



## MEETING #2 NOTES

### Meeting Objectives

- Review concepts developed for Focus Area based on discussions held during Meeting #1
- Review drawings and results of preliminary evaluations for each concept
- Discuss recommendations for concepts and/or refinements to be made

### Meeting Summary

Tommy Arnold, ODOT, opened the meeting and discussed the following:

- This is the second in series of four Advisory Committee meetings for the Village of Newtown Focus Area.
- This meeting is intended to be a working meeting. It will focus on reviewing the results of the preliminary studies completed for each concept discussed at the first Advisory Committee meeting; discussing possible refinements to be made to the concepts; and determining whether or not to advance each concept for further study.
- The concepts that the group will review today are not final.
- Following today's meeting, the consultant team will conduct more in depth analysis on each concept the group advances for further study. The results will be shared at the third Advisory Committee meeting which will be scheduled for sometime later this summer (likely August). At that meeting, the group will review the results, note any additional refinements to be made and determine which concepts to continue advancing.
- After the third Advisory Committee meeting, the recommended concepts will be presented to the public for review and input. ODOT is currently planning to hold the community meeting in September.

### Meeting Summary (continued)

- Using input received from the Advisory Committee and from the public at the community meeting, ODOT and its consultant team will make any necessary final refinements. ODOT will then meet one last time with the Advisory Committee to review the final concepts and begin prioritizing them. The final recommended projects will then be compiled into an Implementation Plan to be shared with local jurisdictions.

Mr. Arnold noted that no money has been set aside for projects yet because the team is still working to develop and refine project concepts. Some projects could potentially be implemented by ODOT; however, many will likely fall under the jurisdiction of the Hamilton County, Clermont County, the City of Cincinnati and/or respective local townships and villages. Funding sources have yet to be identified.

Mr. Arnold also noted that the all project concepts are being developed using the NEPA project development process. Some projects that have very little environmental impact (such as signal timing adjustments) will likely advance through the process very quickly and can be implemented once funding is secured. Implementation will likely take longer for bigger, more impactful projects.

Additional points made during the meeting:

- Prior to making a final recommendation on which concepts to advance for implementation, the proposed concepts will be tested together in traffic simulation models to determine how well they would or would not work together.
- Traffic signals in Newtown aren't synchronized right now. Adjusting one signal impacts traffic flow at others.

Discussion notes for each concept are documented on the following pages.

## MEETING PARTICIPANTS

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Tim Brandstetter, Village of Newtown Engineer

Don Carroll, Village of Newtown

Tom Caruso, Anderson Township

Matt Crim, Stantec

Marcus Gardner, Horizon Community Church

Tim Hill, ODOT OES

Todd Gadbury, Hamilton County Engineer's Office

Mark Kobasuk, Village of Newtown

Bob Koehler, OKI

Charlie Rowe, ODOT

Steve Shadix, Stantec

Steve Sievers, Anderson Township

Christa Skiles, Rasor Marketing Communications

Laura Whitman, Rasor Marketing Communications



# Eastern Corridor Segments II and III

## Village of Newtown Focus Area

### Theme

## SR 32 CORRIDOR

#### Primary Needs identified for this theme:

- P1) Address westbound AM eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.

#### Secondary Needs identified for this theme:

- S1) Address deficient sight distance at Round Bottom intersection.
- S2) Support access to future transit connections.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.

MEETING DISCUSSION AND COMMENTS

- ODOT’s consultant is currently performing a Signal Timing Study within this Focus Area. Results will be available in upcoming weeks. Timing improvements that will help better synchronize the signals are expected to be put in place later this summer.
- Preliminary analysis indicates that the lack of coordination among traffic signals is causing long queues on SR 32 through the Village of Newtown and extending to Little Dry Run Road in the AM peak and to the west corporation limit in the PM peak.

NEXT STEPS/RECOMMENDATION

- Advance for further study

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page with Concept I-5a.

DESCRIPTION

- Lengthen turn lanes at the Church/Main intersection.
- Add eastbound/westbound through lanes on SR 32, if it can be accomplished with little to no additional right-of-way.
  - This concept would add additional turning storage (the space available for cars to queue while waiting to turn at a light) at the Church and Main intersection.
- The road configuration at the intersection would be two eastbound lanes, one center left turn lane and one westbound lane.
- The second eastbound lane would be dropped on the east side of the intersection with Little Dry Run

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.

MEETING DISCUSSION AND COMMENTS

- To implement this concept, lane widths on SR 32/Main Street would need to be adjusted; sidewalks on each side would be shifted to the outside by approximately one foot on each side.
  - Sidewalks would be 7 feet wide, which is narrow for a downtown area.
  - This change would eliminate the green space between the road and sidewalks (instead, sidewalks would be adjacent to the curb) and could potentially impact utilities.
- Initial traffic analysis indicates that implementing this concept would reduce delays at the Church and Main intersection by 40 percent during evening peak hours.
- This concept could be paired with recommendations outlined for the Main Street and Round Bottom intersection in concepts I-5a or I-5b.
- The drawings for this concept show what is possible; however, the length of road widening can be scaled back. Preliminary analysis indicates that there would still be a benefit to adding a second eastbound lane even if it’s just through Round Bottom Road.
- The ANCOR/SR 32 Hill Focus Area Advisory Committee is exploring possible new connections between SR 32 and Round Bottom Road/Broadwell Road to improve access to the ANCOR area. This new connection could also help ease traffic flow in Newtown.
- ODOT would like the community’s feedback on proposed changes to sidewalk widths in the downtown Newtown area. These changes would be needed if a new travel lane is added to the road.
  - Green space between the sidewalk and curb would be eliminated.
  - Decorative concrete could be added in any remaining space between sidewalk and curb.
  - Several businesses along Main Street already appear to be very close to the sidewalk and road.

- Have you considered widening SR 32 to allow for four travel lanes to extend to Burger Farm? Trucks turning in there often slow down traffic.
- It would be good to continue two lanes east to Little Dry Run; dropping a second lane before that point would be too soon.
- This concept could also include a sidewalk out to Little Dry Run.
- Dual southbound left turn lanes on Round Bottom to eastbound SR 32 would help.

NEXT STEPS/RECOMMENDATION

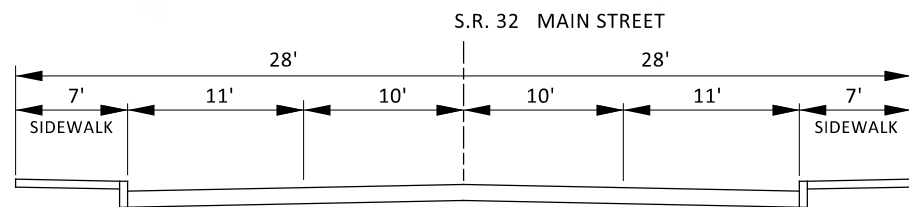
- Advance with I-5a or I-5b

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

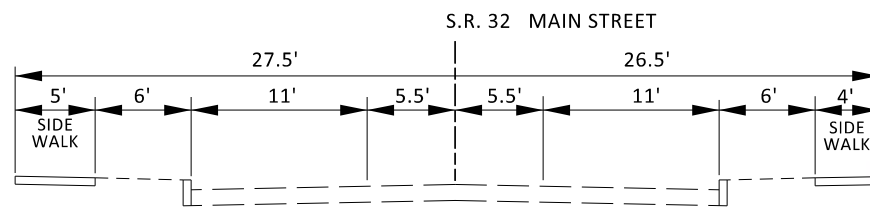
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	IMPROVES	IMPROVES	ADVANCE WITH I-5a or I-5B



PROPOSED TYPICAL SECTION A-A



EXISTING TYPICAL SECTION A-A



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-5A and I-6A**  
**EXTEND STORAGE LENGTH AT THE INTERSECTION**  
**OF CHURCH STREET AND MAIN STREET**

Concept drawn on the following page.

