



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)
**VILLAGE OF NEWTOWN FOCUS AREA
ADVISORY COMMITTEE MEETING NOTES**

MEETING #3 NOTES

Meeting Date

Sept. 6, 2018

Meeting Location

Village of Newtown Municipal Center

Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2.
- Discuss which proposed concepts to recommend including in the Implementation Plan and which to refine or remove from consideration.
- Discuss plan for sharing recommendations with the public and gathering public input.

Meeting Summary

In addition to the discussion of each concept, which is documented on the following pages, Tommy Arnold, ODOT, shared the following:

- This is the third in a series of four Advisory Committee meetings for the Village of Newtown Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or will no longer be studied.
- Concepts recommended for advancement will be presented to the public for review and input at community meetings to be held this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.
- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

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

Meeting Participants

Nathan Alley, Sierra Club
Caroline Ammerman, Stantec
Tom Arnold, ODOT
Tim Brandstetter, Village of Newtown Engineer
Don Carroll, Village of Newtown
Matt Crim, Stantec
Becky Fairley, Village of Newtown
Wade Johnston, Green Umbrella
Bob Koehler, OKI
Lt. Shawn McBreen, Village of Newtown Police
Heather McColeman, ODOT OES
Tait Paul, Horizon Community Church
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 and 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 ADDRESSED

- P1) Address westbound AM and 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.

5/16 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- ODOT is currently completing the installation of new signals and signal timing clocks in the Village of Newtown area.
- New controllers were installed the week of 8/13 and GPS clocks installed the week of 9/3. Ongoing signal timing observation and adjustments are currently underway.
- Recommend that the signal system in the Village of Newtown be upgraded to have advanced detection and wireless signal interconnects. This would allow the system to self-adjust to traffic needs (traffic flow can easily be influenced by congestion on I-275, soccer weekends, weather, etc.).
 - Advanced detection and wireless signal interconnect equipment are recommended at the following intersections:
 - Main (SR 32) & Church
 - Main (SR 32) & Round Bottom
 - Main (SR 32) & Ivy Hills Place
 - Main (SR 32) & Little Dry Run

- Round Bottom & Valley
- Church & Valley

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Signal timing implementation installation is in progress.
- ODOT will continue to monitor signal timing during the next several weeks and will make adjustments as needed.
- Advance signal upgrades for further consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$80K to \$120K (includes signal at Little Dry Run)	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE

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 westbound lanes, one center/left turn lane and one eastbound lane.
- The second westbound lane would be dropped on the east side of the intersection at Debolt Street.

NEEDS ADDRESSED

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

5/16 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.
- Consider 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Traffic delays in the area are caused by signalized intersections.
- This concept can be implemented without building acquisitions. The closest building to the road is located at 6826 Main Street, which would abut the sidewalk.
- ODOT prepared a series of typical sections that depict how the proposed road widening project would compare with the existing road, shoulders and sidewalks at various locations along the roadway. These sections are shown on the concept exhibit page.
- The 11' lanes on the side of the road are really 10' lanes with a one foot shoulder. The shoulders would not be marked.
- The additional EB lane on SR 32 would end as a right turn only lane at Debolt.
- Poles on the south side of the road would not be moved.

Concept drawn on the following page.

- Newtown just posted No Parking signs on SR 32.
- Does the right lane on westbound SR 32 need to be as long as proposed? It is designed to be 1000 ft long, which is ODOT's target length for through lanes.
- How much benefit is the right through lane on westbound Main Street since it disappears east of Church Street?
 - Traffic turning right onto Church Street is not particularly heavy; however, vehicles turning right into the UDF parking lot can block traffic flow.
 - Conservative estimates are that 10 percent of drivers would use the right lane, even though they have to merge back before Debolt. Though a small percentage, it impacts the overall intersection efficiency, translating to a 40 to 60 percent reduction in travel delays for everyone.
- Modifications to the SR 32/Church Street intersection would alter the streetscape in the area. This may not be desirable for some residents. One Committee member also expressed concern that widening would make the central business district feel less walkable. ODOT suggested that decorative concrete could be used adjacent to the curb to give a better feeling of separation from traffic.
- Newtown may be more interested in finding a middle ground that would allow vehicles to move through the intersection better. ODOT suggested there could be an opportunity to stripe the curb lane as additional parking during non-peak hours.
- Length of widening on Church at intersection may not need to be as far as shown in concept drawing. Perhaps widening up to a length of 4 to 5 cars is sufficient.

