briefly discussed possible funding avenues. Key points from Mr. Arnold's presentation included:

- The Eastern Corridor is not just a single project. Instead, it is a program of many projects and investments in our regional transportation network that are in various stages of completion. Much work has already been completed in Eastern Corridor Segments IV and IVa (Eastgate to Batavia) and the new Duck Creek Connector, a component of Segment I (Red Bank Corridor), opened in late 2017.
- Previously, ODOT evaluated the proposed realignment of SR 32 through Segments II and III (Red Bank Corridor to I-275/SR 32). ODOT determined that this option is not feasible due to potentially significant environmental impacts and construction costs. Instead, the project has changed course to focus on making improvements to the existing roadway network.
- Transportation needs in Segments II and III were identified based on the results of updated technical studies and comprehensive public outreach efforts. Public input was gathered through six focus area workshops (approximately 100 participants), a regional online survey (approximately 1,200 responses), a public meeting (approximately 100 attendees) and comments submitted online. At the same time, technical data – including traffic counts, an analysis of travel times and travel patterns, roadway geometry analyses and crash data – were revisited and updated.
- The role of the Advisory Committees is to guide the development, evaluation and refinement of recommended solutions to address Primary Transportation Needs that have been identified within Segments II and III. Committee members are to represent their communities/ organizations, share information with them and bring their concerns back to the planning table. The Committees' role is not to make decisions; their involvement is one part of a process that also will require looking at integration into the broader transportation system and impacts, coordinating with local governments and Native American tribal communities, and seeking further public input. Rather, the Committee's role is to help guide the process, represent local interests and provide recommendations regarding which concepts should be advanced through the solution development process.
- Ohio is a "home rule" state. This means that ODOT maintains interstates and U.S. routes outside of municipalities. Individual municipalities themselves are responsible for local routes and designated U.S. and state routes. ODOT values its relationships with local agencies and partners with them on the development and implementation of transportation projects. Because many of

the roads within Segments II and III are under local jurisdiction, funding for such projects will likely come from a variety of local and regional sources, supplemented by state and federal funds.

- Every potential project involving federal monies must go through the ODOT Project Development Process, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering and construction. The speed at which projects move through this process depends on their complexity. A simple project may move through the process in a year or two; projects that require right-of-way acquisition may take between three and five years; complex projects, such as highway interchanges, often take between five and seven years. We are currently in the planning phase for transportation improvements in Eastern Corridor Segments II and III.
- Currently, funding exists just for the early stages of project development. Ninety percent of ODOT's funding goes toward taking care of the current network of roadways and bridges. ODOT also has funding for projects that improve safety and ensure safe routes to schools. TRAC funding is available for larger projects (generally \$12 million or more). Most projects require multiple funding sources. We are fortunate to have OKI (Ohio-Kentucky-Indiana Regional Council of Governments) in our region to serve as a conduit for federal transportation funds. OKI is responsible for approving every project needing federal transportation dollars in our area. Transportation funding is highly competitive, and decisions are typically data-based to ensure the best of the best projects rise to the top.
- ODOT District 8 operates according to a six-year work plan that is updated annually. Most of these projects involve roadway resurfacing and minor bridge rehabilitation. There are a number of capital projects within this focus area that already have been approved and funded, including:
 - 2018 – Intersection improvements at Bells Lane and SR 32 in Clermont County. In addition to upgrades to the intersection of SR 32 with Mt. Carmel Tobasco Road/Bells Lane and SR 32 with Old SR 74, the project will incorporate pedestrian access needs identified in this area, including the addition of sidewalks on Mt. Carmel Tobasco Road and a pedestrian signal to cross SR 32 from Bells Lane. Construction will begin this summer (2018).
 - 2018 – Widen the sidewalk in front of the Spring Hill community in Mariemont.
 - 2019 – Pavement repair project along US 50 from Fairfax through Mariemont to Terrace Park. ODOT will restripe US 50 eastbound to create a bike lane.
 - 2021 – Bikeways connector project that will link the Lunken Trail with the Little Miami Scenic Trail.
 - Safety funding for the Village of Newtown to study widening SR 32 for turn lanes east of Little Dry Run in Newtown (near Burger Farm).
 - 2022 – Resurfacing of SR 32 between Newtown's eastern limits and Eight Mile Road.
 - Dynamic Messaging – ODOT will be installing a dynamic message board (electronic signage) on I-275 at the SR 32 interchange and on SR-32 west of Glen Este Withamsville. Signage will provide real-time travel time estimates to downtown from that location.