DESCRIPTION

- Install roundabout at Church/Main intersection.
- Add eastbound/westbound through lanes on SR 32, if it can be accomplished with little to no additional right-of-way.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.
- P4) Address congestion.

MEETING DISCUSSION AND COMMENTS

- This concept for a roundabout at Church and Main centers the roundabout on the existing intersection.
- Initial analysis suggests the roundabout would work well from a traffic standpoint.
- Right-of-way impacts are considerable, affecting several local businesses including the Main Street Café, Dairy Corner and Newtown Feed and Supply.

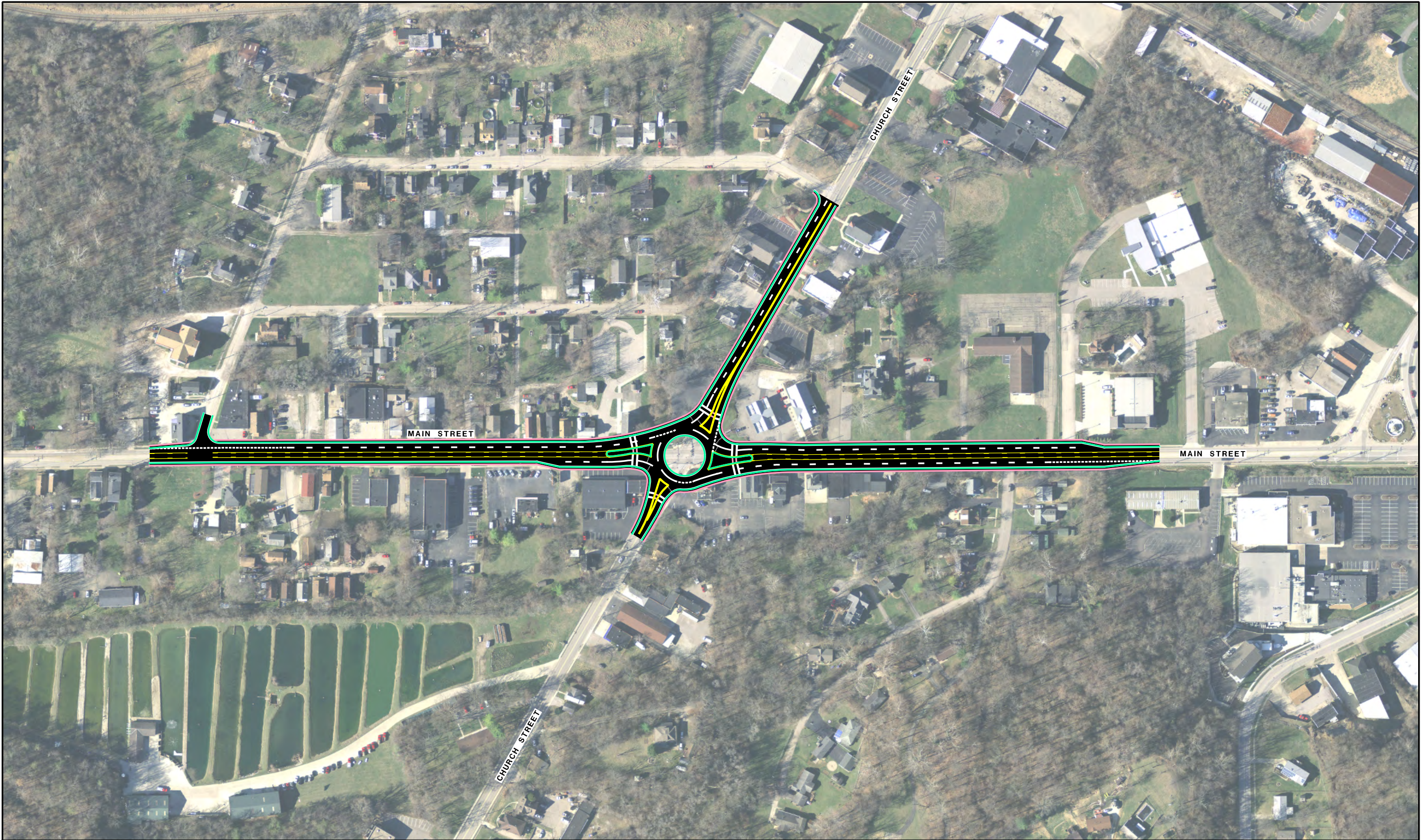
NEXT STEPS/RECOMMENDATION

- No further study due to anticipated level of impacts

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	> \$10 MILLION	HIGH (D3 OR GREATER)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY



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Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-6B-1**

**ROUNDBOUT AT CHURCH STREET AND MAIN STREET INTERSECTION**

Concept drawn on the following page.

DESCRIPTION

- Install offset roundabout at Church/Main intersection.
- Add eastbound/westbound through lanes on SR 32, if it can be accomplished with little to no additional right-of-way.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P2) Address capacity issues and long queues at the Church/Main intersection.
- P4) Address congestion.

MEETING DISCUSSION AND COMMENTS

- This second roundabout concept offsets the roundabout slightly northeast of the existing intersection at Church and Main streets.
- Right-of-way impacts and impacts to most surrounding businesses are less compared to the Concept I-6b-1, but:
  - Would require the removal of United Dairy Farmers
  - Lane-widening needs would affect Main Street Café
- Traffic flow benefits are not as significant as in the alternate roundabout concept, Concept I-6b-1.
- A signal would be necessary to connect northbound Church Street to SR 32.
- Discussed alternate intersection types:
  - Replacing this concept with a split T intersection.
  - Make two-way northbound on Church to Main.
  - Look at a peanut-shaped roundabout at this location.