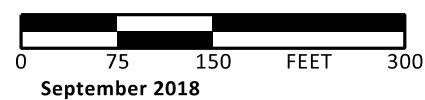
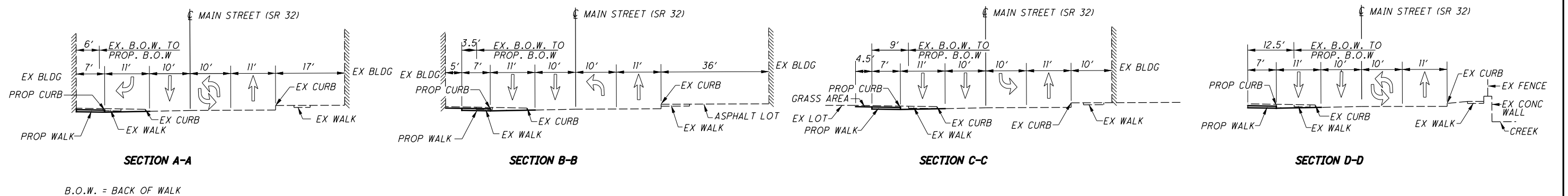
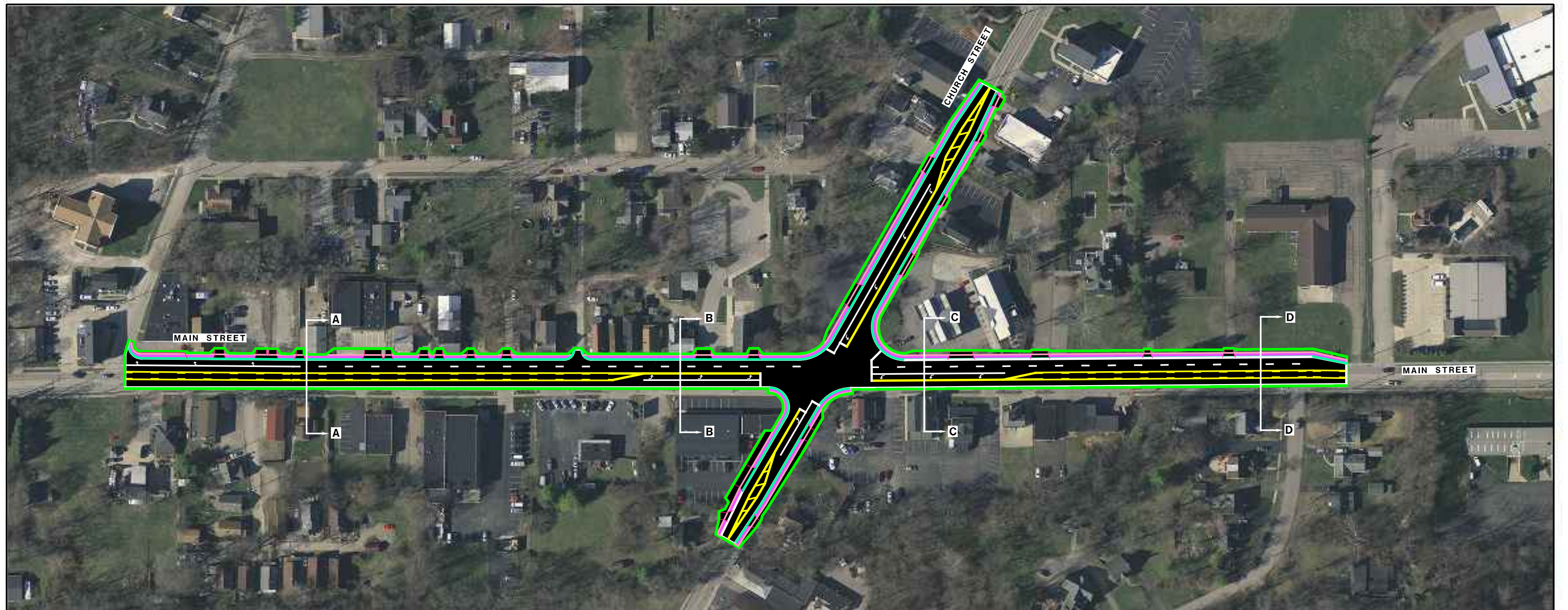
COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance. Consider making improvement with I-5a or I-5b.
- Stantec to prepare a rendering of how a widened roadway would look in the center of Newtown.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	36.3	D	64%	33.3	C	42%	\$1.2M to \$1.8M	0	\$250K to \$500K	D1	R/W Impacts	Neutral	Improves	Improves
	PM	50.7	D	7%	58.3	E	20%								



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

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

Concept drawn on the following page.

DESCRIPTION

- Increase left turn lane storage (the space available for cars to queue when waiting to turn at a light) along SR 32
- Add dual southbound left turn lanes from Round Bottom to eastbound SR 32.
- Add eastbound lane on SR 32 past

NEEDS ADDRESSED

- P1) Address westbound AM and eastbound PM peak-hour delays.
- P3) Address capacity issues and long queues at the Round Bottom intersection.
- P4) Address congestion between SR 32 and US 50 corridors.

5/16 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Concept I-5a should be considered as an alternative option to concept I-5b-2.
- A second eastbound lane would need to be added to SR 32 starting near Drake Street. These two lanes would be carried east through the Round Bottom intersection to accommodate the dual left turn lanes from Round Bottom onto SR 32. This lane would be dropped as a right turn lane at Little Dry Run.
- This concept is designed to work in conjunction with I-6a at SR 32 and Church Street.
- This concept would also extend the length of the right turn lane on SR 32 to Round Bottom Road.

- The concept exhibit does not show a sidewalk that would be added as part of this project on the south side of SR 32. Newtown stated that they would like the sidewalk to extend to Little Dry Run Road.
- This concept eliminates traffic delays by half compared to the No Build option.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

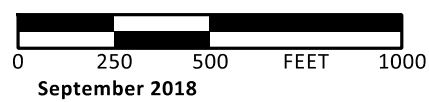
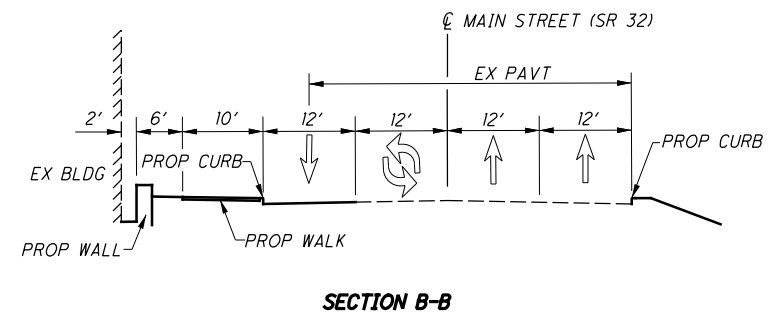
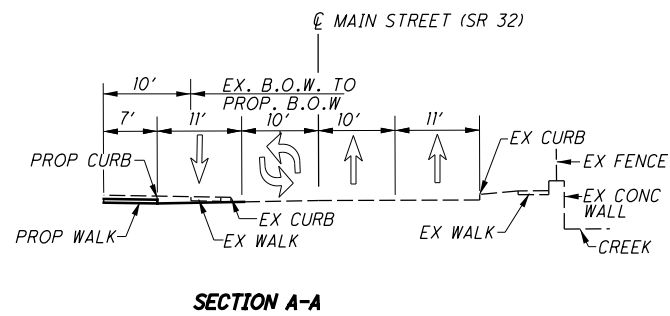
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	30.1	C	-1%	17.3	B	53%	\$4.4M to \$6.6M	0	\$365K to \$730K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Noise, ESA Issues	Neutral	Improves	Improves
	PM	31.2	C	69%	28.3	C	55%								

RECOMMENDATION: ADVANCE



Concept Drawing
Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-5A (Overall View)
EXTEND STORAGE LENGTH AT THE INTERSECTION
OF ROUND BOTTOM AND MAIN STREET WITH
DUAL SOUTHBOUND LEFT TURN LANES

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

- P1) Address westbound AM and 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.

