



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

VILLAGE OF NEWTOWN FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

MEETING #4 NOTES

Meeting Date

Dec. 6, 2018

Meeting Location

Village of Newtown Fire and Rescue Station 22, Newtown

Meeting Objectives

- Review results of the signal timing improvements made along SR 32 and US 50 within the Segments II and III study area and in the Village of Newtown.
- Review feedback received from the public at the Oct. 24 and 25 Open House meetings and during the subsequent public comment period.
- Discuss:
 - Possible refinements to alternatives based on feedback received and determine which, if any, alternatives should be removed from further consideration.
 - Prioritization preferences for remaining alternatives.
 - Possible funding sources.
- Discuss ODOT's Implementation Plan strategy and next steps.

Meeting Summary

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

- This is the fourth and final Advisory Committee meeting for this focus area. Thank you to all who have invested many hours over the past year to discuss transportation needs, develop possible solutions, review and discuss concept evaluation results, and provide input that will be used to help inform the development of the Implementation Plan.
- The Implementation Plan will identify the projects ODOT recommends for future development and construction. Projects will be designated as high, medium or low priorities. Possible project sponsors and potential funding options will also be identified in the plan.
- While ODOT may be able to assist with the funding and

implementation of some of the projects, it is anticipated that the responsibility for many projects will fall under the purview of local jurisdictions. The Implementation Plan will serve as a tool that jurisdictions can use to assist with their planning efforts.

- ODOT and its consultant team will be developing the Implementation Plan during the upcoming weeks and expect to have a draft completed in early 2019.

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November. The information shared is summarized on the Signal Timing Study (STS) page of these notes.

Steve Shadix, Stantec, distributed a packet of concept comparison matrices for each of the proposed concepts. Copies of each matrix are provided with the discussion notes for each concept on the following pages. He also passed out copies of a draft report that summarized input received on the improvement concepts proposed for this focus area and were presented to the public at the Oct. 24 and 25 Open House meetings. The content of the report was reviewed as part of the meeting's subsequent discussion of concepts. Mr. Shadix also shared the following introductory comments:

- A total of 175 people signed in at the Open Houses. However, because some people opted not to sign in, the total number of attendees was slightly higher.
- 125 people submitted comment forms. Approximately 54% of the comment forms were submitted at the Open House meetings or sent in via email after the meetings had concluded. The remaining 46% were submitted online using a digital version of the comment form (links to the online comment form were provided on the project website, in meeting materials and email notices). All responses received at the Open Houses and via mail or email were entered into the online comment form database to facilitate analysis.
- Approximately 52% of respondents (64 people) said they lived in either the 45227 (Mariemont, Fairfax, Madisonville; 26%) or 45244 (Newtown, Anderson Township, Union Township; 26%) zip codes.
- When asked how they heard about the Open House meetings, emails from Eastern Corridor, Facebook and "Other" were most frequently reported as sources. Emails from community councils and/or community representatives, friends/relatives, the Nextdoor community-based social network, and a local bike shop were most frequently cited as information sources for "Other." Mr. Shadix thanked Advisory Committee members for assisting with getting the

word out to their constituents about the public Open Houses.

- The comment form asked respondents to indicate the degree to which they support each proposed concept using a five point scale (strongly support, like, neutral, dislike and strongly oppose). The summary report focuses on the distribution of responses received for each concept.
- Respondents were also invited to share any comments they may have regarding the proposed concepts. Comments received on the forms, as well as any submitted separately via email and mail, were recorded and are included in the summary report.