NEXT STEPS/RECOMMENDATION

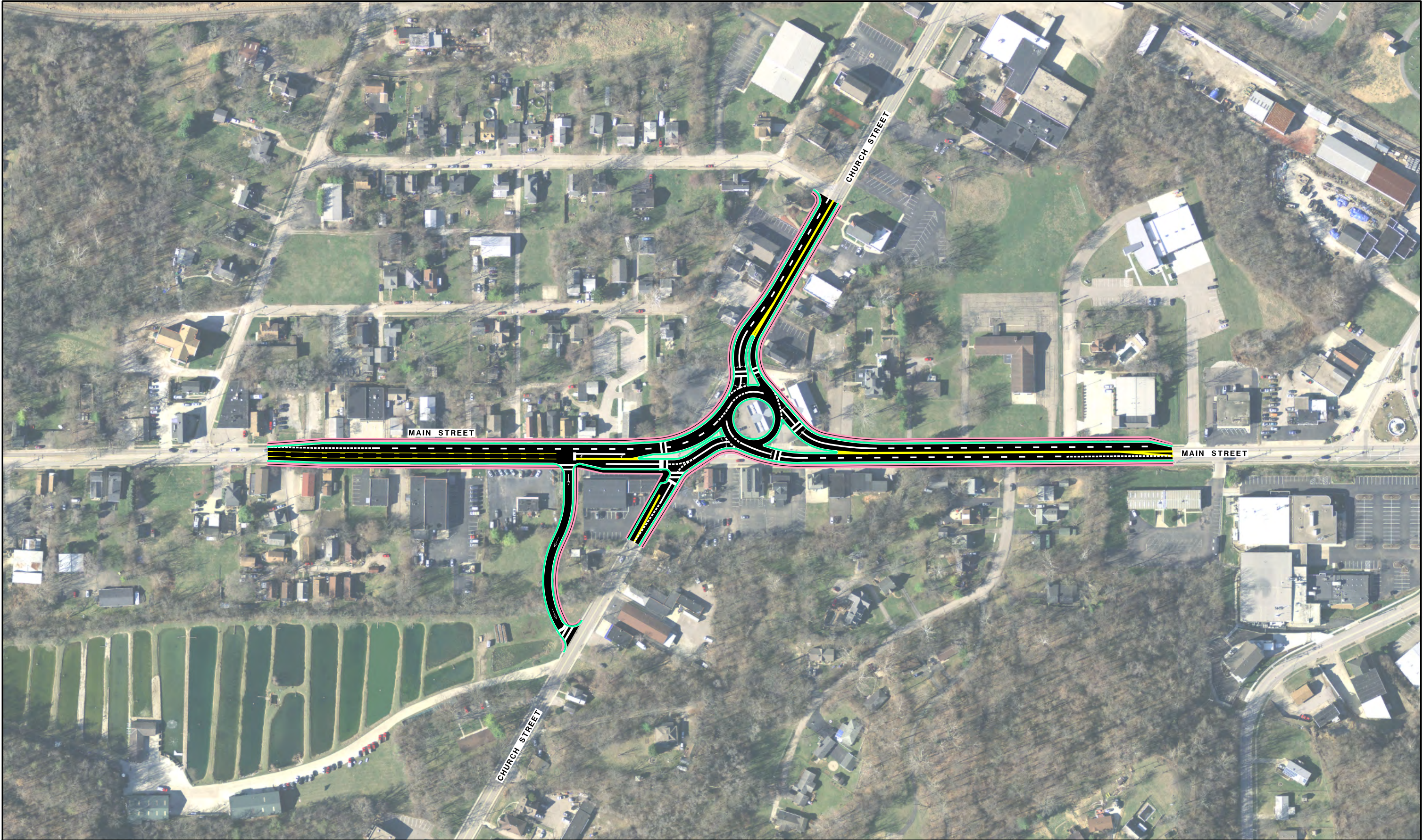
- No further study due to anticipated level of impact.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	MODERATE	< \$5 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-6B-2**  
**ROUNDBOUT AT CHURCH STREET**  
**AND MAIN STREET INTERSECTION**

Concept drawn on the following page with Concept I-6a.

DESCRIPTION

- Increase left turn lane storage (the space available for cars to queue when waiting to turn at a light) along SR 32
- Add eastbound lane on SR 32.
- Add dual SB left turn lanes from Round Bottom on to eastbound SR 32.
- Add eastbound/westbound through lanes on SR 32, if it can be accomplished with little to no additional right-of-way.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.

MEETING DISCUSSION AND COMMENTS

- The two eastbound lanes on SR 32 would continue to Little Dry Run Road, then drop back to one lane. Extending the two eastbound lanes this far is desirable but tight in some areas east of Round Bottom Road, especially on the right side of the road.
- Initial traffic analysis indicates that implementing this concept would:
  - Reduce PM peak delays at Round Bottom Road by almost 70 percent; no reduction in AM peak hour.
  - Improve delays at the Round Bottom intersection even if no changes are made at the intersection of Church and Main streets.
- Adding a new connection between Round Bottom Road and SR 32 to access the ANCOR area could also help ease traffic flow in this area, particularly truck traffic. This idea is being explored and developed as part of the ANCOR/SR 32 Hill Focus Area.

NEXT STEPS/RECOMMENDATION

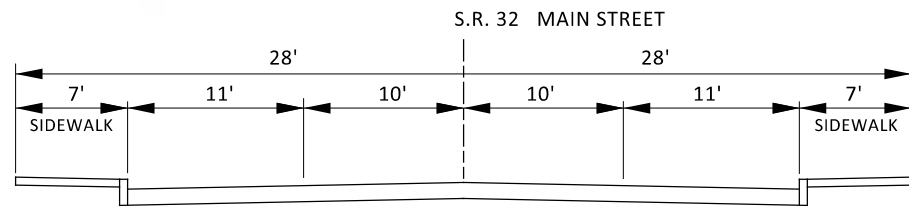
- Advance for further study

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

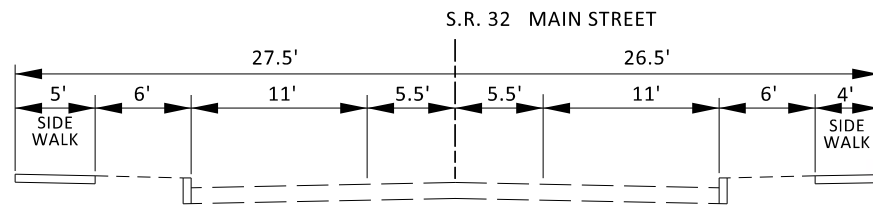
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

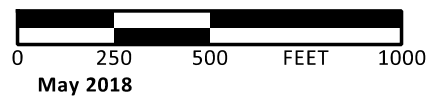
Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	< \$5 MILLION	RELOCATIONS	MODERATE (C1/C2)	NEUTRAL	IMPROVES	IMPROVES	ADVANCE



PROPOSED TYPICAL SECTION A-A



EXISTING TYPICAL SECTION A-A



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-5A and I-6A**  
**EXTEND STORAGE LENGTH AT THE INTERSECTION**  
**OF CHURCH STREET AND MAIN STREET**

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the SR 32/Round Bottom intersection; center the roundabout around the existing fountain.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion.
- 
- S1) Address deficient sight distance at Round Bottom intersection.

MEETING DISCUSSION AND COMMENTS

- Access to businesses located in the northwest quadrant of the intersection would be blocked by the new roundabout; a new access road to reach the businesses would be needed.
- The end of River Hills Drive would be shifted west to connect to SR 32 via the roundabout.
- Initial traffic analysis indicates a roundabout would reduce traffic delays by 50 percent during morning peak hours and by 80 percent during evening peak hours.

NEXT STEPS/RECOMMENDATION

- No further study due to anticipated impacts to local business access.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-5B-1**  
**ROUNDAABOUT AT ROUND BOTTOM ROAD**  
**AND MAIN STREET INTERSECTION**

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at SR 32/Round Bottom intersection.
- Relocate fountain.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion.
- 
- S1) Address deficient sight distance at Round Bottom intersection.

