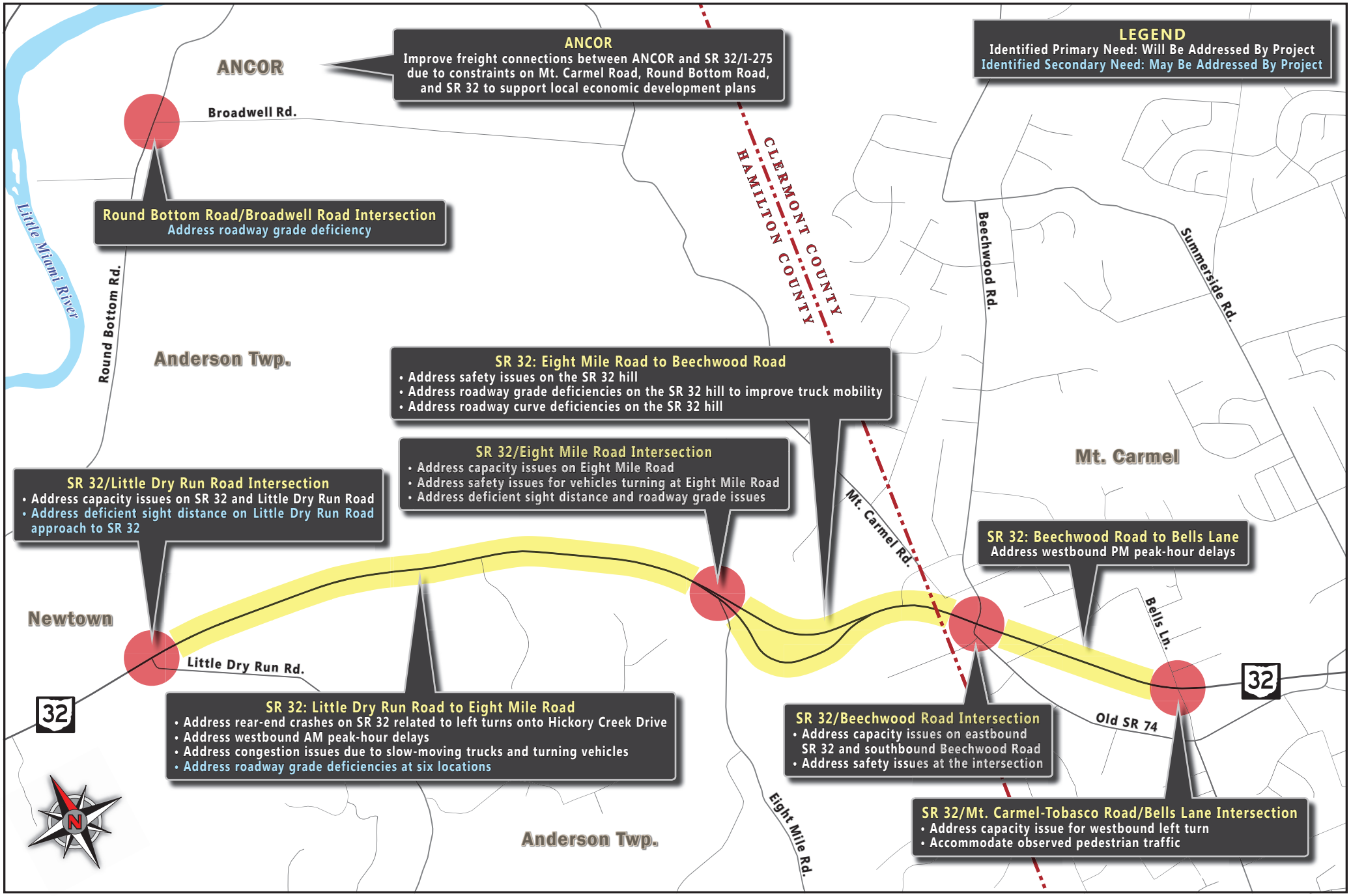
The Eastern Corridor

Figure ES-1

Eastern Corridor Segments II and III

ANCOR/SR 32 Hill Focus Area



2.1 ANCOR/SR 32 HILL FOCUS AREA

The ANCOR/SR 32 Hill Focus Area extends from SR 32 in Newtown to the SR32/Bells Lane Intersection in Clermont County and includes the ANCOR/Broadwell Road Industrial area of Anderson Township. A detailed roadway map of the ANCOR/SR 32 Hill Focus Area is provided in **Appendix 1**.

2.1.1 Study Area Characteristics

This area has the largest undeveloped industrial zoned land in Hamilton County. The ANCOR Area has long been identified as the industrial center of Anderson Township, with a focus on job creation and economic growth (Meisner and Associates. 2013). In addition to the large industrial area which is situated north of SR 32 and east of Round Bottom Road, this area has environmentally sensitive areas, including the Little Miami River and environs, and wooded slopes. This focus area extends east to the SR 32/Bells Lane/Mt. Carmel-Tobasco Road intersections. The I-275 interchange and Eastgate Mall are approximately 0.8 and 1.4 miles west of the SR 32/Bells Lane/Mt. Carmel-Tobasco Road intersection. Planned and committed transportation projects included on ODOT's 2016-2019 Statewide Transportation Improvement Program (STIP) dated July 29, 2016, are shown in **Table 8**

Table 8. ANCOR/SR 32 Hill Area Planned and Committed Projects

Project	Description	Construction Year
HAM/CLE-SR 32F- 2.50/0.00 (PID 86462)	Consolidate and manage access points to establish relocated SR 32 as a controlled access arterial roadway west of I-275, including coordination for accommodation of multi-modal	N/A
CLE-SR 32. 0.63-Bells Lane/Old-74 (PID 82553)	Upgrade SR 32 /Bells Lane and SR 32/Old SR 74 (west of I-275) intersections. South leg of SR 32/Old SR 74 intersection closed as part of Aicholtz Connector project (PID 82553)	2018
CLE-CR3-Aicholtz Road Connector (PID 82553)	This project will provide a new network connection from Mt. Carmel-Tabasco Road on Old State Route 74 approximately 7000 feet to Eastgate Boulevard.	2016

2.1.2 Community Attributes Identified in the Focus Area Workshop

Twenty-six participants from the area and surrounding communities attended the Focus Area Workshop. Workshop participants identified community attributes which are important to the ANCOR/SR 32 area and should be considered throughout the transportation planning process. These features include greenspace, country setting, parks, old forests, beautiful creeks (Little Dry Run), wildlife and flora which occur in the area. In addition, ANCOR is an area of potential economic development and job growth due to its significant industrial area. Focus group participants indicated that it is important to balance economic development and job creation with environmental protection. While the residents would like improved connectivity to the area to improve accessibility to the areas of potential development, it is important to consider environmental sustainability goals by encouraging transit, cycling, and walking.

2.1.3 Transportation Needs

Stakeholder Input: Transportation needs within the ANCOR/SR 32 Hill Focus Area were identified during the Focus Area Workshop and the online interactive survey. These comments, which focus on safety, congestion, mobility, and access issues within the area, are included in the Needs Analysis Table (see **Appendix 1**) and are summarized in following subsections for the primary roadway segments and intersections within the ANCOR/SR 32 Hill Focus Area.

Technical Studies: Technical data were collected for the roadway network within the ANCOR/SR 32 Hill Focus Area to identify areas of high crash rates, congestion, geometric deficiencies, and pedestrian usage. This information is provided for the major roadway sections and intersections within the ANCOR/SR 32 Hill Focus Area in the Needs Analysis Table provided in **Appendix 1** and summarized in the following sections.