ODOT also received funding to research the effectiveness of providing travel time on non-freeway routes.

ODOT will consider these planned projects as opportunities for broader coordination with potential Eastern Corridor initiatives.

WORKSHOP SESSION

Following the presentation, the meeting shifted to a guided conversation about the transportation needs identified within the Village of Newtown Focus Area and possible solutions to be further studied. To facilitate the conversation, these needs were organized into three main themes:

- Theme #1: SR 32 Corridor
- Theme #2: Connection Between SR 32 and US 50 Corridors
- Theme #3: Bicycle and Pedestrian

Advisory Committee members were provided with a worksheet summarizing the identified needs pertaining to each theme and draft evaluation criteria. Preliminary concepts for possible solutions were also provided to help jumpstart discussion. Committee members were asked to provide feedback on the concepts shared to help the planning team further develop the concepts or eliminate them as options, if needed. Members were also invited to brainstorm additional concepts that weren't already on the list. A copy of the worksheets provided to Committee members, along with notes from the meeting, are attached. Summaries of the discussions held for each theme are presented below.

THEME #1: SR 32 CORRIDOR

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list based on the Advisory Committee discussion (see *Additional Concepts to Be Evaluated for Theme #1* below); these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #1 will undergo preliminary analysis (performed by Stantec, ODOT's consultant for Eastern Corridor Segments II and III) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

Discussion points for Theme #1:

- ODOT noted that, as part of the overall Eastern Corridor project, signal timing is being reviewed throughout the entire corridor. Currently, the Villages of Mariemont, Fairfax and Newtown appear to be eligible for traffic signal controller and GPS clock upgrades under an ODOT program that does not require any local cost matches. These upgrades do not include detection technology that would allow signals to automatically adjust to real-time traffic, but they do allow for future expansion, if needed. ODOT is heading in the direction of responsive signal timing in general but doesn't know if that will be needed on this project.
 - Signal timing adjustments could help in the Village of Newtown Focus Area. However, determining the best sequence is a challenge because there are so many variables. Some flexibility needs to be built into the system to allow for unexpected situations, such as accidents or flooding. Upgraded systems will help provide a quicker response.
 - Weather permitting, travel time studies will occur in March. These studies may help identify several quick fixes that could improve traffic flow in the area. [NOTE: these studies were originally scheduled to take place in late February but were postponed due to local flooding issues.]

- The current signal clocks use older technology and an initial look has found that some of these older timers may be off by as much as a minute or more. Older clocks are difficult to maintain and can lose their timing precision. This makes synchronizing the signals very difficult or in many cases, the synchronization desired slowly goes away as clock times drift apart.
- The Committee noted that drivers on Little Dry Run can sometimes wait as long as two-and-a-half to three minutes to turn onto SR 32, even when there is no traffic. With upgraded signal controllers, it is possible to set a minimum so that, if no cars are on SR 32, the lights could change sooner, and drivers would spend less time waiting. The signal timing study will help identify issues like these throughout the study area.
- Signal improvements made in one area of the corridor have the potential to affect the flow of traffic in other areas. Simulations to be performed by the project team will help determine the potential impacts of one concept on other locations within the network. This information will help the ODOT planning team and Advisory Committee members better identify which improvements they will recommend for advancement.
- The Committee discussed the need to address westbound morning and eastbound evening peak-hour delays on SR 32 and discussed adding eastbound and westbound lanes on SR 32:
 - ODOT indicated that, while adding lanes is a traditional solution for congestion, it would be difficult to achieve in this constrained area. Initial analysis of this option suggests that it would not work without obtaining additional right-of-way.