MEETING DISCUSSION AND COMMENTS

- This second roundabout concept for the SR 32 and Round Bottom Road intersection shifts the center of the roundabout east of the current intersection location.
- This concept would require relocating the fountain.
- Initial traffic analysis indicates a roundabout at this location would reduce traffic delays by 50 percent during morning peak hours and by 80 percent during evening peak hours.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-5B-2**

**ROUNDBOUT AT ROUND BOTTOM ROAD AND MAIN STREET INTERSECTION**

DESCRIPTION

- Address sight distance deficiency at SR 32/Round Bottom intersection by extending culvert in order to modify fence.

NEEDS MET

S1) Address deficient sight distance at Round Bottom intersection.

MEETING DISCUSSION AND COMMENTS

- It can be difficult for those turning right on red to see because of the existing fence.
- An option to address the sight deficiency issue would be to prohibit right turns on red.
- There is not a high incident rate of crashes here.
- This is a secondary need and would be addressed only as a part of other concepts.

NEXT STEPS/RECOMMENDATION

- Advance with other concepts.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	THIS CONCEPT WILL BE ADDRESSED AND EVALUATED AS PART OF OTHER CONCEPTS.								ADVANCE WITH OTHER CONCEPTS

Concept not drawn.

DESCRIPTION

- Install traffic signal improvements such as fiber interconnect, detection, “responsive” smart signals.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.

MEETING DISCUSSION AND COMMENTS

- ODOT’s consultant is currently performing a Signal Timing Study within this Focus Area. Results will be available in upcoming weeks. Timing improvements that will help better synchronize the lights are expected to be put in place later this summer.
- Once those improvements have been implemented, next steps regarding additional signal improvements, such as the upgrade to smart or responsive signals, will be evaluated.

NEXT STEPS/RECOMMENDATION

- Signal Timing Study is in progress; advance concept through implementation.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
			SIGNAL TIMING STUDY IS IN PROGRESS.						IN PROGRESS



## Eastern Corridor Segments II and III Village of Newtown Focus Area

### Theme

# CONNECTION BETWEEN SR 32 AND US 50 CORRIDORS

#### Primary Needs identified for this theme:

- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.
- P6) Address northbound AM and southbound PM peak-hour delays.
- P7) Address capacity issues for SB left-turn movement at Church/Valley intersection.

#### Secondary Needs identified for this theme:

- S3) Support access to future transit connections.
- S4) Correct deficient roadway curve near Natorp's Nursery.
- S5) Address roadway grades at railroad crossing.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

- P1) Address westbound AM eastbound PM peak-hour delays.
- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.

MEETING DISCUSSION AND COMMENTS

- ODOT’s consultant is currently performing a Signal Timing Study within this Focus Area. Results will be available in upcoming weeks. Timing improvements that will help better synchronize the signals are expected to be put in place later this summer.
- Preliminary analysis indicates that the lack of coordination among traffic signals is causing long queues.

NEXT STEPS/RECOMMENDATION

- In progress - a Signal Timing Study is already underway. Improvements are to be implemented later this summer.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	IN PROGRESS

Concept drawn on the following page.

DESCRIPTION

- Extend the northbound left turn lane from Round Bottom onto Valley Avenue
- Extend eastbound right turn lane from Valley onto Round Bottom Road

NEEDS MET

- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.
- P6) Address northbound AM and southbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- Project would increase the space available for cars to queue when waiting to turn at the light (storage space), which would help separate turning traffic from through traffic.
- Turning delays are not a big problem at this location; trucks would be affected most

NEXT STEPS/RECOMMENDATION

- Advance for further study

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-8A**

**EXTEND STORAGE LENGTH AT THE INTERSECTION OF ROUND BOTTOM ROAD AND VALLEY AVENUE**

Concept drawn on the following page.

DESCRIPTION

- Install roundabout at Round Bottom/Valley intersection.

NEEDS MET

- P4) Address congestion.
- P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.
- P6) Address northbound AM and southbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- Initial analysis suggests the installation of a roundabout at the intersection would function well, reducing delays by 60 percent during morning peak hours and by almost 70 percent during evening peak hours.
- Due to significant truck traffic in this area, the roundabout would be designed to accommodate trucks.
- Roundabouts help slow down traffic but allow vehicles to continue moving.
- Installing a roundabout at this location may require acquiring property or right-of-way easements