5/16 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Concept I-5a should be considered as an alternative option to concept I-5b-2.
- Traffic simulations of the roundabout discovered issues with Round Bottom Road during the afternoon peak travel time.
- When approaching the intersection from River Hills, there would be very few gaps in eastbound/westbound traffic for vehicles to merge into the roundabout. This would cause long back ups on River Hills.
- While the roundabout concept is better than No Build, it has issues that must be considered.
- Concept I-5a moves traffic better.
- A committee member noted that during afternoon peak travel times, the current signal at the intersection needs to extend for at least a minute and 40 seconds or else traffic will back-up all the way to Mariemont Kroger. ODOT noted that waiting more than 80 seconds at a traffic light indicates a failure (level of service F).

- ODOT will look at the possibility of eliminating the center turn lane between Ivy Hills Place and Little Dry Run to better accommodate the additional eastbound lane. Doing so could save money.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING
(Comments are presented as submitted by Committee members; no edits to content were made.)

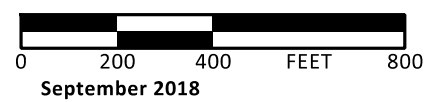
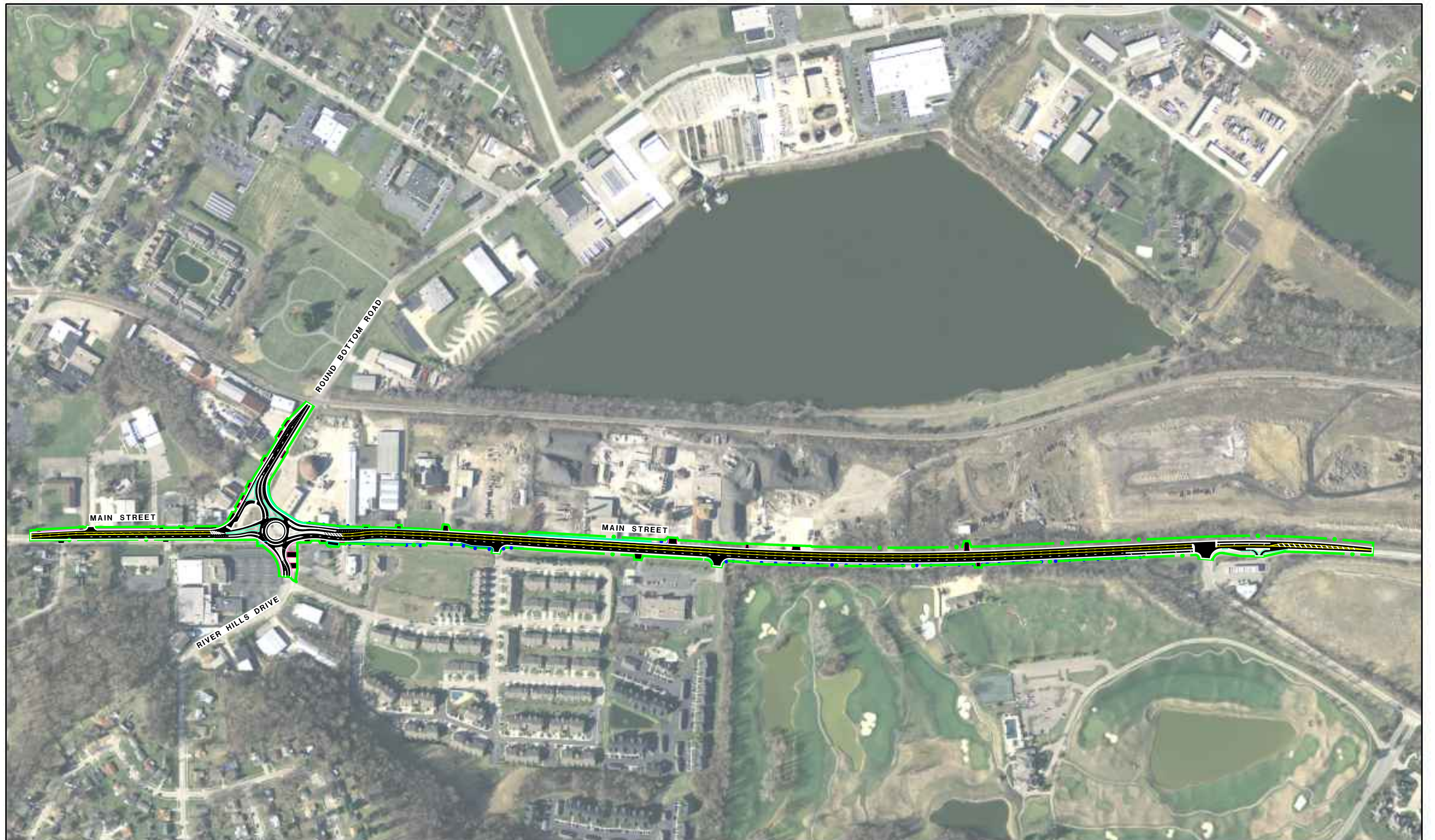
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study. Traffic simulations indicate unfavorable afternoon peak hour traffic delays.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.4	AM	14.8	B	50%	13.0	B	64%	\$3.65M to \$5.46M	0	\$345K to \$690K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Noise, ESA Issues	Neutral	Neutral	Degrades
	PM	19.2	C	81%	60.1	F	5%								

RECOMMENDATION: NO FURTHER STUDY



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

Figure I-5B-2 (Overall View)
**ROUNDBOUT AT ROUND BOTTOM ROAD
 AND MAIN STREET INTERSECTION**

Concept not drawn.

DESCRIPTION

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

NEEDS ADDRESSED

S1) Address deficient sight distance at Round Bottom intersection.

5/16 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 which would only be addressed if it is part of other concepts that address primary needs.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Notes

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance with other concepts.

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

RECOMMENDATION: ADVANCE



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 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 ADDRESSED

- 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.