It may be possible to achieve two eastbound lanes into the village through restriping the existing road. The advantage is that there would be two eastbound lanes in the evening. A potential disadvantage is the loss of the westbound left turn lane at Church and Main, which could create new issues. The lane closest to the curb could be designated as a parking lane. It would be available for parking except during rush hour, when parking would be restricted to allow a second lane for through traffic. ODOT will further review this option and report its findings back to the Committee at the next meeting. *[POST MEETING NOTE: Based on preliminary analysis, this modification is not feasible and will not be pursued further.]*
- The Committee discussed capacity issues and long queues at the intersection of Church and Main streets.
 - A potential solution would be to lengthen the left turn lane. This would allow traffic to enter the left lane earlier.
 - Replacing the traditional intersection with a roundabout could remove the need for left turn lanes and allow continuous movement for through traffic. ODOT’s preliminary review of the idea suggests there may not be enough room to add a roundabout at this location without significantly impacting or losing an existing business (roundabouts typically require a minimum diameter of 130 feet); however, the planning team will take a closer look and report back to the Committee on what they learn.
 - A Committee member asked whether there was any consideration to creating a reversible center lane. ODOT mentioned that most of these were taken out in the 1990s due to higher incidences of head-on crashes.
 - The Committee briefly discussed whether or not there was an option to dedicate parallel streets as one-way roads. On first look, this doesn’t appear to be an opportunity, mostly because existing streets running parallel to SR 32 are narrow and primarily residential.

- A suggestion was made to direct trucks to use the SR 32/Round Bottom Road intersection to reach US 50 rather than making the acute angle turn at Church Street. Other Committee members said that the vast majority (perhaps 95 percent) of trucks and motorists who know the area already take the Round Bottom route.
- A Committee member asked what would happen at the traffic signal if speed limits on SR 32 were to change/increase. ODOT noted that changing speed limits can impact capacity. ODOT said that speed limits are set by law, so adjusting a speed limit requires a speed study and suggested that the Village could do a speed study if Committee members are interested in this option.
- The Committee discussed potential solutions to address capacity issues and long queues at the intersection of SR 32 and Round Bottom Road.
 - A lot of traffic coming south from US 50 converges on the SR 32/Round Bottom intersection. Perhaps adding dual southbound left turn lanes would help minimize backups at this location, but this would require widening SR 32 east of the intersection to accommodate the dual turn lanes.
 - A Committee member asked how far additional lanes would extend if added to SR 32. ODOT indicated that those determinations would be made based on traffic and impact analyses, but right now, ODOT expects that a widened roadway would extend to Little Dry Run. ODOT will bring computer-based simulations to the next meeting so the Committee can see where and how things may work.
 - Another option is adding two eastbound lanes that would extend to Eight Mile where the two lane section currently begins.
 - The Committee discussed how projects elsewhere in the Segments II and III study area could affect improvements here. For example, another Focus Area is looking at solutions for providing better access to the ANCOR area, which could add another intersection on SR 32. Computer-based simulations will be run to evaluate how proposed improvements would impact the network. The goal is to make sure that one solution doesn't create a new bottleneck elsewhere.
 - The Committee discussed the addition of a roundabout at the Round Bottom intersection with SR 32.
 - A roundabout may work here, but simulations will need to be conducted to confirm.
 - One concern is that there are businesses located here with frontages that open directly onto Round Bottom Road. Access will need to be maintained; this could be accomplished by restructuring the driveways. The Village owns property east of the fire station that might provide an opportunity to create access to these businesses should a roundabout prove to be a feasible solution for the intersection.
 - Another Committee member posed concerns about whether traffic would back up into the roundabout. Eastbound traffic on SR 32 during rush hour currently backs up from Little Dry Run to the soccer fields and even the Beechmont Levee. ODOT noted that, in general, roundabouts react well to traffic, but will look at how these backups would be affected if a roundabout were created.

- Additionally, traffic studies will help determine why traffic is backed up. Backups may be partially alleviated with better signal coordination. For example, initial analysis shows that the current signal cycle lengths are not coordinated. There are at least three different signal lengths among four intersections. Within the study area, there are pockets where it makes sense to coordinate signals and others where it does not because of the long distance between signals.
- The Committee briefly discussed the issue of sight distance at the Round Bottom intersection, which is a Secondary Need. Coming out of River Hills, there is a fence on the left that proves to be a sight issue for those wishing to make a right turn on red.
 - One potential solution could be to prevent right turns on red in this location. [ODOT will be focusing on addressing Primary Needs through this effort. Secondary Needs may be addressed if incorporated into solutions being planned for Primary Needs.]