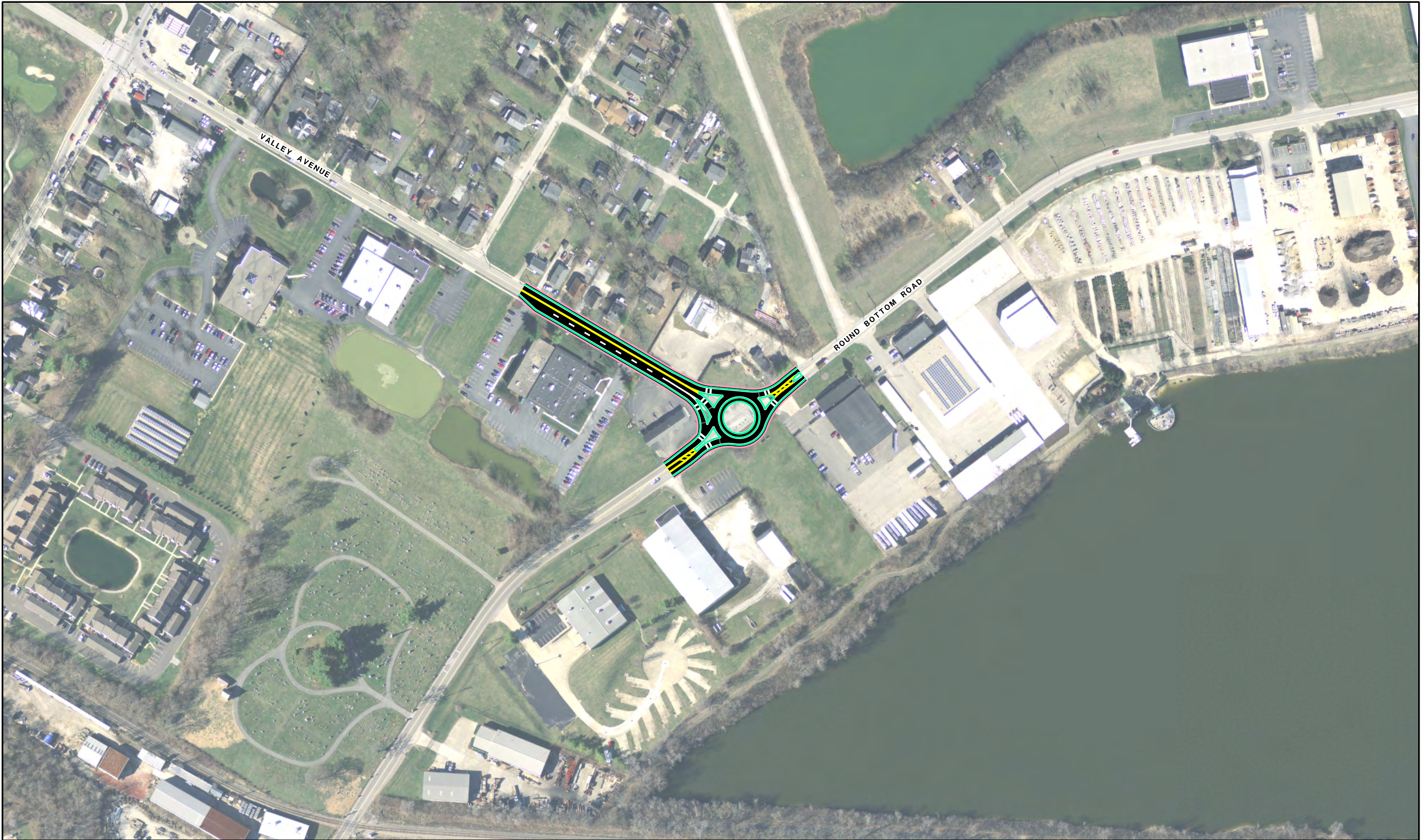
NEXT STEPS/RECOMMENDATION

- Advance for further study

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



**Stantec**

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-8B**  
**ROUNDAABOUT AT ROUND BOTTOM ROAD  
 AND VALLEY AVENUE INTERSECTION**

Concept not drawn.

DESCRIPTION

- Install a traffic light with a five section head to facilitate westbound right turns at Church/Valley intersection.

NEEDS MET

P4) Address congestion.

MEETING DISCUSSION AND COMMENTS

- A five-section signal head with turning arrows would make the intersection more efficient by allowing westbound right turns at the same time as southbound left turns.

NEXT STEPS/RECOMMENDATION

- Advance for further study

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Extend SB left turn lane on Newtown Road, approaching the Church/Valley intersection.

NEEDS MET

- P4) Address congestion.
- P6) Address northbound AM and southbound PM peak-hour delays.
- P7) Address capacity issues for SB left-turn movement at Church/Valley intersection.

MEETING DISCUSSION AND COMMENTS

- Extending southbound storage for vehicles turning left from Valley Avenue onto Church Street would prevent them from blocking the right-hand lane, which is currently an issue.

NEXT STEPS/RECOMMENDATION

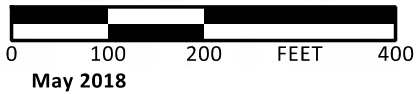
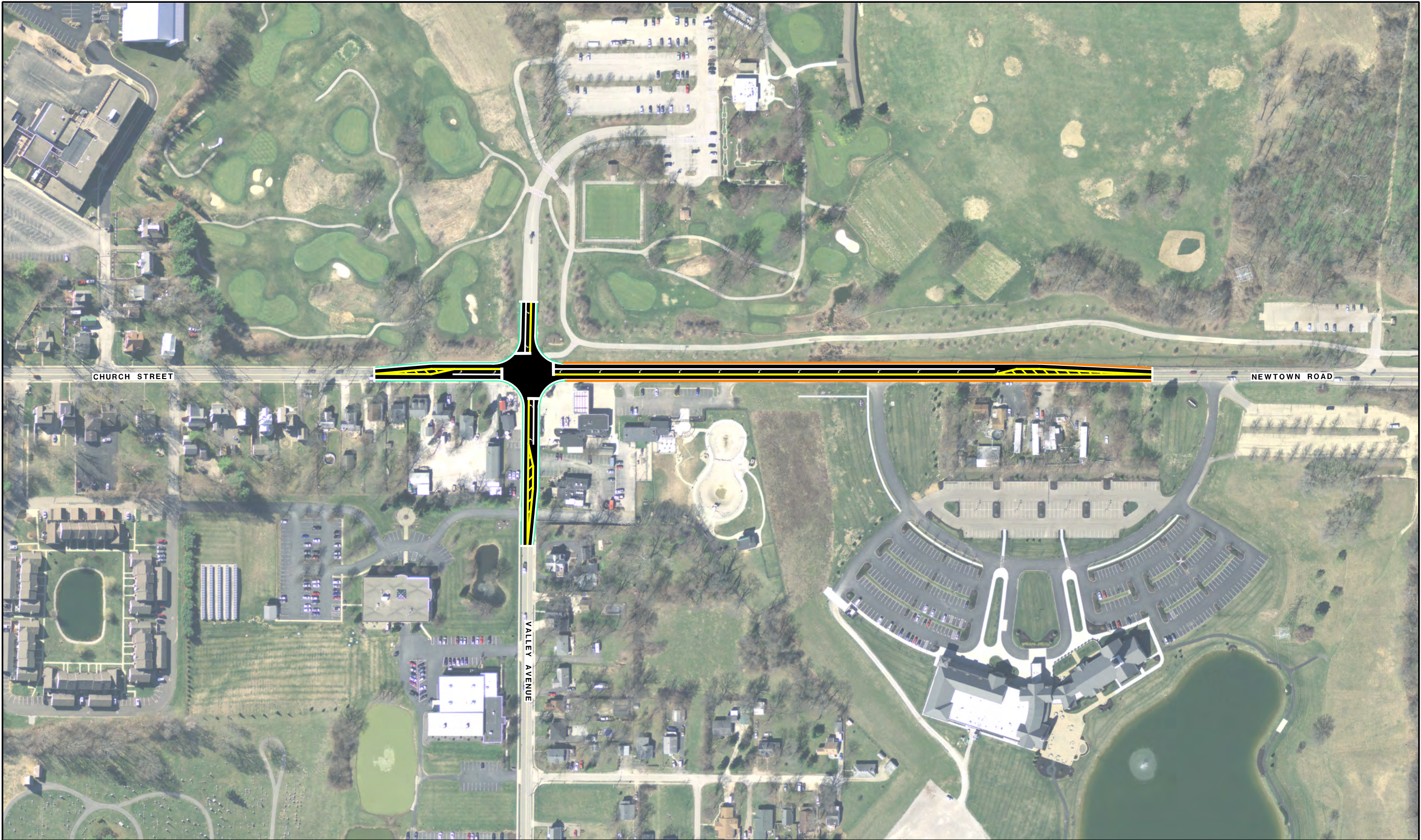
- Advance for further study.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



**Stantec**

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-10B**

**EXTEND STORAGE LENGTH AT THE INTERSECTION OF VALLEY AVENUE AND CHURCH STREET**

Concept drawn on the following page.

DESCRIPTION

- Install roundabout at the Church/Valley intersection.

NEEDS MET

P4) Address congestion.

MEETING DISCUSSION AND COMMENTS

- Preliminary analysis suggests that a roundabout would reduce traffic delays at the intersection by 25 percent during morning peak times and by 75 percent during evening peak times.
- The installation of a roundabout at this intersection would likely impact the businesses located at the various corners of the existing intersection.
- Shifting the roundabout northwest of the existing intersection could minimize business impact, although the resulting impact to the Little Miami Golf Center and park would need to be evaluated.