5/16 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Study results indicate that the alternative concept to this one, Concept I-8b (roundabout), shows better operations in terms of delay and safety and costs less.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

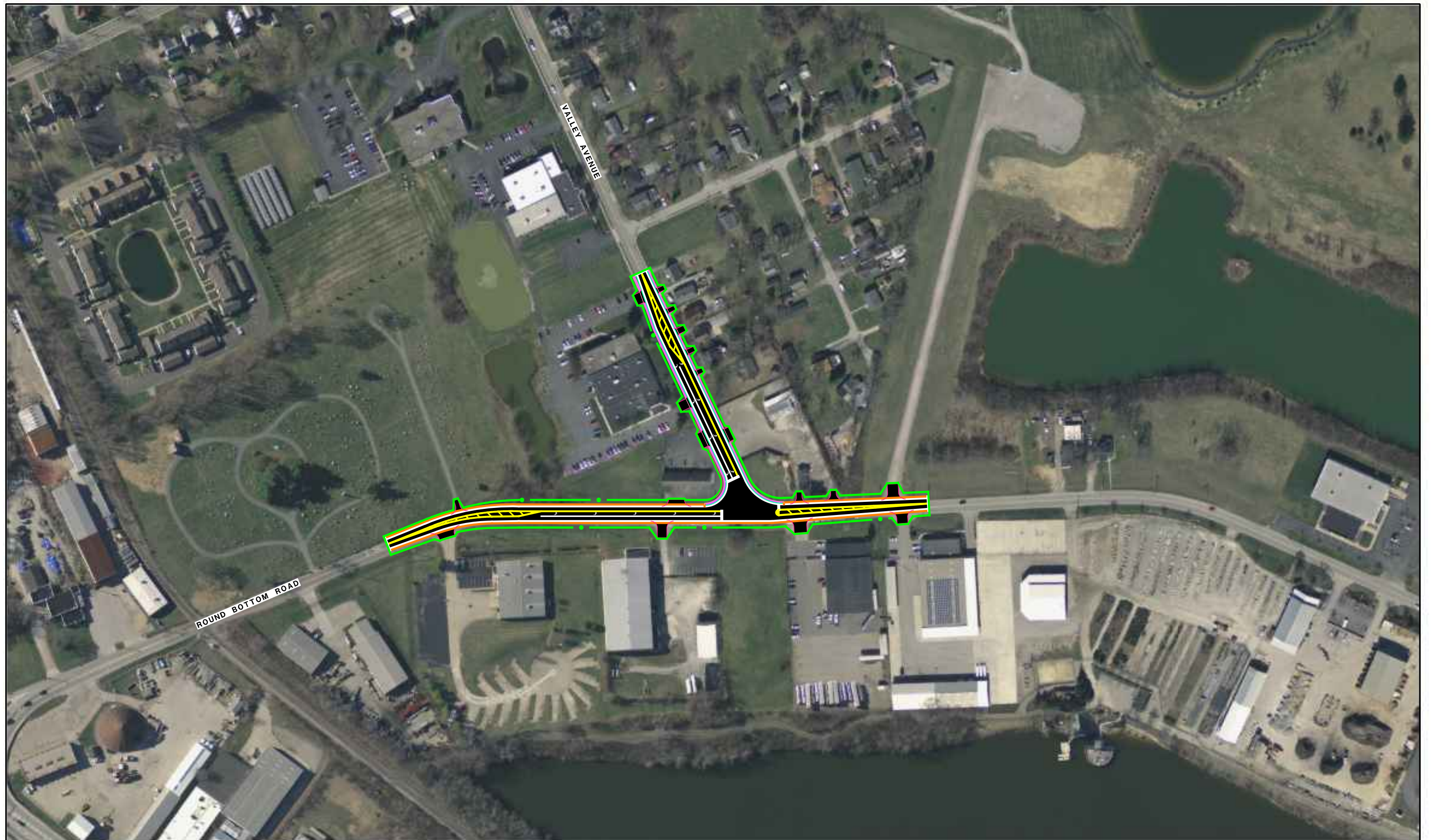
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study. Roundabout option appears to be a better alternative.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$520K to \$780K	0	\$86K to \$172K	C2	R/W Impacts, Floodplain, ESA Issues	Neutral	Neutral	Neutral

RECOMMENDATION: NO FURTHER STUDY



0 100 200 FEET 400
September 2018



Concept Drawing
Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

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 ADDRESSED

- 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.

5/16 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Study results indicate that this alternative shows better operations in terms of delay and safety and costs less when compared to Concept I-8a.
- The roundabout is designed to manage truck traffic and can accommodate the large-size trucks from nearby businesses and school buses.
- A fourth leg could be added to the roundabout to provide access to the businesses located on the southeast side of the intersection (Robbins Flooring and Hazmat Environmental Group). Adding a fourth leg would increase the cost bringing it closer to concept I-8a, but the benefits of the roundabout still outweigh those of concept I-8a.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

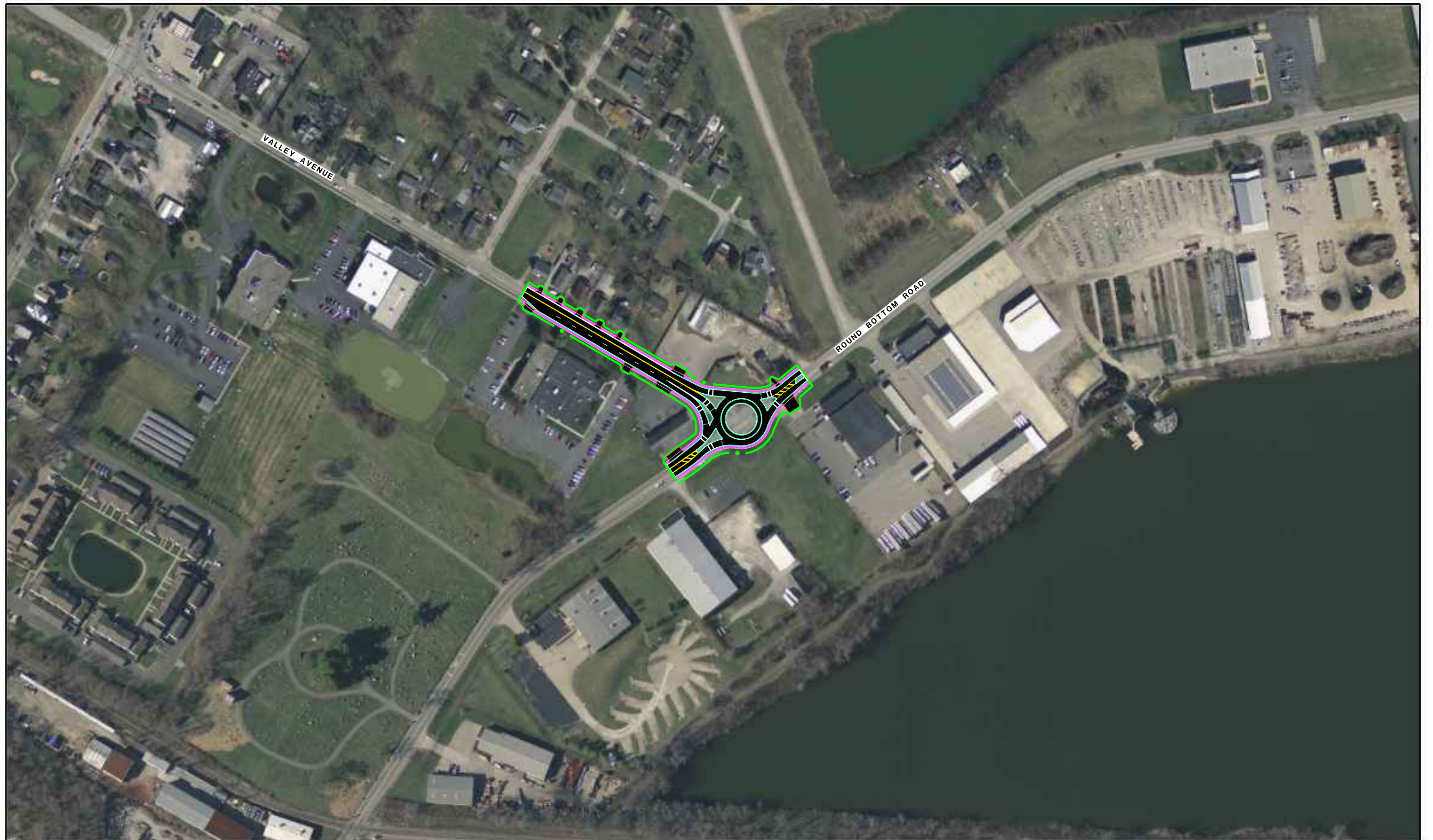
- (Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	24	C	76%				\$475K to \$700K	0	\$45K to \$90K	C2	R/W Impacts, ESA Issues	Neutral	Neutral	Neutral
	PM	12.6	B	77%											