2.1.3.1 Round Bottom Road/Broadwell Road Intersection

The Round Bottom Road/Broadwell Road Intersection is a three-leg, unsignalized intersection:

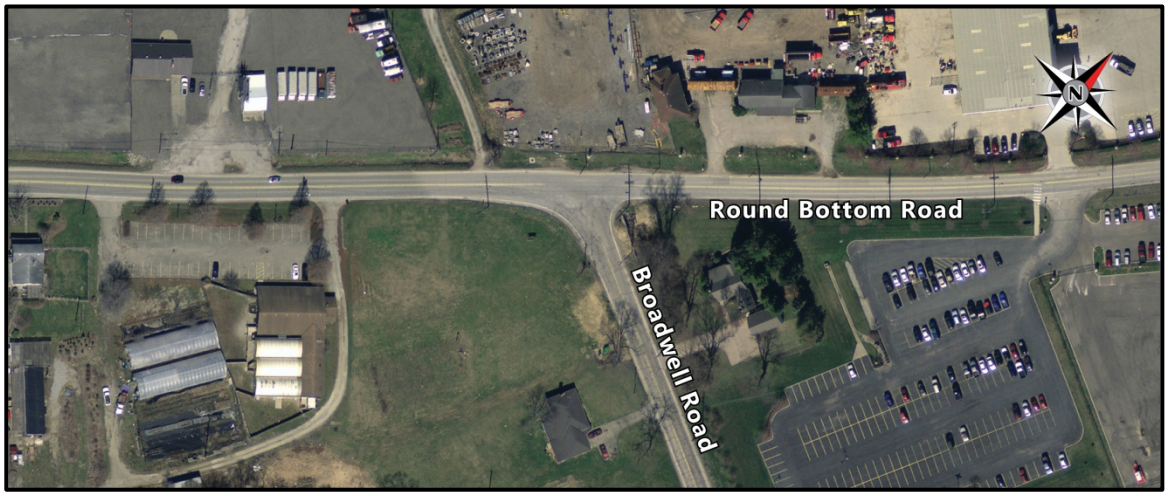


Figure 2. Round Bottom Road/Broadwell Road Intersection

Stakeholder Input: Three comments were provided for the Round Bottom Road/Broadwell Road intersection as follows:

- Broadwell Road is in poor condition and needs to be repaired
- A bike path is needed along Broadwell, which is too narrow for both bikes and cars
- An accessible transit stop is needed in this area

Crash Data: An ODOT crash screening did not identify this as a high-hazard intersection. Data indicates that one crash occurred at this intersection over a three-year period (2013-2015).

LOS Analysis: The HCS analysis indicates that the intersection currently operates at an acceptable LOS and will continue to operate at an acceptable LOS for the No Build opening year (2022) and No Build design year (2042) conditions. No intersection improvements are required.

Geometric Deficiencies: One crest vertical curve on Round Bottom Road has a substandard k-value for the design speed (45 mph) at this location. The actual k-value for Round Bottom Road through this intersection is 40; the required k-value is 61.

Pedestrian Data: No pedestrians were observed at the intersection during a 24-hour period recorded on December 2, 2015.

2.1.3.2 SR 32/Little Dry Run Road Intersection

The SR 32/Little Dry Run Road Intersection is a three-leg, signalized intersection:

Figure 3. SR 32/Little Dry Run Road Intersection

Stakeholder Input: The following comments address the SR 32/Little Dry Run Road intersection:

- Poor signal timing (5 comments)
- Need for a right-turn lane from eastbound SR 32 to Little Dry Run Road (1 comment)
- Traffic backups occur at the signal (2 comments)

One comment suggests that there are too many bicycles on SR 32 between Little Dry Run Road and Newtown, and that the pavement is too narrow for both bikes and cars. One comment cites the need for a sidewalk along Little Dry Run Road.

Crash Data: An ODOT crash screening did not identify this intersection as an area of high-hazard. Three crashes occurred at this intersection over a three-year period (2013-2015).

LOS Analysis: The HCS analysis indicates that the eastbound through/right-turn movement is currently failing during the PM peak-hour with a v/c ratio of 1.06. This problem is only exacerbated in the No Build opening year (2022) and No Build design year (2042) conditions. During the AM peak-hour in the opening and design years, the westbound through-movement is failing with v/c ratios of 1.05 and 1.06, respectively. 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.

To supplement the HCS analysis, a queue study was conducted for the westbound approach during the AM peak period and the eastbound approach during the PM peak period. The number of cars in each queue was recorded at the end of the green cycle, beginning 15 minutes prior to the peak hour and ending 15 minutes after the peak hour. 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 queue extended 475 feet and during the PM peak period the maximum queue extended 800 feet. The recorded queues during the AM peak period are shown in **Figure 4** and the recorded queues during the PM peak period are shown in **Figure 5**.

Westbound SR 32 at Little Dry Run Road (AM Peak)

