# NEWTOWN FOCUS AREA WORKSHEET

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

#### Theme #1: SR 32 Corridor

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Needs	Evaluation Criteria	Concepts	
<ul> <li><u>Primary</u></li> <li>Address westbound AM eastbound PM peakhour delays.</li> <li>Address capacity issues and long queues at the Church/Main intersection.</li> <li>Address capacity issues and long queues at the Round Bottom intersection.</li> <li><u>Secondary</u></li> <li>Address deficient sight distance at Round</li> </ul>	<ul> <li>Provide more efficient travel patterns and destination linkages.</li> <li>Augment capacity and provide congestion relief.</li> <li>Reduce travel times and delays.</li> <li>Improve vehicular, bicycle, and pedestrian safety.</li> <li>Improve regional connectivity and accessibility to regional destinations</li> </ul>	<ul> <li>Improve signal timing.</li> <li>Add EB/WB through lanes on SR 32 if it can be accomplished with little to no additional right-of-way.</li> <li>Lengthen turn lanes at the Church/Main intersection</li> <li>Increase left turn lane storage along SR 32, add EB right turn lane, and add dual SB left turn lanes at Round Bottom intersection.</li> </ul>	
<ul> <li>Bottom intersection.</li> <li>Support access to future transit connections.</li> </ul>	<ul> <li>including the airport, downtown Cincinnati, and Kenwood.</li> <li>Support and facilitate bus, rail, and TSM investments.</li> <li>Support existing and planned land use.</li> <li>Maintain local character of Village and small town feel.</li> <li>Minimize environmental and community impacts.</li> </ul>	<ul> <li>Install a roundabout at Round Bottom intersection.</li> <li>Address sight distance deficiency at Round Bottom intersection by extending culvert in order to modify fence.</li> <li>Install a roundabout at Church / Main intersection.</li> <li>Signal improvements such as fiber interconnect, detection, "responsive" smart signals.</li> </ul>	

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### Theme #2: Connection between SR 32 and US 50 Corridors

Needs	Evaluation Criteria	Concepts
<ul> <li><u>Primary</u></li> <li>Address congestion.</li> <li>Address capacity issues for NB left turn movement and EB approach at Round Bottom/Valley intersection.</li> <li>Address northbound AM and southbound PM peak-hour delays.</li> <li>Address capacity issues for SB left-turn movement at Church/Valley intersection.</li> <li><u>Secondary</u></li> <li>Support access to future transit connections.</li> <li>Correct deficient roadway curve near Natorp's Nursery.</li> <li>Address roadway grades at railroad crossing.</li> </ul>	<ul> <li>Evaluation Criteria</li> <li>Provide more efficient travel patterns and destination linkages.</li> <li>Augment capacity and provide congestion relief.</li> <li>Reduce travel times and delays.</li> <li>Improve vehicular, bicycle, and pedestrian safety.</li> <li>Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.</li> <li>Support and facilitate bus, rail, and TSM investments.</li> <li>Support existing and planned land use.</li> <li>Maintain local character of Village and small town feel.</li> <li>Minimize environmental and community impacts.</li> </ul>	<ul> <li>Concepts</li> <li>Improve signal timing.</li> <li>Extend NB left turn lane, extend EB right turn lane, and construct a SB right turn lane at Round Bottom/Valley intersection.</li> <li>Install roundabout at Round Bottom/Valley intersection.</li> <li>Install roundabout at Church/Valley intersection.</li> <li>Extend SB left turn lane at the Church/Valley intersection.</li> <li>Adjust grade at railroad crossing on Church St.</li> <li></li></ul>

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### Theme #3: Bicycle and Pedestrian

Needs	Evaluation Criteria	Concepts
<ul> <li>Primary <ul> <li>Address pedestrian connectivity to east corp. limit.</li> </ul> </li> <li>Secondary <ul> <li>Enhance bicycle connectivity on Round Bottom Rd.</li> <li>Enhance bicycle connectivity on Church St.</li> <li>Address bicycle connectivity on SR 32 from west corp. line to Little Dry Run.</li> </ul> </li> </ul>	<ul> <li>Provide more efficient travel patterns and destination linkages.</li> <li>Improve vehicular, bicycle, and pedestrian safety.</li> <li>Improve regional connectivity to existing and planned bike/ped facilities.</li> <li>Support existing and planned land use.</li> <li>Maintain local character of Village and small town feel.</li> <li>Maintain and enhance walkability within the Village.</li> <li>Minimize environmental and community impacts.</li> </ul>	<ul> <li>Extend sidewalk to east corp. limit.</li> <li>Add bike lane or bike path on Round Bottom Rd. east of Valley.</li> <li>Add sidewalk on Round Bottom Rd. between SR 32 and Valley.</li> <li>Connect park at Lake Barber with Little Miami Trail with sidewalk or bike path. Share corridor with connection to Riverside Park.</li> <li>Add shared use path to connect Little Dry Run to Round Bottom.</li> </ul>