RECOMMENDATION: ADVANCE



0 100 200 400
FEET
September 2018



Concept Drawing

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

Figure I-8B

**ROUNDAABOUT AT ROUND BOTTOM ROAD
AND VALLEY AVENUE INTERSECTION**

Concept not drawn.

DESCRIPTION

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

5/16 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.
- No additional comments received following the 5/16 meeting.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEEDS ADDRESSED

P4) Address congestion.

9/6 MEETING DISCUSSION AND COMMENTS

- Concepts I-10a is a short-term solution that could help.
- A new traffic signal head that would provide a green arrow from Valley Avenue to Newtown Road offers notable reduction in delays compared to the No Build alternative:
 - 65 percent reduction during morning peak times
 - 33 percent reduction during evening peak times
- ODOT may have a safety program that could help cover the cost.
- This project can be done now. Alternatively, ODOT will also look into the possibility of bundling the replacement of the signal head with another project to maximize investments.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	35.1	D	65%				\$4.8K to \$7.2K	0	\$0			Neutral	Neutral	Neutral
	PM	36.2	D	33%											

RECOMMENDATION: ADVANCE

Concept drawn on the following page.

DESCRIPTION

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

5/16 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.
- No additional comments received following the 5/16 meeting.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEEDS ADDRESSED

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

9/6 MEETING DISCUSSION AND COMMENTS

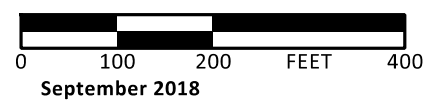
- Concepts I-10b and I-10c are alternatives for accomplishing the same goal.
- This concept would help reduce traffic backed up to Wooster Pike during the afternoon peak travel time.

NEXT STEPS/RECOMMENDATION

- No further study. Expected lower cost/benefit ratio for this alternative as compared to I-10C.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environment al Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$350K \$530K	0	\$45K to \$90K	C2	R/W Impacts, Floodplain, Archaeology, Section 4(f), ESA Issues	Neutral	Neutral	Neutral

Recommendation: NO FURTHER STUDY



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

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 ADDRESSED

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

5/16 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.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- Concepts I-10b and I-10c are alternatives for accomplishing the same goal.
- Because roundabouts reduce travel delays and offer improved safety, this is probably the best alternative of the two.
- The concept would make it more difficult to access the Growler Stop, but there are options available (such as creating a new access point off of Church Street).
- A new restaurant is going to be established at the old Lazlo’s location. Access also needs to be provided to this new restaurant.
- The green lines on the concept exhibit indicate construction limits. These limits would impact the bike path on the west side of Newtown Road during construction. Temporary right-of-way may be required during construction.
- Construction may impact the Little Miami Golf Course.