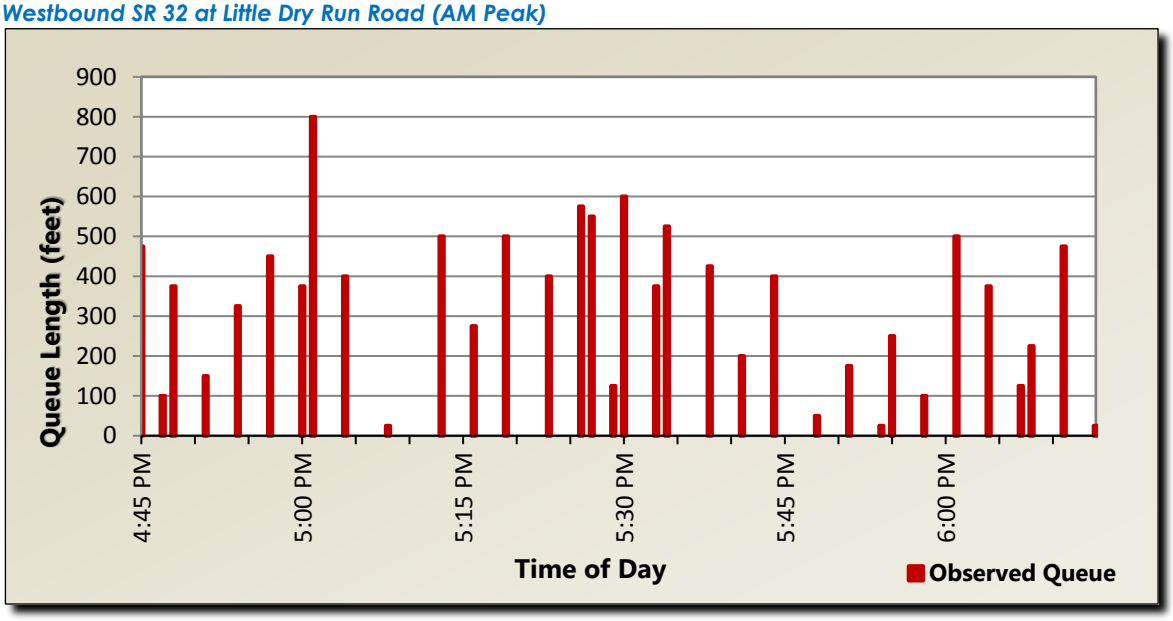


Figure 4. Westbound SR 32 AM Peak Period Queues at Little Dry Run Road

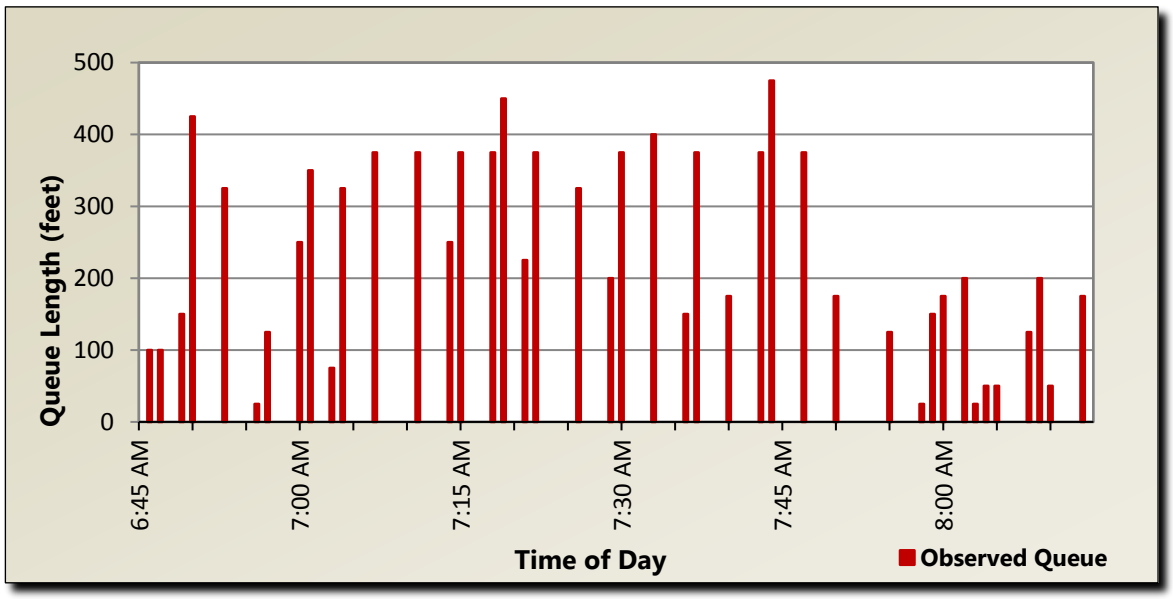


Figure 5: Eastbound SR 32 PM Peak Period Queues at Little Dry Run Road

Geometric Data: Field investigation of this intersection found poor stopping sight distance for northbound Little Dry Run Road due to the combined horizontal/vertical curve at the SR 32 approach.

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

2.1.3.3 SR 32: Little Dry Run Road to Eight Mile Road

The segment of SR 32 from Little Dry Run Road to Eight Mile Road is a two-lane undivided minor arterial measuring approximately 1.53 miles. There are multiple points of access to industrial land uses and commercial areas throughout this section. This segment has two-foot, paved roadway shoulders and no sidewalks. The posted speed limit through this section is 50 mph.

Stakeholder Input: Thirty-two (32) comments address congestion and safety on SR 32 from Little Dry Run Road to Eight Mile Road and 11 comments identify access concerns in this area. Representative comments include:

- Congestion is an issue (18 comments)
- Heavy truck traffic from Valley Asphalt traveling westbound (AM peak) is a major reason for the congestion issue (2 comments)
- Additional lanes needed to enable automobiles to pass slow moving truck traffic and to accommodate turning traffic (7 comments)
- Traffic congestion and narrow shoulders give motorists little room to maneuver and avoid crashes (4 comments)
- Frequent crashes (1 comment)
- Difficulty accessing businesses along SR 32 (3 comments)
- Need turn lane into Burger Farm and Garden Center (2 comments)

- Need access road to support development in this area, including access road for trucks in the Broadwell/Round Bottom area (5 comments)
- Need traffic signal at Hickory Creek Road (1 comment)

Nine (9) comments indicate that a bike path is needed to connect Eastgate with Newtown. Two (2) comments identified the need for a sidewalk along Little Dry Run Road. Ten (10) comments identified the need for public transit (bus or rail) in this area.

Crash Data: An ODOT crash screening identified an area of SR 32 between Hickory Creek Drive and Eight Mile Road as a high-hazard location. A detailed crash analysis of the entire segment of SR 32 from Little Dry Run Road to Eight Mile Road was therefore completed.

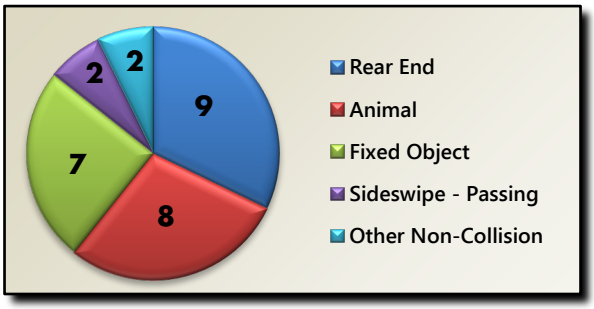


Figure 6. Frequency of Crashes by Crash Type SR 32: Little Dry Run Road to Eight Mile Road

As illustrated in **Figure 6**, there were 28 total crashes in this roadway section during the three-year analysis period (2013-2015). Rear-end, animal, and fixed object crashes represent 85% of the total crashes. Eleven of the 28 total crashes on the segment (40%) occurred in the high-hazard area.

Three rear-end crashes occurred near the Hickory Creek Drive intersection, where westbound vehicles were struck while waiting to make the left-turn to southbound Hickory Creek Drive (there is no designated left-turn lane for this movement). Another three rear-end crashes involving westbound vehicles occurred further east of this location (all of which occurred in wet conditions during the AM peak period); two of these three rear-end crashes involved vehicles slowing for a school bus making a passenger stop. A plot of all 28 crashes is included in **Attachment A-2**.

LOS Analysis: No level of service analysis was conducted for this segment; however, travel time data indicates a 75% increase in westbound travel times during the AM peak-hour compared to the off-peak travel time, indicating the AM peak-hour congestion

Geometric Data: Six vertical curves in this segment have deficient k-values. The standard k-values for crest and sag vertical curves at a design speed of 60 mph are 151 and 136, respectively. The deficient curves (k-values) along this segment are as follows:

- Crest vertical curve at Meineke Electronics (102)
- Sag vertical curves on either side of Dry Run (130, 86)
- Crest vertical curve at Hickory Creek Drive (64)
- Sag vertical curve between Hickory Creek Drive and the base of the hill (127)
- Sag vertical curve at the base of the SR 32 hill (74)

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

2.1.3.4 SR 32/Eight Mile Road Intersection

The SR 32/Eight Mile Road Intersection is a three-leg, unsignalized intersection:

Figure 7: SR 32/Eight Mile Road Intersection

Stakeholder Input: Forty (40) comments address roadway concerns at the SR 32/Eight Mile Road intersection. Representative comments are:

- Difficult to make left-turns from Eight Mile Road onto westbound SR 32, particularly during periods of heavy congestion (8 comments)
- Dangerous intersection (10 comments)
- Frequent accidents (6 comments)
- The continuous right-turn lane from Eight Mile Road onto eastbound SR 32 is not functioning properly due to driver hesitancy (2 comments)
- A traffic signal is needed at this intersection (4 comments)
- Re-route SR 32 (1comment)
- Poor intersection alignment (1 comment)
- Wider intersection needed (2 comments)
- The intersection is unsafe; redesign the intersection (1 comment)
- Weaving traffic on the eastbound approach is a concern (2 comments)

One comment cites a need for pedestrian access at Eight Mile Road and along SR 32, and another comment cites a need for bicycle lanes along SR 32. A third comment cites a need for rail access in this area.

Crash Data: Over the three-year period from 2013 to 2015, there were a total of 14 crashes, of which the most common collision was an angle collision. The type and frequency of crashes at the intersection are shown in **Figure 8**. Of the 14 total crashes, 11 (80%) of the crashes occurred as a result of vehicles turning to or from Eight Mile Road. Causal factors for these turn-related crashes are restricted sight distance, excessive speed, and inadequate traffic control. The five angle crashes and the three fixed-object crashes all involved vehicles making a westbound to southbound left turn onto Eight Mile Road and striking the guardrail on the west side of the road. A plot of all 14 crashes is included in **Attachment A-2.**

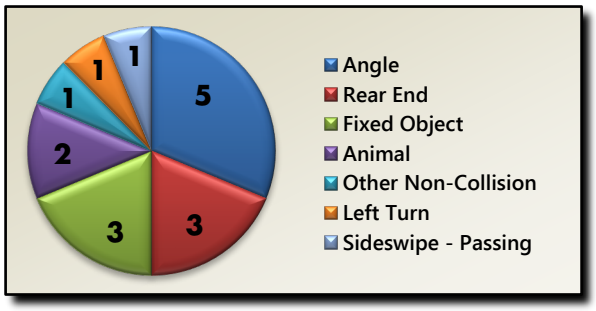


Figure 8. Frequency of Crashes by Crash Type SR 32/Eight Mile Road Intersection

LOS Analysis: The HCS analysis indicates that traffic on Eight Mile Road waiting to enter SR 32 is LOS F during both the AM and PM peak hour for the existing, No Build opening year (2022), and No Build design year (2042) conditions. During the AM peak-hour, the northbound left turn movement has a v/c ratio of 1.07 in the opening year and is expected to increase to 1.39 by the design year. During the PM peak-hour, the northbound left turn movement has a v/c ratio of 1.72 and the northbound right turn movement has a v/c ratio of 1.15 in the opening year. They are expected to increase to 3.76 and 1.41 by the design year. It is anticipated that operational or minor intersection improvements are required for the existing conditions, and that major capacity improvements will be required for the No Build opening year and No Build design year conditions.