The committee discussed who would pay for implementing proposed concepts:

- In most cases, local jurisdictions will become sponsors for concepts being advanced for implementation and will need to secure funding for detailed design and construction. However, ODOT will identify possible funding sources in the Implementation Plan and will be available to further assist the jurisdictions as needed and appropriate. In some cases, however, ODOT can serve as a project sponsor and would be responsible for funding. These opportunities will be identified in the Implementation Plan.
- The committee also discussed the project advancement process:
 - At this time, the Advisory Committee's role is to provide input that will be used to help inform project prioritization.
 - Ultimately, projects identified in the Implementation Plan will undergo additional community review as part of the vetting and project development process. Input received will be considered as decisions are being made.
 - When applicable, ODOT will develop draft scores for the OKI scoring process to determine outside funding potential.
 - Priorities outlined in the Implementation Plan will be assigned High, Medium, or Low designations.
 - Priority designations will be coordinated between Focus Areas. The prioritization process will also identify projects that should be completed before the implementation of other projects.
 - The Village of Newtown noted that they would appreciate ODOT's assistance with the prioritization process.



MEETING #4 NOTES

(continued)

Discussion notes for each proposed concept in the Village of Newtown focus area are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Don Carroll, Village of Newtown

Matt Crim, Stantec

Todd Gadbury, Hamilton County Engineer's Office

Wade Johnston, Green Umbrella

Heather McColeman, ODOT OES

Autumn Grace Peterson, Rasor Marketing Communications

Tait Paul, Horizons Community Church

Richard Porter, Forest Hills School District

Steve Shadix, Stantec

Steve Sievers, Anderson Township

Stephan Spinsosa, ODOT

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.

<div>DESCRIPTION</div> <ul style="list-style-type: none">Improve signal timing. <div>NEEDS ADDRESSED</div> <div>P1) Address westbound AM and eastbound PM peak-hour delays.</div> <div>P4) Address congestion.</div> <div>P5) Address capacity issues for northbound left turn movement and eastbound approach at Round Bottom/Valley intersection.</div>	<div>12/6 MEETING DISCUSSION AND COMMENTS</div> <p>Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November:</p> <ul style="list-style-type: none">Earlier this year, Stantec conducted a Signal Timing Study within the Segments II and III study area along the SR 32 and US 50 corridors and in the Village of Newtown (from Newtown Road to Valley Avenue to Round Bottom Road).A “before study” was conducted in March and, following comprehensive analysis, a series of timing adjustments were implemented in August and September. Additional fine-tuning adjustments were made in October and November. An “after study” was completed in November.Stantec compared data from the “after study” with data from the “before study.” Results included the following:<ul style="list-style-type: none">US 50 Corridor: Overall, travel time decreased by 9%, vehicle delays decreased by 32%, stop delays decreased by 42% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:<ul style="list-style-type: none">Benefit/Cost Ratio: 26:1Delay savings: 49,564 hours / \$1,014,262Emission savings: 2.9 kg / \$10,221Crash Reductions: 5 crashes / \$121,800Fuel Savings: 20,623 gallons / \$45,061 <p>Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.</p> <ul style="list-style-type: none">Village of Newtown: Overall, travel time decreased by 11%, vehicle delays decreased by 33%, stop delays decreased by 37% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:<ul style="list-style-type: none">Benefit/Cost Ratio: 51:1Delay savings: 22,868 hours / \$486,045Emission savings: 0.8 kg / \$2,736Crash Reductions: 1 crash / \$13,938Fuel Savings: 3,298 gallons / \$7,205 <p>Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.</p> <ul style="list-style-type: none">SR 32 Corridor: Overall, travel time decreased by 10%, vehicle delays decreased by 38%, stop delays decreased by 51% and the average number of stops decreased by 45%. The average travel speed increased by 9%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:<ul style="list-style-type: none">Benefit/Cost Ratio: 28:1Delay savings: 21,901 hours / \$490,201	<ul style="list-style-type: none">Emission savings: 0.03 kg / \$2,820Crash Reductions: 2 crashes / \$53,205Fuel Savings: 6,484 gallons / \$14,166 <p>Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times. However, westbound traffic (in the off-peak direction) has experienced slight increases in travel time and vehicle delays during evening peak period. These increases were intentional to improve travel in the peak direction.</p> <ul style="list-style-type: none">ODOT suggested that additional benefit can be gained by installing additional detection and modems in controllers to allow the lights to be interconnected and adaptive. With this technology, the lights would be better able to respond to variable traffic conditions and would automatically switch to different timing plans to help improve traffic flow. The committee agreed that considering the cost/benefit ratio, this is a recommendation to continue advancing.<ul style="list-style-type: none">ODOT mentioned that a preliminary review of this recommendation indicated that it would score favorably to receive safety funding from the Highway Safety Improvement Program (HSIP).ODOT may take the lead on this project because it would involve multiple jurisdictions.
<div>5/16 MEETING DISCUSSION AND COMMENTS</div> <ul style="list-style-type: none">Stantec, 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 were received following the 5/16 meeting.		
<div>9/6 MEETING DISCUSSION AND COMMENTS</div> <ul style="list-style-type: none">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.ODOT recommends 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.).<ul style="list-style-type: none">Advanced detection and wireless signal interconnect equipment are recommended at the following intersections:<ul style="list-style-type: none">Main (SR 32) & ChurchMain (SR 32) & Round BottomMain (SR 32) & Ivy Hills PlaceMain (SR 32) & Little Dry RunRound Bottom & ValleyChurch & ValleyNo additional comments were received following the 9/6 meeting.		
		<div>NEXT STEPS/RECOMMENDATION</div> <ul style="list-style-type: none">Include in Implementation Plan as a high priority.Enhance signals to provide advanced detection and wireless signal interconnect. High priority. Can be packaged with similar signal upgrades on SR 32 and near Red Bank interchange. Also combine with additional signal backplates on US 50, wayfinding signage at Beechmont Circle and Red Bank, and advanced warning signage on US 50 eastbound.Possible HSIP funding.