NEXT STEPS/RECOMMENDATION

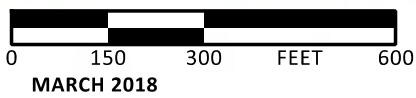
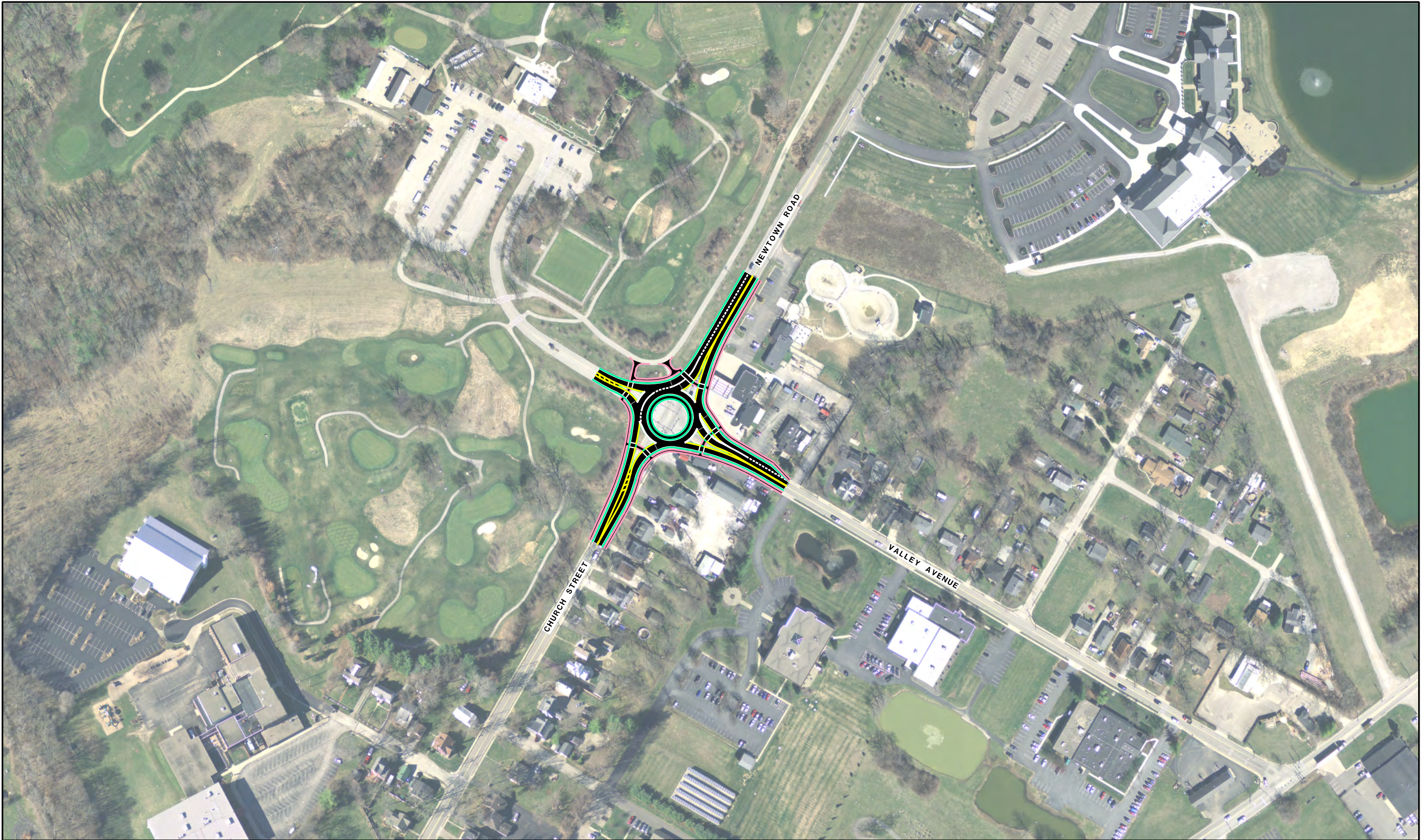
- Shift the roundabout to the northwest and advance for further study
  - Do not pursue a roundabout centered on the existing intersection due to anticipated impacts

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	DEGRADES	ADVANCE WITH MODIFICATION



**Stantec**

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-10C**  
**CHURCH STREET, NEWTOWN ROAD**  
**AND VALLEY AVENUE ROUNDABOUT**

Concept drawn on the following page.

DESCRIPTION

- Install a deferred left at the Church/Valley intersection.
  - Also called a continuous flow intersection (CFI), a deferred left allows vehicles attempting to turn across the opposing direction of traffic to cross before they enter the intersection.

NEEDS MET

P4) Address congestion.

MEETING DISCUSSION AND COMMENTS

- Preliminary analysis suggests this concept would reduce traffic delays at the intersection by 80 percent during morning peak hours and by 75 percent during evening peak hours.
- This concept would have a negative impact on access to several businesses (Wags Park, The Growler Stop). Space in front of the businesses would be lost. Access to locations would need to be moved.
- The roundabout concept for this intersection (Concept I-10c) has comparable benefits with fewer access impacts. The roundabout would also be somewhat safer for drivers.

NEXT STEPS/RECOMMENDATION

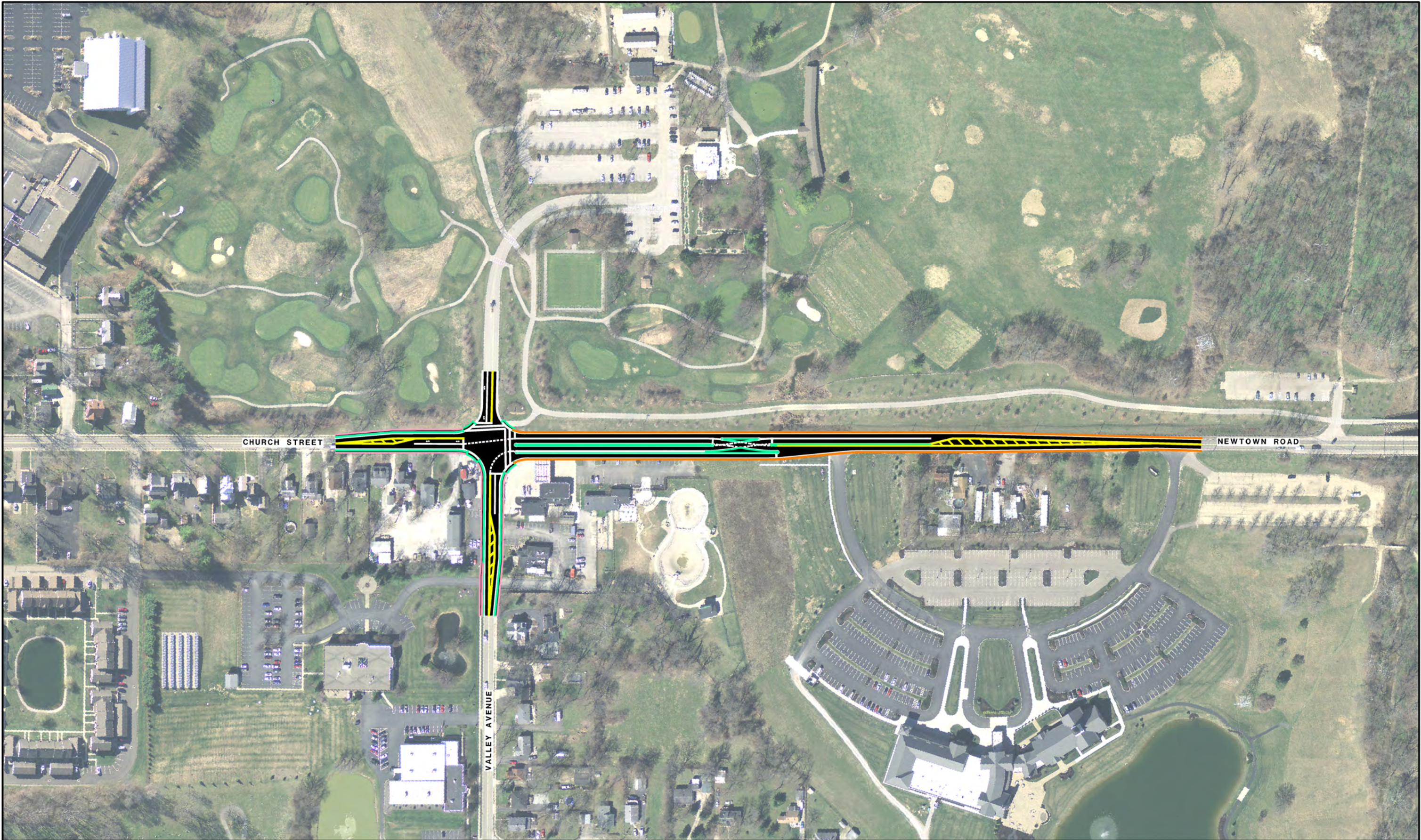
- No further study.
- This concept is not being advanced because of access elimination and right of way impacts to Wags Park and The Growler Stop on Newtown Road due to the offset left turn lane.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	RELOCATIONS	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	DEGRADES	NO FURTHER STUDY