Geometric Data: Deficient stopping sight distances and intersection sight distances were identified at this intersection. The required stopping sight distance for a design speed of 55 mph is 495 feet; however, the stopping sight distance is 350 feet for eastbound vehicles and 415 feet for westbound vehicles. The intersection sight distance for northbound vehicles on Eight Mile Road is 300 feet for vehicles making right turns onto SR 32 and 310 feet for vehicles making left turns. The required intersection sight distance is 610 feet for left-turning vehicles, and 530 feet for right-turning vehicles.

Eight Mile Road exceeds the maximum grade criterion at this intersection, which is 10% for urban arterial at 35 mph (*Location & Design Volume 1, Figure 203-1, ODOT 2016)*. This criterion is exceeded by the right-turn lane on northbound Eight Mile Road; right-turning vehicles on northbound Eight Mile Road experience grades of nearly 15%, as measured in the field.

Pedestrian Data: No pedestrians were observed at the intersection during a 24-hour period recorded on November 19, 2015.

2.1.3.5 SR 32: Eight Mile Road to Beechwood Road

The segment of SR 32 between Eight Mile Road and Beechwood Road is 0.68 miles in length. Just west of Eight Mile Road, SR 32 widens from a two-lane facility to a four-lane divided highway. Both sections of SR 32 have narrow 2-foot shoulders. At Moran Road, these sections merge into a four-lane highway. Throughout this section, the terrain becomes increasingly steep and SR 32 gradually increases in elevation from 540 feet in Newtown to 620 feet at Eight Mile Road and 870 feet at Beechwood Road.

Stakeholder Input: Sixteen (16) comments address roadway issues along SR 32 between Eight Mile and Beechwood, of which 14 comments concern safety issues. Representative comments include:

- Safety concern on SR 32 Hill due to inconsistent vehicle speeds (4 comments)
- Dangerous area with frequent accidents due to narrow shoulders (4 comments)
- Realign SR 32 in Hill area (3 comments)
- Improve signage to restrict overweight trucks on SR 32 Hill (1 comment)
- Flatten grade of SR 32 Hill to reduce jake brake and other traffic noise (1 comment)
- The drop from two lanes to one (each way) is dangerous/causes congestion (2 comments)
- Access point at SR 32 and Moran Road should be removed (1 comment)
- Road needs to be repaired (1 comment)
- Truck traffic slows on the hill causing congestion/safety issue (1 comment)

Thirteen (13) comments cite a need for a bike lane/path along SR 32 in the area; narrow lanes/shoulders and traffic speeds create unsafe conditions for cyclists. Two (2) comments recommend that a sidewalk be installed along SR 32.

Four (4) comments address public transit:

- Need accessible transit stop (2 comments)
- Need light rail service (1 comment)
- Expanded public transit will decrease vehicular traffic in this area and provide greater access for new jobs in the ANCOR area (1 comment)

Crash Data: The sub- segment of SR 32 from Eight Mile Road to the merge (the point at which SR 32 becomes undivided) was identified as a high hazard area in ODOT's crash screening of the Segments II and III roadway network. Because a sub-segment was identified, a detailed crash analysis of the entire segment from Eight Mile Road to Beechwood Road was completed.

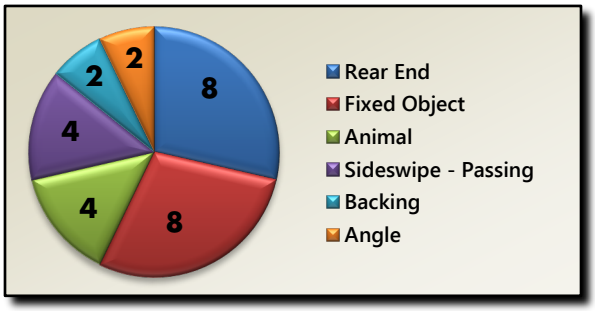


Figure 9. Frequency of Crashes by Crash Type SR 32: Eight Mile Road to Beechwood Road

As illustrated in **Figure 9**, there were 28 total crashes in this roadway section during the three-year period between 2013 and 2015. Rear-end and fixed object crashes represent 60% of the total crashes. Of the 28 total crashes on the segment, 16 (60%) occurred in the high hazard section. Within the high hazard segment, half of the crashes occurred on a curve with grade. The most common crash type was fixed object. Potential causal factors include: excessive speed, slippery pavement, inadequate geometry, or inadequate delineation. A curve analysis should be completed to ensure it meets design standards. For a plot of all 28 crashes, please refer to **Attachment A-2**.

LOS Data: No level of service analysis was conducted for this segment; however, the travel time data shows no significant increase in travel time during the peak hours compared to off-peak hours.

Geometric Data: Several deficiencies were identified for this segment of SR 32. The maximum horizontal degree of curvature for a speed of 55 mph is 5˚30'. Three horizontal curves on eastbound SR 32 exceed this maximum value. The degrees of curvature for these curves are 12˚ 08'49", 7˚50'06", and 7˚24'10". The 7˚50'06" curve has a deficient superelevation rate (0.135 ft/ft compared to 0.062 ft/ft design). The westbound portion of this divided section has one deficient horizontal curve with a curvature of 6˚00".

The maximum vertical grade for 55 mph is 8%. Though the maximum grade for this segment meets the standard design criteria, the length of this segment's 8% grade (1750 feet) exceeds the critical length of grade (600 feet), and is therefore deficient.

Furthermore, a deficient crest vertical curve with a k-value of 66 was identified at the top of the SR 32 hill. The minimum k-value for crest vertical curve at 55 mph is 114.

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

2.1.3.6 SR 32/Old SR 74/Beechwood Intersection

The SR 32/Old SR 74/Beechwood Road intersection is a four-leg, signalized intersection:

Figure 10: SR 32/Old SR 74/Beechwood Road Intersection

Stakeholder Input: Five (5) comments identify roadway issues at this Intersection. Representative comments include:

- Poor signal timing is an issue (2 comments)
- Signal should be replaced with combination of exit ramps and overpasses (1 comment)
- Dedicated right-turn lane on westbound SR 32 is needed (1 comment)

One public transit comment cited a need for a bus shelter in this area.

Crash Data: Over a three-year period (2013-2015), 21 crashes occurred at this intersection. Rear-end and angle crashes accounted for about 60% of these crashes. The frequency of crashes by crash type is shown on **Figure 11**. See **Attachment A-2** for a plot of all 21 crashes.

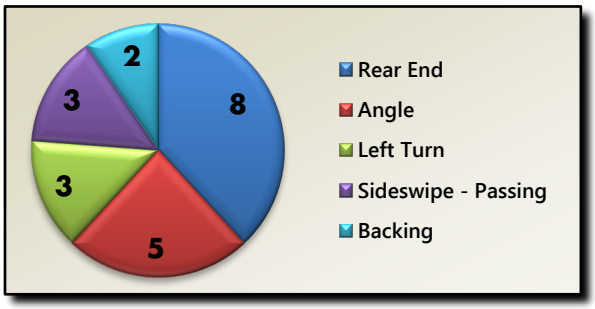


Figure 11: Frequency of Crashes by Crash Type SR 32/Old SR 74/Beechwood Road Intersection

Five of the eight rear-end crashes occurred in 2013, and four occurred at 11:00 AM. Given that they occurred in the middle of the day, sun blindness was not a contributing cause. Other than the observations described above, there were no correlation between the crash data and a specific contributing cause for rear-end crashes.