COMMENTS SUBMITTEDFOLLOWING THE 9/6 MEETING

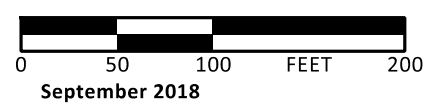
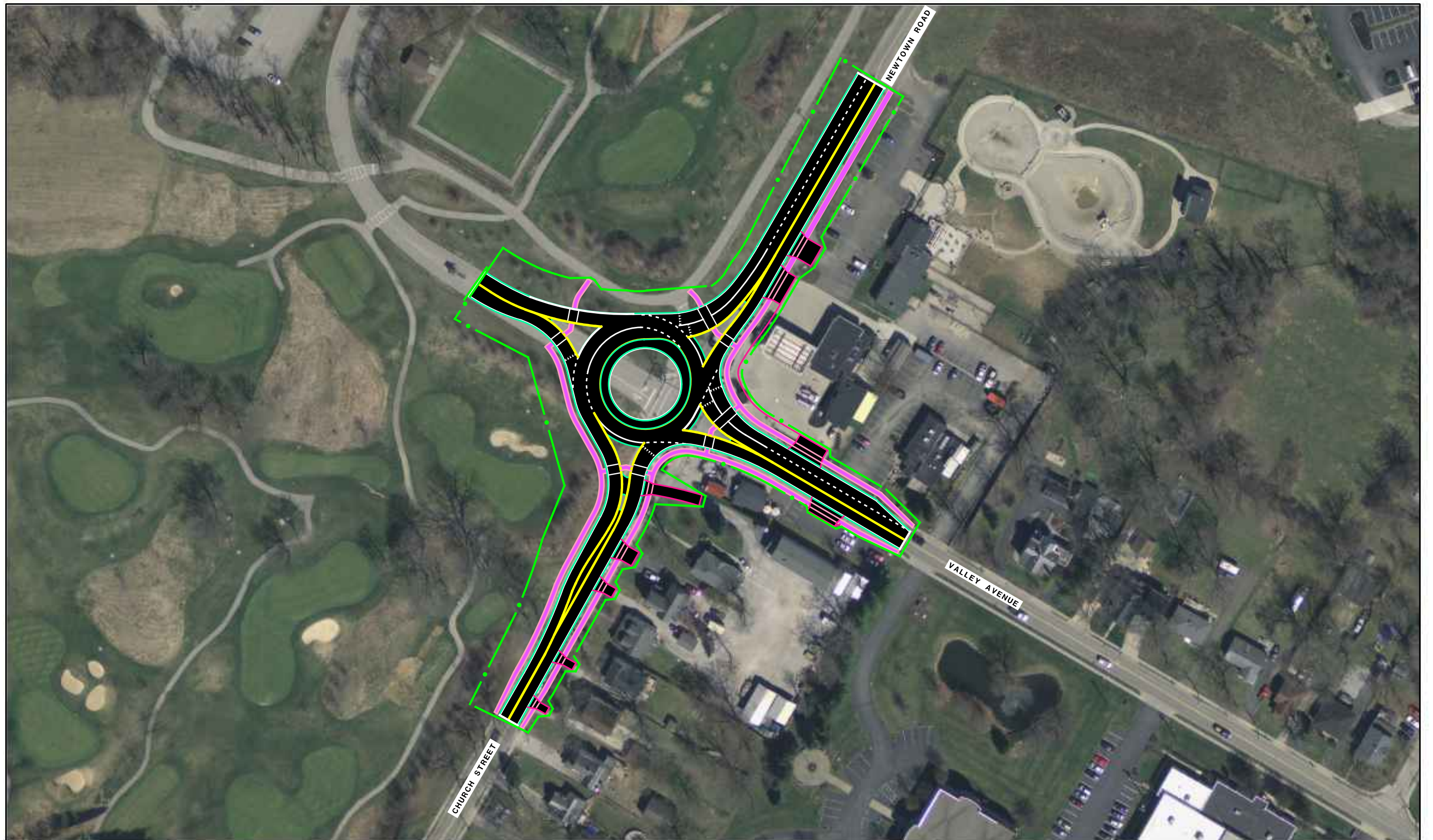
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	33.8	D	67%				\$600K to \$910K	0	\$165K to \$330K	D1	Section 4(f)	Neutral	Neutral	Degrades
	PM	11.5	B	79%											



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

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

Concept drawn on the following page.

DESCRIPTION

- Adjust grade at railroad crossing on Church Street.

5/16 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.
- No additional comments received following the 5/16 meeting.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEEDS ADDRESSED

S5) Address roadway grade at railroad crossing.

9/6 MEETING DISCUSSION AND COMMENTS

- This crossing will be a primary route for school buses accessing the new transportation depot on Round Bottom Road.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$85K to \$125K	0	\$10K to \$20K	C2	R/W Impacts, Floodplain	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE



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 Newtown's east corporate 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
Newtown's west corporate limit to Little Dry Run.

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

- P8) Address pedestrian connectivity to Newtown’s east corporate limit.
- S8) Address bicycle connectivity on SR 32 from Newtown’s west corporate limit to Little Dry Run.

5/16 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 corporate 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.)
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- This concept could be done in phases and in conjunction with other projects.
- Shared-use paths were not considered because focus had been on sidewalks that would connect to Little Dry Run. However, a shared-use path make sense because it could connect to other shared-use paths throughout the area.
- Building a shared-use path might be more expensive.
- There is more right-of-way available on the south side of SR 32 than the north, between Round Bottom Road and Ivy Hills Place.
- Consultant will look at options and best placement for a shared-use path.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

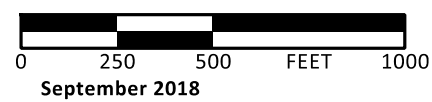
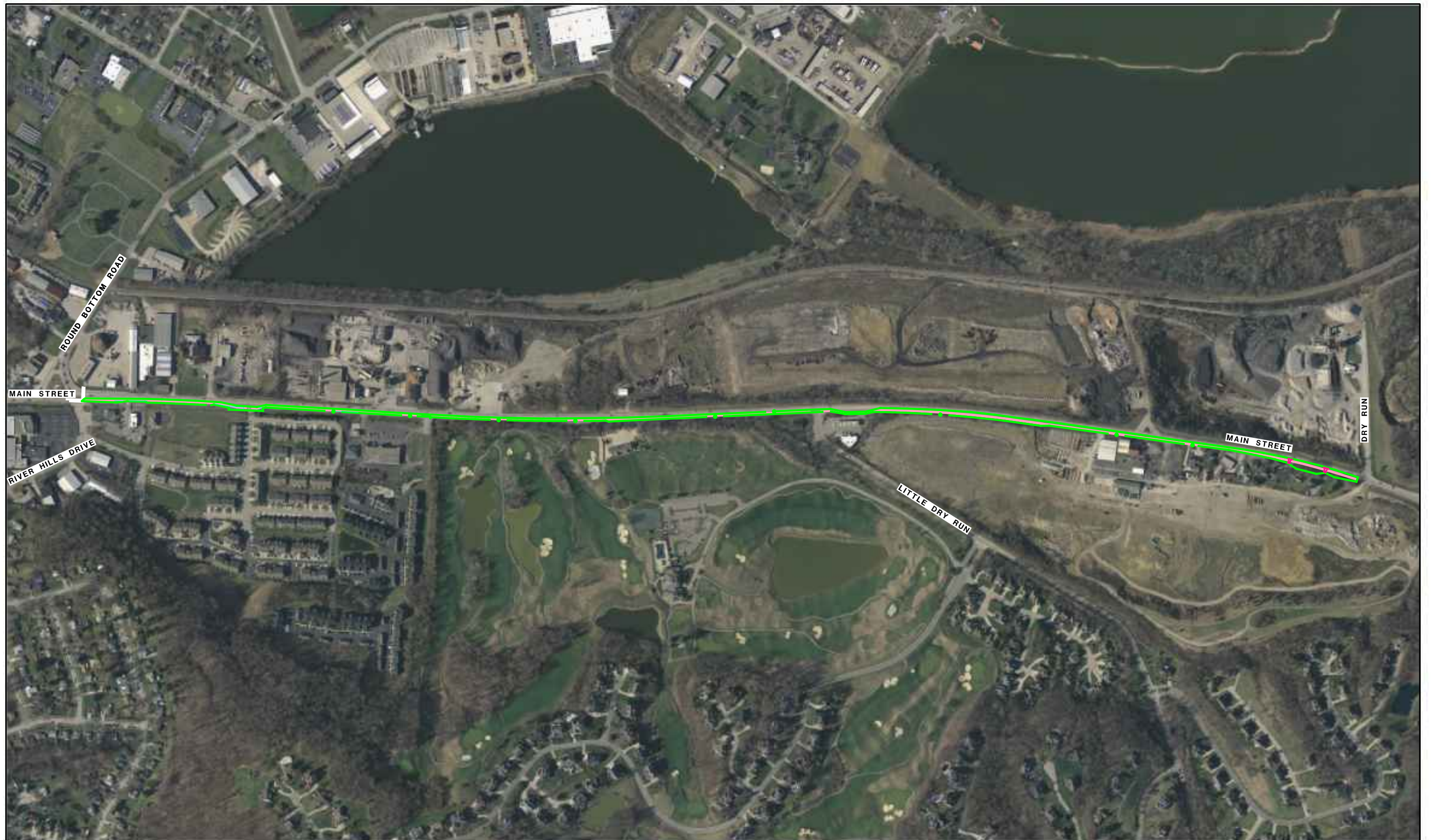
- (Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- ODOT will look at options and best placement for a shared-use path.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.55M to \$2.35M	0	\$250K to \$500K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, ESA Issues	Improves	Neutral	Improves