0 150 300 FEET 600  
MARCH 2018



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-10D**  
DEFERRED LEFT TURN AT THE INTERSECTION OF  
CHURCH STREET AND VALLEY AVENUE

Concept drawn on the following page.

DESCRIPTION

- Adjust grade at railroad crossing on Church Street.

NEEDS MET

S5) Address roadway grades at railroad crossing.

MEETING DISCUSSION AND COMMENTS

- This concept would correct the grade of the roadway (flatten the existing bump) at the railroad crossing on Church Street.
- The concept does not address a primary need.

NEXT STEPS/RECOMMENDATION

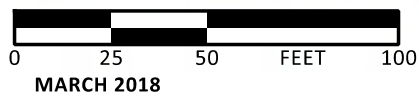
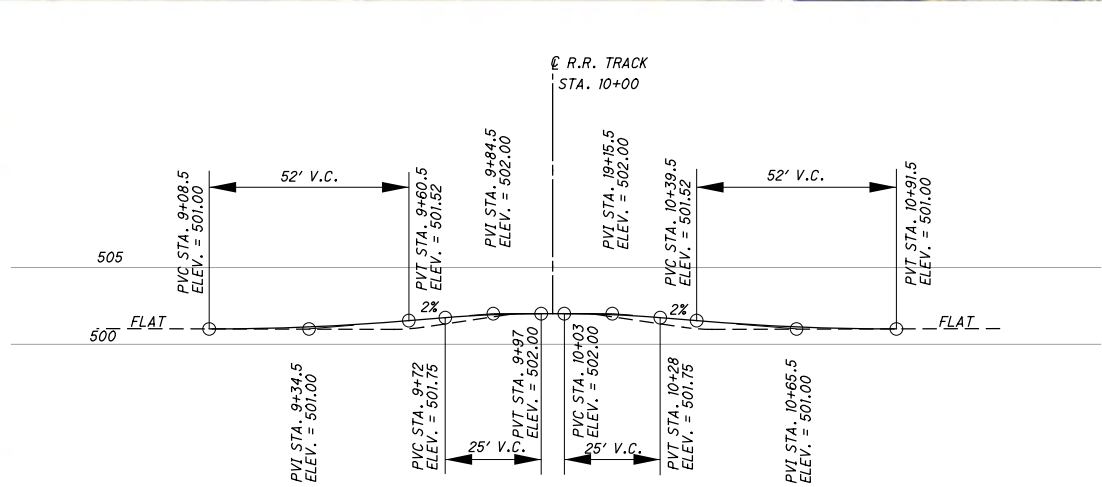
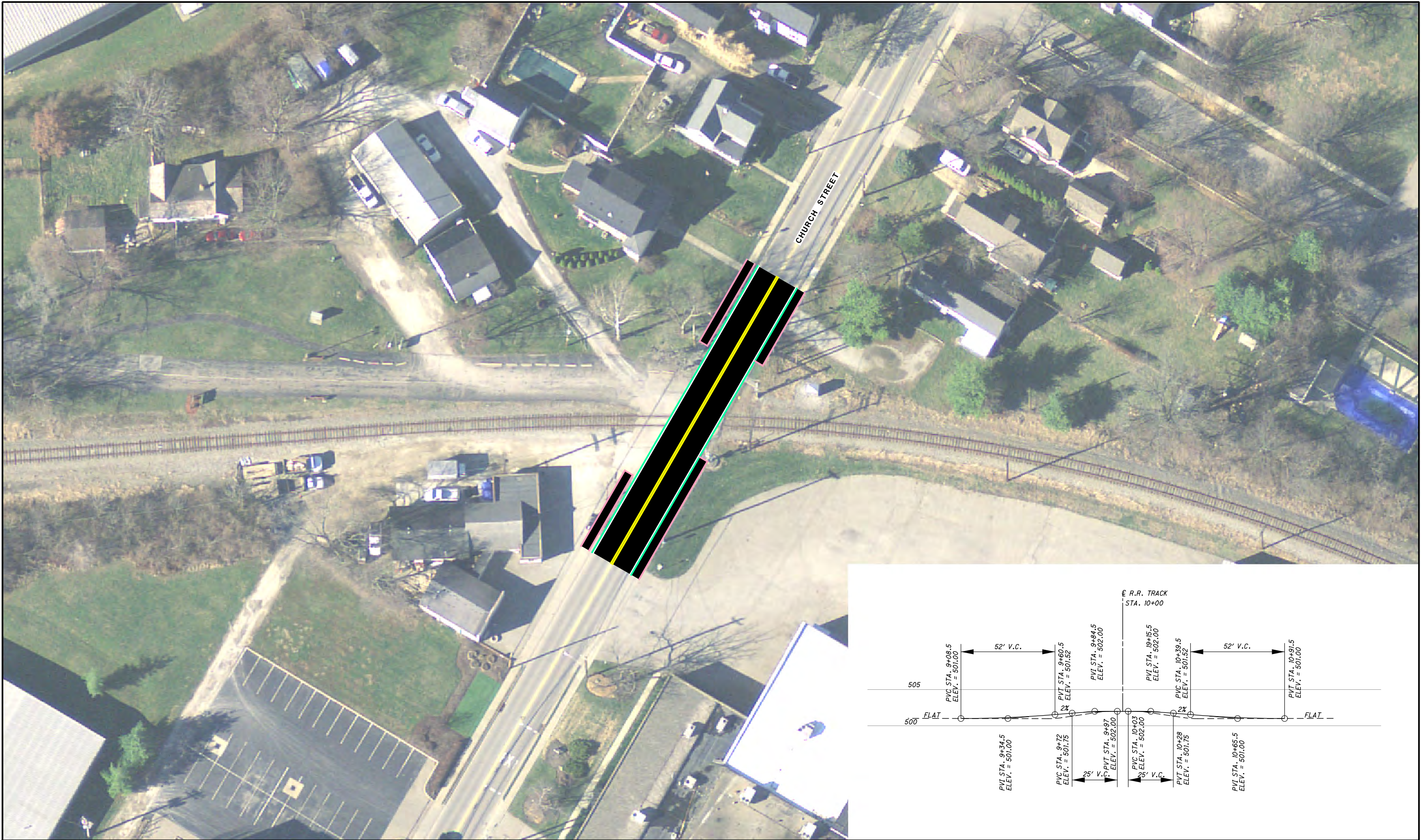
- Advance for further consideration