Additional Concepts to Be Evaluated for Theme #1:

- Install a roundabout at the Church/Main intersection.
- Make additional signal improvements, such as fiber interconnect, detection, “responsive” and/or smart signals.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19, 2018.***

THEME #2: CONNECTION BETWEEN SR 32 AND US 50 CORRIDORS

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. No additional concepts were added as a result of the Advisory Committee discussion. All concepts listed for Theme #2 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

Discussion points for Theme #2:

- Eastbound traffic backs up on Valley Avenue when turning left onto Round Bottom. The right turn lane is short, and trucks turning left often block the right turn.
 - A potential option is to extend the northbound left turn lane, extend the eastbound right turn lane and construct a southbound right turn lane at the intersection.
 - An initial analysis also suggests that a roundabout could work at this intersection.
- A roundabout also was discussed as a possible solution to address capacity issues for the southbound turn movement at the Church and Valley intersection.
 - One Committee member indicated that it was easier to see how roundabouts could work at these two intersections (Round Bottom/Valley and Church/Valley) vs. the Church and Main intersection.
- Another option is to extend the southbound turn lane. Although it is already rather long, it fills up quickly.

- The Committee discussed adding a lane eastbound on Valley to provide two left turn lanes. This would be a significant project. Additionally, both lanes would need to be protected (with turns only on a signalized arrow), which can make traffic less efficient.
- The Committee discussed adjusting the grade at the railroad crossing on Church Street. This is in response to a Secondary Need. The grade is poor and not in good condition because of the significant truck traffic, which breaks up the pavement.
- If access to the ANCOR area is improved, this might take some truck volume off Round Bottom Road.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #3: BICYCLE AND PEDESTRIAN

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. Several additional ideas were added to the list based on the Advisory Committee discussion (see *Additional Concepts to Be Evaluated for Theme #3* below); these ideas have been added in red on the attached worksheet. All concepts listed for Theme #3 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

- The Committee discussed addressing pedestrian connectivity to the eastern corporation limit of the Village of Newtown, a priority for the community.
 - Currently, the sidewalk along SR 32 does not extend as far east as the businesses in the village. It ends just east of Round Bottom Road.
 - Extending the sidewalk to the eastern corporation limit is a significant distance. Even extending to Little Dry Run would be an improvement. There is a sidewalk on the east side of Little Dry Run down to SR 32.
 - In some instances, a sidewalk expansion can be its own project. In other cases, sidewalks can be planned in conjunction with roadway improvements.
- The Committee also discussed adding a bike lane on Round Bottom Road, east of Valley Avenue.
 - Cyclists utilize this route as it's a pretty ride along the river.
 - There was some discussion about establishing a bike path vs. an on-street bike lane. Doing so would likely require the widening of the road, but the resulting path could be shared with pedestrians. Right-of-way on the south side of the road is primarily industrial/commercial.
 - A question was asked whether the Horizon Community Church might consider allowing a shared use path through its property. A representative from the church is on the Advisory Committee but was not able to attend the meeting today. It was mentioned, though, that Anderson Township has a trail plan that suggests a path north of the church to tie in to Riverside Park.

- ODOT reported that the ANCOR/SR 32 Focus Area Advisory Committee discussed possibly connecting Lake Barber (the lake nearest the intersection of Round Bottom Road and SR 32) to the Little Miami Trail, coming out on Edwards Road close to Riverside Park. Perhaps the planned path to connect Riverside Park to the Little Miami Trail could also provide a connection to Lake Barber.
- A Committee member noted that if land was acquired for widening SR 32, this could include an option for a shared use path utilizing the Turpin Hills subdivision west of the Five Mile Trail. Cost and topography are challenges [this, too, was discussed at the ANCOR/SR 32 Focus Area Advisory Committee meeting on Feb. 15].
- The Committee's Green Umbrella representative noted that these paths could set the stage for a connection to Clermont County bike paths, which is a goal of the Tri-State Trails' Regional Trails Plan.

Additional Concepts to Be Evaluated for Theme #3:

- Add a bike lane or bike path on Round Bottom Road east of Valley Avenue.
- If a connection is made at Lake Barber to the Little Miami Trail via a sidewalk or bike path, share the corridor with a connection to Riverside Park as well.
- Add a shared use path to connect Little Dry Run to Round Bottom Road.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

CLOSING AND NEXT STEPS

The meeting ended at approximately 2:20 p.m. Mr. Arnold thanked participants for their time and contributions. He noted that presentation materials and a meeting summary would be posted to the Segments II and III Advisory Committee page of the Eastern Corridor website (<http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/advisory-committee/>).