RECOMMENDATION: ADVANCE



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

Figure 32-7 (Overall View)
 SIDEWALK TO EAST CORPORATION LIMIT

Concept drawn on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

5/16 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.
- No additional comments received following the 5/16 meeting.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

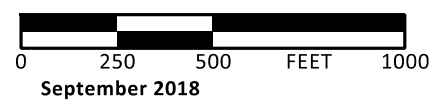
- Advance for public consideration.

9/6 MEETING DISCUSSION AND COMMENTS

- It may be better to place the shared-use path all on the west side of Round Bottom Road due to driveways and proximity to the Riverside Park. This would also eliminate the need for a mid-block crossing.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$910K to \$1.37M (includes RB-3a)	0	\$260K to \$520K (includes RB-3a)	C2	R/W Impacts, Stream Impacts, Waterway Permit, Archaeology, Section 4(f) , ESA Issues	Improves	Neutral	Improves

RECOMMENDATION: ADVANCE



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

Figures RB-1, RB-2, RB-3A, RB-3C, and RB-3D
 SHARED USE PATH/WALK OVERVIEW



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

Figures RB-1 and RB-3A
SHARED USE PATH ON ROUND BOTTOM
EAST OF VALLEY AVENUE

Concept drawn on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

- S6) Enhance bicycle connectivity on Round Bottom Rd.

5/16 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.
- No additional comments received following the 5/16 meeting.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

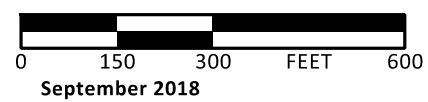
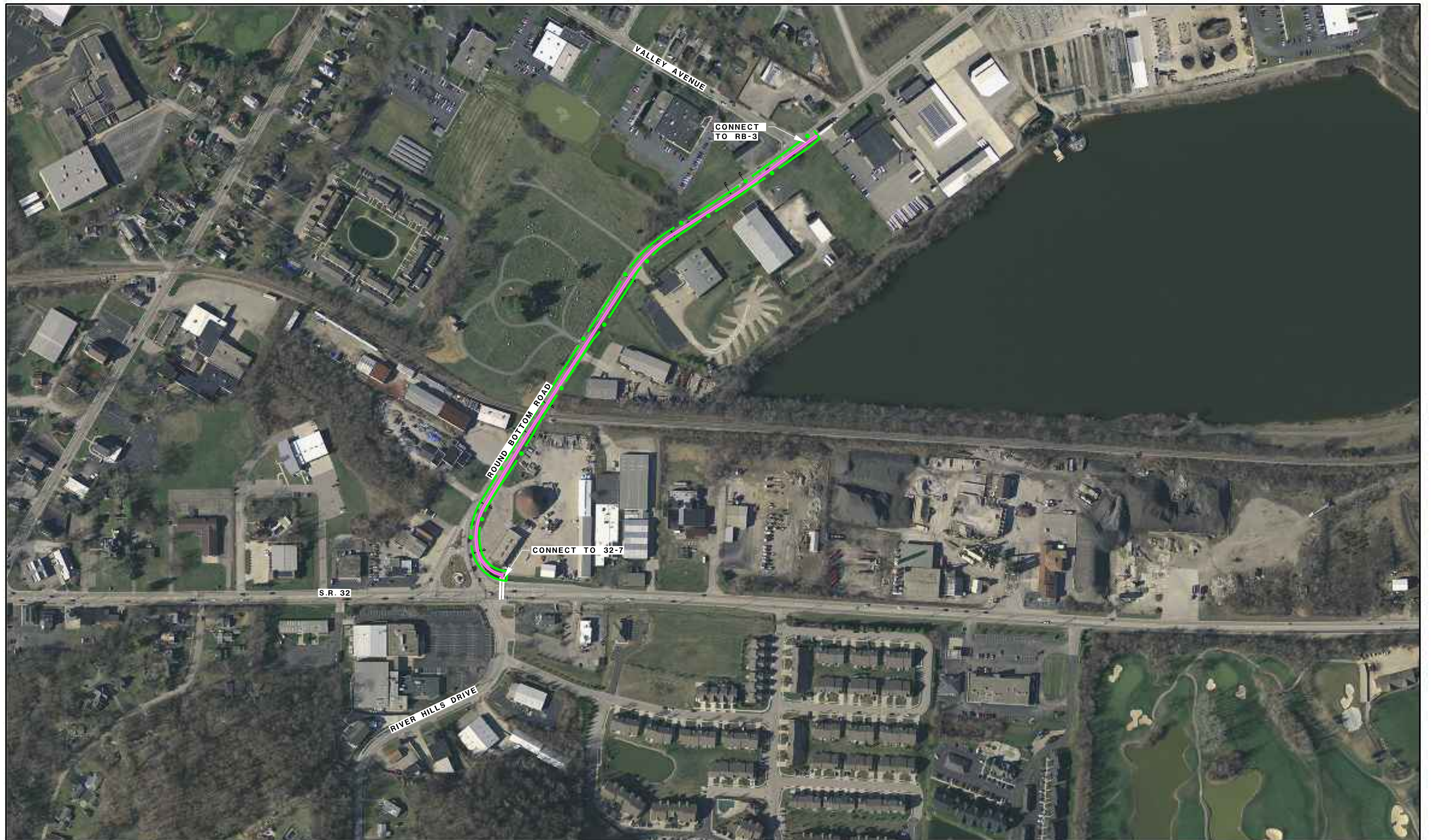
- Advance for public consideration.