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**CHURCH-1**  
ADJUST GRADE AT RAILROAD CROSSING



## Eastern Corridor Segments II and III Village of Newtown Focus Area

### Theme **BICYCLE AND PEDESTRIAN**

#### Primary Needs identified for this theme:

P8) Address pedestrian connectivity to east corp. limit.

#### Secondary Needs identified for this theme:

S6) Enhance bicycle connectivity on Round Bottom Rd.

S7) Enhance bicycle connectivity on Church St.

S8) Address bicycle connectivity on SR 32 from west corp. line to Little Dry Run.

Concept drawn on the following page.

DESCRIPTION

- Extend sidewalk to the Village of Newtown’s east corporation limit.

NEEDS MET

P8) Address pedestrian connectivity to east corp. limit.

S8) Address bicycle connectivity on SR 32 from west corp. line to Little Dry Run.

MEETING DISCUSSION AND COMMENTS

- The existing sidewalk ends on Main Street at Round Bottom Road.
- There is interest in a shared use path to accommodate bikes between Round Bottom and Little Dry Run. Perhaps only a sidewalk east of Little Dry Run to tie in Burger and other businesses.
- Some concepts currently being discussed and developed for the ANCOR Connector terminate near the east corporation limit, which could link up the path network with this concept.
- Roadway speed and drainage patterns influence the criteria for the design of curb and shared-use paths.
- Further evaluation will be needed to determine if there is enough room to add a sidewalk along this route. The culvert and ditch on the right side of the road provide limited space should SR 32 eventually be widened here. Perhaps between Round Bottom and Ivy Hills Place, the path could be routed through the parking lot.
- It will be difficult to maintain a shared-use path on the roadway due to the spillage (gravel, dirt, sand, etc.) that comes from trucks serving local businesses (landscaping, asphalt, landfill, etc.)

NEXT STEPS/RECOMMENDATION

- Advance for further study
  - The consultant team will develop typical section drawings that will give people a better idea of what this sidewalk/shared use path could look like.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	IMPROVES	ADVANCE



MARCH 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure 32-7**

SIDEWALK TO EAST CORPORATION LIMIT

Concept drawn on the following page.

DESCRIPTION

- Add shared use path on Round Bottom Road, east of Valley.

NEEDS MET

S6) Enhance bicycle connectivity on Round Bottom Rd.

MEETING DISCUSSION AND COMMENTS

- The path would be 10-feet wide along Round Bottom Road between Valley Avenue and ball fields at Riverside Park.
- There is no room for a shared-use path at the intersection of Main and Round Bottom Road due to the existing wall encircling the Hamilton County salt facility.
- This path would serve as a piece of the network to improve pedestrian and bicycle access to Lake Barber.

NEXT STEPS/RECOMMENDATION

- Advance for further study
  - Consultant to consider how shared-use paths would be affected by roundabouts to be constructed in the area.

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	IMPROVES	ADVANCE



Concept drawn on the following page.

DESCRIPTION

- Add sidewalk on Round Bottom Road, between SR 32 and Valley.

NEEDS MET

S6) Enhance bicycle connectivity on Round Bottom Rd.

MEETING DISCUSSION AND COMMENTS

- There is an existing sidewalk that comes down River Hills Drive past the intersection of Round Bottom Road and Main Street on the west side.
- Space for a sidewalk at this location is limited by Flag Spring Cemetery.
- If a roundabout at the intersection of Round Bottom Road and Valley Avenue were to be constructed, it could impact the ability to build a sidewalk here because there is limited room on the east side of the roadway.
- There is no room for a shared-use path at the intersection of Main and Round Bottom Road due to the existing wall encircling the Hamilton County salt facility.
- This concept shows a connection through a private parcel to connect to the Lake Barber trail. It is unknown if the property owner would be receptive to the connection.

NEXT STEPS/RECOMMENDATION

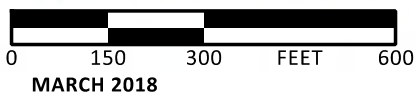
- Advance for further study

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	IMPROVES	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure RB-2**  
**SIDEWALK ON ROUND BOTTOM ROAD**  
**BETWEEN S.R. 32 AND VALLEY**

Concept drawn on the following page.

DESCRIPTION

- Construct sidewalk or path to connect Lake Barber Park with the Little Miami Trail. Share the corridor with a connection to Riverside Park.

NEEDS MET

S6) Enhance bicycle connectivity on Round Bottom Rd.

MEETING DISCUSSION AND COMMENTS

- This concept outlines several alternatives for connecting Riverside Park at Lake Barber with the Little Miami Trail:
  - Alternative 1 would improve the existing sidewalk on Valley Avenue to make it more bike friendly and connect to the shared use path outlined in RB-1.
  - Alternative 2 uses an area near the drive at Horizon Community Church to cross Newtown Road and connect to the trail.
    - This option could be difficult to implement as the area is currently intended as an expansion of parking for the church.
  - Alternatives 3 and 4 both start at Riverside Park; Alternative 3 crosses Newtown Road closer to Horizon Community Church; Alternative 4 crosses closer to the Little Miami River.
    - The lake is a spring fed lake. As such, the area between Alternatives 2 and 3 currently floods and is under water between two and three times each year.
    - These two alternatives don’t result in any direct connection to Lake Barber. There is currently no pedestrian access to the lake.
- These concepts all require further discovery with Horizon Community Church and Great Parks of Hamilton County.

NEXT STEPS/RECOMMENDATION

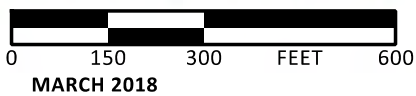
- Advance for further study
- Consultant to combine concepts RB-1, RB-2, and RB-3 into a single map to show how all concepts would connect. *(Combined drawing included.)*

COMMENTS SUBMITTED  
FOLLOWING THE 5/16 MEETING

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure RB-3**  
SHARED USE PATH CONNECTING  
LAKE BARBER WITH LITTLE MIAMI TRAIL  
AND RIVERSIDE PARK TO BASS ISLAND



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MARCH 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure RB-1, 2 and 3**  
SHARED USE PATH/WALK OVERVIEW