Three of the five angle crashes occurred in the rain. Of the three crashes that occurred in the rain, two were caused by motorists running red lights, indicating that there may be slick pavement or inadequate clearance intervals at the intersection. Given the infrequent amount of angle crashes, it is difficult to correlate a specific deficiency as a contributing cause for angle crashes.

LOS Data: The HCS analysis indicates that the eastbound left turn movement is currently failing during the PM peak-hour with a v/c ratio of 1.01. In the No Build opening year (2022) and No Build design year (2042) conditions, the failure is corrected and v/c ratio is less than 1.0 due to the ODOT methodology of balancing delays for future intersection analyses. 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.

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

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

2.1.3.7 SR 32: Beechwood Road to Bells Lane/Old SR 74

This segment of SR 32 is a four-lane divided highway with grass median.

Stakeholder Input: Of the 16 comments submitted for this segment, 12 identify congestion as a concern (high volume of local traffic mixing with commuting traffic through the commercial area). Representative comments include:

- Eliminate traffic signals/limit access on SR 32 from Eight Mile Road to US 68 (1 comment)
- Provide limited access route for commuters (1 comment)
- Improve signal timing (1 comment)

Five (5) comments identify a need for a bike path, bike lane, or shared-use markings ("sharrows") along SR 32 to improve safety for cyclists.

One pedestrian comment recommended that a sidewalk be installed in this area to improve safety for pedestrians along SR 32.

Thirteen public transit comments were provided which identified the following needs:

- A park and ride lot (2 comments)
- A bus stop/shelter (2 comments)
- A transit stop for rail (4 comments)
- Improved bus service and bus rapid transit (BRT) (4 comments)
- Public transportation in Clermont County (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash 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; however, the travel time data indicates a 35% increase in the westbound 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 intersection.

2.1.3.8 SR 32/Mt. Carmel-Tobasco Road/Bells Lane Intersection

The SR 32 and Mt. Carmel-Tobasco/Bells Lane intersection is a four-leg, signalized intersection, as shown in **Figure 12**:

Figure 12: SR 32/Mt. Carmel-Tobasco Road/Bells Lane Intersection

Stakeholder Input: Two comments were submitted regarding roadway issues at this intersection:

- Widen intersection and erect barrier to allow traffic to bypass the traffic signal en route to northbound I-275 ramp (1 comment)
- Turning left from Bells Lane to eastbound SR 32 is not safe (1 comment)

One comment identifies a need for sidewalk/crosswalk at this location to accommodate high pedestrian traffic (SR 32 lies between apartment housing and Kroger).

Eleven comments address public transit:

- Provide park-and-ride facility (2 comments)
- Expand bus service and improve express service (5 comments)
- Provide accessible transit stop (4 comments)

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that 19 crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that the westbound left turn movement will fail during the PM peak-hour during the No Build opening year (2022) and No Build design year (2042) conditions. For the opening year, the v/c ratio is 1.14 and by the design year the v/c ratio increases to 1.23. 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 conditions and that major capacity improvements will be required for the No Build design year conditions.

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

Pedestrian Data: Thirty-two (32) pedestrians were observed at this intersection during a 24-hour period recorded on November 24, 2015. This is significantly more pedestrians observed than at any other intersection in the ANCOR/SR 32 Hill Focus Area; during the same period, no other intersection had more than one pedestrian.

2.1.4 ANCOR/SR 32 Hill 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 within the ANCOR/SR Hill 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 1**. The primary and secondary needs are presented in **Table 9** below:

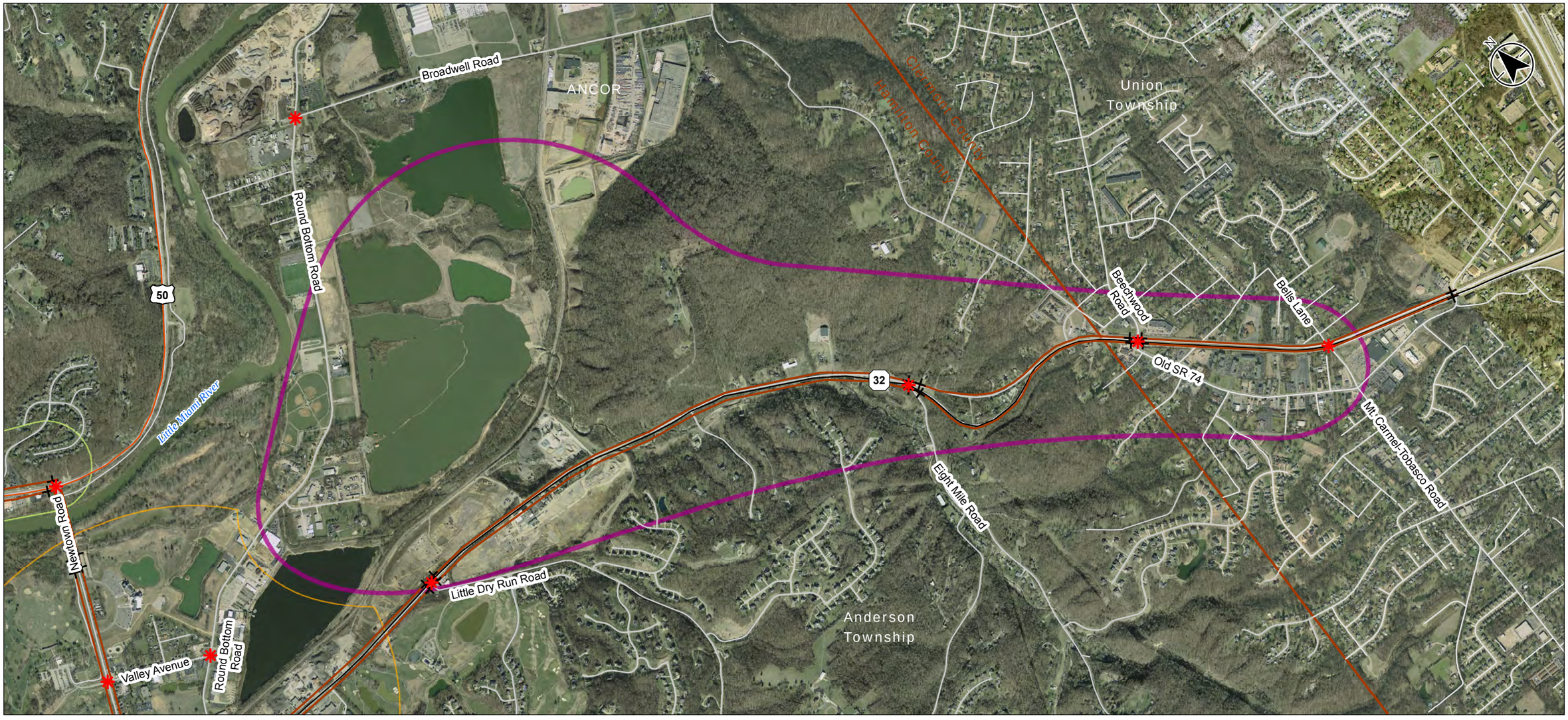
Table 9: ANCOR/SR 32 Hill Focus Area Needs Analysis

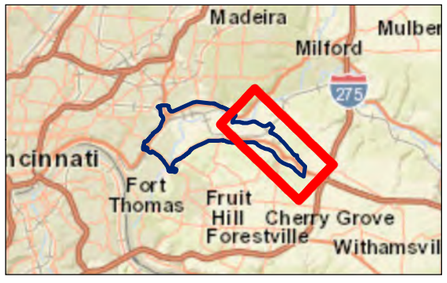
Primary Needs	Secondary Needs
ANCOR	
Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Road, Round Bottom Road, and SR 32 to support local economic development plans.	None
Round Bottom Road/Broadwell Road Intersection	
None	Address roadway grade deficiency
SR 32/Little Dry Run Road Intersection	
Address capacity issues on SR 32 and Little Dry Run Road	Address deficient sight distance on Little Dry Run Road approach to SR 32
SR 32: Little Dry Run Road to Eight Mile Road	