Committee members are invited to submit additional feedback and comments until Monday, March 19 (two weeks following the distribution of meeting minutes).

Stantec will evaluate the concepts discussed/suggested at today's session and share their results at the next Advisory Committee meeting.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club
 Caroline Ammerman, Stantec
 Tom Arnold, ODOT
 Tim Brandstetter, Village of Newtown
 Don Carroll, Village of Newtown
 Matt Crim, Stantec
 Tim Hill, ODOT OES

Wade Johnston, Green Umbrella
Mark Kobasuk, Village of Newtown
Bob Koehler, OKI
Heather McColeman, ODOT OES
Andrew Pappas, Anderson Township
Charles Rowe, ODOT
Steve Shadix, Stantec
Steve Sievers, Anderson Township
Christa Skiles, Razor Marketing Communications
Jerry Thamann, Village of Newtown
Laura Whitman, Razor Marketing Communications

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 11, 2015, and executed by FHWA and ODOT.

NEWTOWN FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/21/2018.

Theme #1: SR 32 Corridor		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> • Address westbound AM eastbound PM peak-hour delays. • Address capacity issues and long queues at the Church/Main intersection. • Address capacity issues and long queues at the Round Bottom intersection. <p><u>Secondary</u></p> <ul style="list-style-type: none"> • Address deficient sight distance at Round Bottom intersection. • Support access to future transit connections. 	<ul style="list-style-type: none"> • Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Maintain local character of Village and small town feel. • Minimize environmental and community impacts. 	<ul style="list-style-type: none"> • Improve signal timing. • Add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way. • Lengthen turn lanes at the Church/Main intersection • Increase left turn lane storage along SR 32, add EB right turn lane, and add dual SB left turn lanes at Round Bottom intersection. • Install a roundabout at Round Bottom intersection. • Address sight distance deficiency at Round Bottom intersection by extending culvert in order to modify fence. • Install a roundabout at Church / Main intersection. • Signal improvements such as fiber interconnect, detection, “responsive” smart signals.

NEWTOWN FOCUS AREA WORKSHEET

No edits were made to this worksheet at Advisory Committee Meeting #1 held on 2/21/2018.

Theme #2: Connection between SR 32 and US 50 Corridors		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> • Address congestion. • Address capacity issues for NB left turn movement and EB approach at Round Bottom/Valley intersection. • Address northbound AM and southbound PM peak-hour delays. • Address capacity issues for SB left-turn movement at Church/Valley intersection. <p><u>Secondary</u></p> <ul style="list-style-type: none"> • Support access to future transit connections. • Correct deficient roadway curve near Natorp's Nursery. • Address roadway grades at railroad crossing. 	<ul style="list-style-type: none"> • Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Maintain local character of Village and small town feel. • Minimize environmental and community impacts. 	<ul style="list-style-type: none"> • Improve signal timing. • Extend NB left turn lane, extend EB right turn lane, and construct a SB right turn lane at Round Bottom/Valley intersection. • Install roundabout at Round Bottom/Valley intersection. • Install roundabout at Church/Valley intersection. • Extend SB left turn lane at the Church/Valley intersection. • Adjust grade at railroad crossing on Church St.

NEWTOWN FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/21/2018.

Theme #3: Bicycle and Pedestrian		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address pedestrian connectivity to east corp. limit. <p><u>Secondary</u></p> <ul style="list-style-type: none"> Enhance bicycle connectivity on Round Bottom Rd. Enhance bicycle connectivity on Church St. Address bicycle connectivity on SR 32 from west corp. line to Little Dry Run. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity to existing and planned bike/ped facilities. Support existing and planned land use. Maintain local character of Village and small town feel. Maintain and enhance walkability within the Village. Minimize environmental and community impacts. 	<ul style="list-style-type: none"> Extend sidewalk to east corp. limit. Add bike lane or bike path on Round Bottom Rd. east of Valley. Add sidewalk on Round Bottom Rd. between SR 32 and Valley. Connect park at Lake Barber with Little Miami Trail with sidewalk or bike path. Share corridor with connection to Riverside Park. Add shared use path to connect Little Dry Run to Round Bottom.

Segments II and III Focus Areas