9/6 MEETING DISCUSSION AND COMMENTS

- Add a sidewalk along Round Bottom Road to Valley Avenue.
- ODOT looked at a shared-use path but there are a few constraints that limited opportunity, such as limited space along the front of the Hamilton County Engineer’s garage on the east side of the road and the Flag Spring Cemetery on the west side.
- Perhaps the Hamilton County Transportation Improvement District can assist with this project.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$150K to \$225K	0	\$70K to \$140K	C2	R/W Impacts, ESA Issues	Improves	Neutral	Improves

RECOMMENDATION: ADVANCE



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

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

Concept was separated and is drawn as RB-3A (shown with RB-1), RB-3C and RB-3D.

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 ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

5/16 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. *[9/16 meeting note: this alternative would have been RB-3b but was eliminated at the 5/16 meeting].*
 - 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 coordination with Horizon Community Church and Great Parks of Hamilton County.
- No additional comments received following the 5/16 meeting.

9/6 MEETING DISCUSSION AND COMMENTS

- For the 9/6 meeting, the alternatives identified under RB-3 were separated into three individual options:
 - RB-3a - Valley Road alignment (Alternative 1)
 - RB-3c - Dry Run alignment (Alternative 2)
 - RB-3d - Golf Course alignment (Alternative 3)

All three options were discussed together. Primary discussion points included:

RB-3a

- Option RB-3a (Valley Avenue alignment) may be preferable because it connects with more residential areas, is more centrally located and it travels along existing roadways. The more shared-use paths can be connected to residential areas, the better.
- There appears to sufficient space along existing roads to create the RB-3a path. No property acquisition appears to be needed.

RB-3c:

- Horizons Community Church indicated that RB-3c is not ideal because it goes through church property.

RB-3d:

- RB-3d could be a Hamilton County Parks project. The Sierra Club would likely be interested in RB-3d, but concerned with its impacts.

Comparing RB-3c and RB-3d:

- Both RB-3c and RB-3d would begin on the west side of Newtown Road and cross under the road using an existing structure.
- RB-3c seems to be more preferable compared to RB-3d (costs less, less impact to park space).
 - RB-3d would require a higher level environmental assessment document (level D1 vs. C2).

- When rating projects, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), which rates regional projects for fundability, rates higher for safety, connectivity to trails/transportation centers and connectivity to activity centers.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance RB-3a, RB-3c, and RB-3d for public review and consideration.

Concept drawn with RB-1 on the following page.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with bike path. Valley Road alignment.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

9/6 MEETING DISCUSSION AND COMMENTS

- The RB-3a shared-use path would travel along the south side of Valley Avenue between Newtown Road and Round Bottom Road. The path would turn north at Round Bottom and travel on the east side of the road until just before Edwards Road, then cross over the the west side of Round Bottom and connect into Riverside Park. RB-3a would also connect to Lake Barber.
- This concept would involve improvements to the existing sidewalk on Valley Avenue to make it more bike-friendly.
- This option (RB-3a) may be preferable to RB-3c and RB-3d because it connects with more residential areas, is more centrally located and travels along existing roadways.

COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING

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

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$910K to \$1.37M (includes RB-1)	0	\$260K to \$520K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Archaeology, Section 4(f), ESA Issues	Improves	Improves	Improves

RECOMMENDATION: ADVANCE



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

Figures RB-1 and RB-3A
SHARED USE PATH ON ROUND BOTTOM
EAST OF VALLEY AVENUE

Concept drawn on the following page.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with bike path. Dry Run alignment.

NEEDS ADDRESSED

S6) Enhance bicycle connectivity on Round Bottom Rd.

9/6 MEETING DISCUSSION AND COMMENTS

- This concept would extend from the Bass Island Trailhead, travel under Newtown Road using an existing structure, travel along the tree-line (northern border of Horizon Community Church property) and end at Riverside Park. A short trail spur would connect RB-3c to Lake Barber.
- RB-3c seems to be preferable compared to RB-3d (costs less, less impact to park space).
 - RB-3d would require a higher level environmental assessment document (level D1 vs. C2).

COMMENTS SUBMITTEDFOLLOWING THE 9/6 MEETING

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

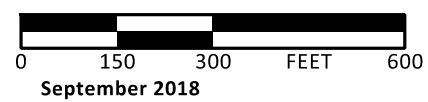
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1M to \$1.5M	0	\$105K to \$210K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Archaeology, Section 4(f), ESA Issues	Improves	Improves	Improves

RECOMMENDATION: ADVANCE



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

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

Concept drawn on the following page.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with bike path. Golf course alignment.

NEEDS ADDRESSED

- S6) Enhance bicycle connectivity on Round Bottom Rd.

9/6 MEETING DISCUSSION AND COMMENTS

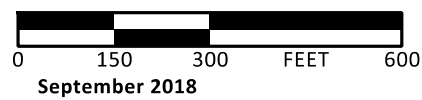
- This trail alternative would begin approximately 500 ft north of the Bass Island Trailhead, turn immediately south and travel under Newtown Road using an existing structure, cross through the former golf course (now owned by Great Parks of Hamilton County) and across a creek, and end at Riverside Park. A short trail spur beginning after the creek crossing would connect RB-3c to Lake Barber.
- RB-3c seems to be preferable compared to RB-3d (costs less, less impact to park space).
 - RB-3d would require a higher level environmental assessment document (level D1 vs. C2).

- COMMENTS SUBMITTED FOLLOWING THE 9/6 MEETING
(Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts				Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$1.08M to \$1.61M	0	\$107K to \$214K	D1	Stream Impacts, Scenic River, Floodplain, Section 4(f)	Improves	Improves	Improves



Concept Drawing

Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
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Figure RB-3D

SHARED USE PATH CONNECTING
LAKE BARBER WITH LITTLE MIAMI TRAIL
AND RIVERSIDE PARK TO BASS ISLAND