Primary Needs	Secondary Needs
• Address rear-end crashes on SR 32 related to left turns onto Hickory Creek Drive • Address westbound AM peak-hour delays • Address congestion issues due to slow-moving trucks and turning vehicles.	Address roadway grade deficiencies at six locations
SR 32/Eight Mile Road Intersection	
• Address capacity issues on Eight Mile Road. • Address safety issues for vehicles turning at Eight Mile Road • Address deficient sight distance and roadway grade issues	None
SR 32: Eight Mile Road to Beechwood Road	
• Address safety issues on the SR 32 hill • Address roadway grade deficiencies on SR 32 hill to improve truck mobility • Address roadway curve deficiencies on SR 32 hill	None
SR 32/Beechwood Road Intersection	
• Address capacity issues on eastbound SR 32 and southbound Beechwood Road • Address safety issues at intersection	None
SR 32: Beechwood Road to Bells Lane	
Address westbound PM peak-hour delays	None
SR 32/Mt. Carmel-Tobasco Road/Bells Lane Intersection	
Address capacity issues for westbound left turn	None
Accommodate observed pedestrian traffic	

APPENDIX 1

ANCOR/SR 32 HILL 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
- US 50 Corridor Area
- LOS Analysis Intersection
- LOS Analysis Roadway Segment

0 1,300 2,600 Feet

1:18,000 (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
Ancor/SR 32 Hill

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Focus Area: **ANCOR / SR 32 Hill**

Community Attributes Identified in the Focus Area Workshop: **The area is noted for its natural features including greenspace, country setting, parks, old forest, beautiful creeks (Little Dry Run), wildlife and flora. While it is important to have economic development and job creation, it is important to balance this development with environmental protection. The residents would like to improve accessibility to the Ancor/SR 32 area for automobiles, as well as transit, and bicycles. Important considerations for transportation planning are to improve safety, accessibility, and traffic flow. In addition, transportation improvements should support environmental sustainability goals by encouraging transit, cycling, and walking.**

			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**
ANCOR											
Access		A priority is access from the Broadwell/ANCOR area out to SR 32 and up the hill to 275, and getting trucks out of the Village.								Improve freight connections between Ancor and SR 32/I-275 due to constraints on Mt. Carmel Rd, Round Bottom Rd, and SR 32, to support local economic development plans.	none
Round Bottom Road / Broadwell Road Intersection											
Safety	Poor road condition; Broadwell Road in bad condition, needs repair.	none	No deficiencies	No deficiencies	No deficiencies	1 crash at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient crest vertical curve through intersection	none	Address roadway grade deficiency
Safety	Bike path needed; road too narrow for both car and bike	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need Accessible Transit Stop	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Little Dry Run / SR 32 Intersection											
Congestion	Poorly timed lights. (5 pins)	There is a problem at the Little Dry Run Intersection with SR 32.	AM NBL = Queue > Storage PM EBTR = LOS F, v/c 1.06	AM NBL = Queue > Storage AM WBT = LOS F, v/c 1.05 PM NBL = Queue>Storage PM EBTR = LOS F, v/c 1.09	AM NBL = Queue > Storage AM WBT = LOS F, v/c 1.06 PM NBL = Queue>Storage PM EBTR = LOS F, v/c 1.12	3 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 = 475' PM Peak-Hour Max Queue EB = 800'	Deficient site distance on Little Dry Run approach to SR 32.	Address capacity issues on SR 32 and Little Dry Run	Address deficient sight distance on Little Dry Run Rd approach to SR 32
	Eliminate the stop light or just make it a flashing yellow light										
	Traffic lights back up all traffic.										
	A right turn lane to Little Dry Run would help the flow of 32 traffic immensely. Everyday I see trucks braking hard, when the light is green, because a car is slowing to turn right. This is easily, and cheaply, fixed with a right turn lane.										
	Traffic backup at traffic light and slow speed limit through Newtown.										
Access	32 should be an interstate connecting downtown to 275.										
Safety	There are too many bikes on SR 32 between Little Dry Run and Newtown. Too tight of an area for bikes and big trucks.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Need a sidewalk to connect up Little Dry Run.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 32: Little Dry Run to Eight Mile											
Congestion	Pin placed with no specific comments. (10 pins)	A truck lane is needed.	n/a	n/a	n/a	28 total crashes from 2013 through 2015; the sub segment of SR 32 from Hickory Creek Drive to west of Eight Mile Road was identified as a high hazard location. Rear-End, Animal, and Fixed Object crashes represent 85% of the total crashes. 11 of the 28 crashes occurred on the high hazard sub segment. Reviewing the crash data, there was a clustering of westbound rear-end crashes at the Hickory Creek Drive intersection and at 8321 SR 32.	75% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	Deficient vertical curves in front of Meineke Electronics, on either side of Dry Run, at Hickory Creek Drive, between Hickory Creek Drive and the base of 32 hill, and west of Eight Mile Road	1. Address rear end crashes on SR 32 related to left turns onto Hickory Creek Drive. 2. Address westbound AM peak-hour delays. 3. Address congestion issues due to slow moving trucks and turning vehicles.	Address roadway grade deficiencies at six locations
	Needs two lanes on each side.										
	Access to the dump and recycle areas.										
	One lane and people do not go the speed limit.										
	Needs multi lanes due to turning traffic.										
	If a truck is going below 55 there is no way to get around it, backing up the entire road.										
	Dangerous two-lane road with heavy congestion. Potential for serious accidents. High speeds meeting low speeds.										
	Single lane roads are small. Shoulder is small and dangerously short. Roads are small. Too much congestion. Slows down the entire routes.										
	Need much wider road- 3 lanes each way. SR 32 becomes very congested when trucks from Valley Asphalt enter the roadway in the mornings travelling West.										
	This is where the congestion begins during the morning rush hour.										
	Congestion just east of Little Dry Run Road.										
	Road needs to be widened all of the way from bottom of the hill through Newtown to Beechmont.										
	Need a route to avoid traveling through Newtown, Mariemont, and Fairfax										
	This is where the congestion worsens during rush hour.										
Safety	Frequent Accidents.	Hickory Creek Road needs a stoplight for turning.									
	Here and several other places along 32 very dangerous left										
	Safety issue along SR 32 at businesses south of SR 32 and 0.32 miles east of SR 32/Little Dry Run.										
	This is a stretch of road that needs to look better, be safer, and handle traffic better. Convert to 4-lane boulevard. Use Tylersville Road in Mason as an example.										
	Dangerous and steep road from bottom lane to top of hill needs improvement badly.										
	Hill on SR 32 is very bad.										
	Currently must stop at 55 miles per hour for cars turning left. Slow downs following big rigs. Tight lanes feel dangerous.										

Transportation Concern	MetroQuest Comments	Workshop Comments	Existing Year 2015	HCS Analysis Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	4-lanes would be a huge improvement wherever possible. (2 pins)										
Access	Getting in and out of the business here is horrid.										
	Need a direct road from SR 32 to Red Bank Road.										
	Need a better connection to U.S. 50.										
	Turn lane into Burger Farm.	There are conflicts at the Burger Farm and Garden									
	Limited access direct arterial through the valley to connect with I-71/Redbank Road.										
	Add access road for trucking to Broadwell/Round Bottom.										
	Put it over closer to the river!										
	Road to Ancor area for development.	We need an ANCOR access road.									
	Connections to developable land in the Ancor area should be considered. (2 pins)										
	access and development										
	Ancor Connector Road needed.										
Safety	Bicyclists ride down SR 32 slowly, even though speed limit is posted much faster for cars. Coming down the hill at Eight Mile Road is dangerous with a bike in front of you going slowly. Post a "No Bike" sign on SR 32.	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
	No place to safely ride.										
	With two-lane road, sharing the road with cyclists in a 55 mph area seems unsafe for cyclists.										
Mobility	Need Bike/Ped facility leading up Little Dry Run Road into Anderson Township.	none									
	Need Bike Path. (6 pins)										
	Need a Bike Path connecting Eastgate to Newtown.										
	No marked lanes all the way thru.										
	Bike path connecting Eastgate to Newtown.										
Mobility	Need a sidewalk to connect Little Dry Run.	none	n/a	n/a	n/a	n/a	n/a			none	none
Safety	For the few runners, having a place to walk out of the traffic would be nice.										
Mobility	Need Accessible Transit Stop. [pin on rail line on western edge of focus area]	Improve or add bus access to SR 32 and, related to relief lanes idea, add relief lanes or turn-offs for school buses or other vehicles that stop frequently.	n/a	n/a	n/a	n/a	n/a			none	none
	Need Accessible Transit Stop. Would love to see light rail run along here instead of having to drive. (2 pins)										
	Need Bus Service. There is no public transportation along SR 32 and roads leading to SR 32. (2 pins)										
	There is no real public transit here. How about public transportation Downtown or even just out to Eastgate. Instead, Eastgate is designed solely for people with cars with no consideration granted to bicycles, pedestrians or public transportation. (3 pins)										
	Possible commuter line here for Mariemont/Terrace Park/Milford. Could stop in Newtown next on rail line for Anderson/Mt. Washington commuters.										
	The only good option currently is cars - this contributes to pollution and crowded roads. I would love a quick train to downtown.										
	There is already a rail line here. Why not use it?										
	Need Accessible transit stop. (pin is just west of Eight Mile Road)										
	Need rail service										
	Need public transit; multimodal transit options needed to develop this area with mixed use approach, including residential options.										
Access	Mass transit-light rail, commuter rail to get people from outskirts to CBC. Direct access to various venues/locations in Cincinnati central district and downtown riverfront venues. If the ANCOR Area becomes home to many 1000's of quality jobs a park/ride station may be practical.										
Eight Mile / SR 32 Intersection											
Safety / Congestion	Traffic Signal Issue; dangerous intersection.	Left turn from Eight Mile Road onto SR 32 is a concern	AM NBL = Queue > Storage AM NBL = LOS F, v/c 0.75 PM NBL = Queue > Storage PM NBL = LOS F, v/c 0.81 PM NBR = Queue > Storage PM NBR = LOS F, v/c 0.87	AM NBL = Queue > Storage, AM NBL = LOS F, v/c 1.07 PM NBL = Queue > Storage PM NBL = LOS F, v/c 1.72 PM NBR = Queue > Storage PM NBR = LOS F, v/c 1.15	AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.39 PM NBL = Queue > Storage PM NBL = LOS F, v/c 3.76 PM NBR = Queue > Storage PM NBR = LOS F, v/c 1.41	14 crashes at intersection from 2013 through 2015 80% occurred turning on/off Eight Mile Road. Causal factors for the turning related crashes are due to restricted sight distance, excessive speed, and inadequate traffic control.	n/a	n/a	Deficient intersection sight distance, stopping sight distance, and vertical grade.	1. Address capacity issues on Eight Mile Road. 2. Address safety issues for vehicles turning at Eight Mile Road. 3. Address deficient sight distance and roadway grade issues.	none
	Traffic Signal Issue; Need stoplight. (3 pins)										
	Hard to turn left from Eight Mile to SR 32.	People do not feel safe with the continuous right turn from Eight Mile onto SR 32. Trucks merge quickly into this continuous lane as they want to be on the right going up the hill.									
	Poor alignment; causes driver indecision.										
	Frequent Accidents.										
	People drive in and out of these lanes while there is a turn lane.										
	Trying to access Westbound SR 32 from Eight Mile is dangerous.	Weave on eastbound approach is a concern.									
	During the morning and evening commute, attempting a left turn from Eight Mile onto SR 32 is not only an extremely long wait but can be dangerous when attempting to make a turn into traffic going 50 mph.	Need a larger area for the intersection.									

			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**
	Turning left onto Eight Mile when westbound on SR 32 is both dangerous and is a traffic congestion problem which leads to back ups.	There is a problem at the 8-mile intersection with SR 32.									
	This becomes too congested too easily. This needs to be rerouted around Newtown.										
	Frequent Accidents; Remove left turn from Eight Mile Road to SR 32. (2 pins)										
	Wider roadway, intersection improvement at 8 Mile Road, access to ANCOR Area to encourage development and significant (many 1000's) job creation.										
	Goes from two lanes down to one lane, frequently backed up and safety issue as people try to get ahead of traffic before the lane ends.										
	This is a dangerous intersection as traffic is moving quickly. (6 pins)										
	Frequent Accidents; The westbound lane onto Eight Mile at the bottom of the [hill] is dangerous.										
	Improvement of Eight Mile/SR 32 intersection is key to safety , access, etc. It's the only direct north-south route to the area from Anderson Township.										
	The merging of traffic on the hill puts slower vehicles in the left lane, causing a bottleneck.										
	Continuous right turn onto SR 32 from Eight Mile not working. Far too many cars stop and wait.										
	Cars turning left from Eight Mile onto Rt. 32 have to wait & block right turners when Rt. 32 is busy.										
	Turning left onto Eight Mile Road when westbound on SR 32 is both dangerous and is a traffic congestion problem with a back up in the left turn lane on SR 32. (2 pins)										
	Frequent Accidents; Lots of accidents at 32 and eight mile										
	Dangerous and unnecessary. Remove access point all directions.										
	8 Mile to 32 east and west needs to be disconnected. Too many accidents and deaths!!!!										
	Upgrade with turn lane and current standards with complete streets infrastructure; this interchange is unsafe. Needs a bridge over SR 32 and ramps. Use US 27 and Kemper Rd as an example.										
	On eastbound SR 32 just east of 8-Mile Road, traffic often stays in the left lane, moving slowly, when the right lane is wide open. Although drivers should already know this, slower traffic should move to the right lane as soon as possible, allowing fast (cut off)										
	Drivers on 8 Mile that want to turn onto WB 32 can get stuck with no gaps in traffic. EB 32 traffic travels too fast. This feels like a very dangerous intersection although I've only seen one accident in the 4 months I've been driving through the intersection.										
Access	Pedestrian access 8-Mile, all of Route 32. Actually all of Anderson Township.									None	None
Access	Need bicycle lanes, access 8-mile, all of 32. All of Anderson, Eastern Corridor.									None	None
Access	A train stop here would pull from Anderson Township as well.									None	None
SR 32: Eight Mile to Beechwood											
Maintenance	Road Needs Repair.	Litter just west of the intersection is a concern.	n/a	n/a	n/a	28 total crashes from 2013 through 2015; the sub segment of SR 32 from Eight Mile Road to the split was identified as a high hazard location. Fixed Object & Rear-End = 60% of the crashes. 16 of the 28 crashes occurred on the high hazard sub segment. Half of the high hazard segment crashes occurred on a curve with grade. The most common crash type was Fixed Object. Potential causal factors are excessive speed, slippery pavement, inadequate geometry, or inadequate delineation.	No significant increase in travel time during the peak hours.	n/a	Deficient super elevation and horizontal curvature, vertical grade, and vertical curve.	1. Address safety issues on the SR 32 hill 2. Address roadway grade deficiencies on the SR 32 hill to improve truck mobility 3. Addressroadway curve deficiencies on the SR 32 hill	none
Safety	SR 32 Hill needs to be relocated to help make a smooth transition down the hill to Newtown.	Grade of the hills is a concern (jake brake and traffic noise). Straighten SR 32 to lessen the steepness of the hill. Add 300-400 feet for deceleration.									
	Coming into the SR 32 split is always chaotic and people drive very different speeds down the hill.										
	Eastbound SR 32 coming up the hill from Newtown towards Eastgate is very narrow with no shoulder or emergency lane. I've almost been involved in several accidents here over the years.	Realignment of SR 32 going up the hill should be considered.									
	SR 32 hill is dangerous and needs to be rerouted and help extend Eight Mile Road farther over to help with road access.										
	Frequent Accidents (3 pins)										
	Remove access point at SR 32 and Moran Road.										
	Near miss accidents by the minute due to merging and stopped traffic.										
	Dangerous Area.										
	Better signage needed to keep trucks over 5 Ton off of steep hill										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	 Opening Year 2022	 Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	Having one turn lane to 8-Mile Rd and the other lane continuing straight, I always get nervous because speeds are high through this area and sometimes drivers don't realize they are in the turn only lane. Not sure if there are a lot of accidents or not.										
Congestion	SR 32 west from the Mt. Carmel/Eastgate area needs to remain two lanes each way instead of dropping to one lane - currently unrealistic for the amount of traffic that uses this stretch of road.										
	Trucks moving up hill really slow traffic. Coming to a stop at the traffic light heading east really slows traffic.										
	One lane of travel.										
Mobility	Need a bike path. (4 pins)	none	n/a	n/a	n/a	none	n/a			none	none
	Need marked bike lanes - bike lane off the main drag both up and down the hill.										
	No East-West bike route available without using SR 32.										
	Bike lanes needed all up and down SR 32, from Newtown to Eastgate area.										
	Need a separated shared-use path from Little Miami Scenic Trail to Eastgate area to improve multi-modal connectivity.										
	Bike lane off the main drag both up and down the hill.										
	Need marked bike lanes to access Eight Mile, All of SR 32. All of Anderson, Eastern Corridor.										
Safety	The steepness and lane merges going down and the curve going up are most [cut-off].	none									
	SR 32 is THE premier east/west route but is virtually unusable for cyclists. Cycling along Rt. 32 is far too dangerous. Narrow lanes, very high speeds, no passing allowed, no berms or deteriorated berms, no facilities.										
	Trail is needed to get bike off main roads for safety reasons.										
Mobility	Need a Sidewalk along SR 32/Beechwood.	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
Safety	As with cycling, pedestrians take their life into their hands if they should try to walk up and down SR 32.	none									
Mobility	Need accessible transit stop. A rail system will eventually be necessary to get east-side commuters to downtown in a quick manner. Current highways 32 and 275/471 were not designed for the current population levels that exist on the east-side of Cincinnati.	none	n/a	n/a	n/a	none	n/a			none	none
	Public transport may decrease auto traffic on this segment and provide for workers to get to ANCOR area when new jobs are available from development.										
	Need rail service.										
	Need Accessible transit stop.										
Beechwood / SR 32 Intersection											
Congestion	Traffic Signal Issue with no specific comment	none	PM EBL = Queue > Storage PM EBL = LOS F, v/c 1.01	PM EBL = Queue > Storage	PM EBL = Queue > Storage	21 crashes at intersection from 2013 through 2015 Angle & Rear-End = 60% No correlation between the crash data and a specific contributing cause was found.	n/a	n/a	No deficiencies	1. Address capacity issues on eastbound SR 32 and southbound Beechwood. 2. Address safety issues at intersection.	none
	Add right turn lane for continuous right turn onto Beechwood.										
	Traffic Signal Issue; Eliminate lights, have exit ramps and overpasses.										
	This is always backed up and could allow traffic through at a red light.										
Safety	Frequent Accidents										
Mobility	Need Bus Shelter.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 32: Beechwood to Bells											
Safety	The pavement is very bumpy in this stretch.	Mt. Carmel-Tobasco Road is a safety issue. Despite the five-ton limit, there are lots of big tractor-trailers going up and down the road.	n/a	n/a	n/a	7 crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	35% increase in the WB travel time during the PM peak-hour compared to the off-peak travel time. .	n/a	No deficiencies	Address westbound PM peak-hour delays.	none
Congestion	Slow throughout.	Mt. Carmel-Tobasco Road - right turn lane, need signage sooner on westbound SR 32 for right turn only.									
	Pin placed with no specific comments. (6 pins)										
	Eliminate the traffic signals between Eight Mile and US 68 and make this limited access. The traffic lights, when it is congested, easily almost double or almost triple the drive time versus non-peak times.										
	High volume of local traffic mixing with commuting traffic moving through the commercial area causes significant delays. Commuters would benefit from a separate route through the commercial area that does not require frequent stops.										
	32 very congested going east in late afternoon										
	The traffic signals along SR 32 are not synchronized well. It is not unusual to have to stop at the signals at both I-275 ramps, Old SR 74, Bells Lane, and Old SR 74 again. More green time is needed for SR 32 traffic, and the signals should not turn red.										
	Approaching Eastgate you can count on traffic problems										
Access	Should be connected with I-71.										
	Better, safer access to 275										

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
	Accessing 32 can be tedious from Mt. Carmel to Round Bottom										
Mobility	Need a Bike Path. (2 pins)	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
	Bike lanes or sharrows on SR 32.										
	Need a Bike Path - No safe way to get down here except to go all the way to Round Bottom.										
Safety	Trail is needed to get bike off main roads for safety reasons.	none									
Safety	As with cycling, pedestrians take their life into their hands if they should try to walk up and down SR 32.	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
Mobility	Need Park and Ride. (2 pins)	Multi-modal transport - A participant suggested that multi-modal transportation will be needed to solve issues since roads won't solve every issue. He suggested that ODOT look at bus rapid transit (BRT) and rail options to alleviate congestion , encourage development of ANCOR, and move workers from Cincinnati into ANCOR for employment opportunities. This would also alleviate pollution concerns.	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
	Need Bus Stop/Shelter.										
	Need Accessible Transit Stop. There is no service east to west. Public transit would take cars off the road and multiple travelers if the transportation would get us to our jobs.										
	Need Accessible Transit Stop. Train from east side to downtown. Alleviate the Newtown Mashup.										
	Where is public transportation going to extend to?										
	Get bicyclists up and down SR 32 hill.										
	BRT should run from Eastgate to downtown. (2 pins)										
	Need bus service; Improved express service.										
	Clermont County offers very limited public transportation.										
	Light Rail.										
	Commuter light rail in Eastgate area would open up the roads and provide easy commute to downtown.										
SR 32/Bells Lane Intersection											
Safety	Scary for people from Bells Ln to SR 32 turning left. Seen a lot of close calls with people going straight.		No deficiencies	PM WBL = Queue > Storage	PM WBL = Queue > Storage	19 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 issue for westbound left turn.	None
Access	Accessing SR 32 can be tedious from Mt. Carmel to Round Bottom	When going eastbound on SR 32 headed to northbound I-275 and you pass Bells Lane, Midas and arrive at the new traffic light, this area could be widened and put up a barrier wall so motorists wanting to go onto the ramp to northbound I-275 do not have to stop at the light. Also add more green time to the traffic light.		PM WBL = LOS F, v/c 1.14	PM WBL = LOS F, v/c 1.23						
Safety	There are regularly people walking and crossing here.	none	n/a	n/a	n/a	none	n/a	n/a	n/a	Accommodate observed pedestrian traffic.	None
Mobility	Need Bus Service; improved express service. (2 pins)	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
	Need Accessible Transit Stop. (3 pins)										
	Need Accessible Transit Stop. This area could be a great spot for a rail system to travel to and from downtown. Maybe even a bit farther east in the empty mall lot that was the theater.										
	Need Bus Service. Clermont County offers very limited public transportation.										
	Need Park and Ride.										
	Need Bus Service. I live in Fairfax and work in Eastgate and there is no public transportation option.										
	End of rail line can include a park and ride facility, but other stops should be surrounded by high-density mixed use development to leverage the investment as much as possible.										
	Need Bus Service. BRT should run from Eastgate to Downtown.										

Roadway
Pedestrian
Bicycle
Transit