US-50
Pre-Study vs Optimized Timings
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		382	102	66	3.0	23.2
Optimized		349	69	38	2.0	26.3
% Change		-9%	-32%	-42%	-33%	13%
AM Peak						
Pre-Study	EB	336	51	31	1.8	26.2
Optimized	EB	312	27	29	1.2	28.3
EB % Change		-7%	-47%	-6%	-33%	8%
Pre-Study	WB	426	150	97	4.2	21.1
Optimized	WB	347	71	50	1.8	25.5
WB % Change		-19%	-53%	-48%	-57%	21%
MIDDAY Peak						
Pre-Study	EB	376	91	63	3.2	23.5
Optimized	EB	318	33	24	1.6	27.7
EB % Change		-15%	-64%	-62%	-50%	18%
Pre-Study	WB	385	109	62	3.8	22.8
Optimized	WB	397	121	38	1.4	27.3
WB % Change		3%	11%	-39%	-63%	20%
PM Peak						
Pre-Study	EB	390	106	74	4.2	22.7
Optimized	EB	380	95	56	1.6	23.5
EB % Change		-3%	-10%	-24%	-62%	4%
Pre-Study	WB	380	104	68	3.5	23.1
Optimized	WB	342	66	31	1.6	25.6
WB % Change		-10%	-37%	-54%	-54%	11%

(Note: in the case of average speed, green means an increase in overall travel speed, whereas red means a reduction in overall travel speed)

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



Estimated Annual Signal Retiming Benefits
Corridor: US-50

Delay Savings

49,564 Hours
\$1,014,262

Emissions Savings

2.9 kg
\$10,221

Benefit Cost Ratio

26:1

Crash Reductions

5 Crashes
\$121,800

Fuel Savings

20,623 Gallons
\$45,061

Newtown (Newtown Rd/Valley Ave/Round Bottom Rd)
Pre-Study vs Optimized Timings
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		236	80	76	3.0	19.3
Optimized		211	54	48	2.0	21.8
% Change		-11%	-33%	-37%	-33%	13%
AM Peak						
Pre-Study	NB	237	63	70	2.6	19.2
Optimized	NB	234	60	62	2.0	19.1
NB % Change		-1%	-5%	-11%	-23%	-1%
Pre-Study	SB	273	134	114	3.1	16.5
Optimized	SB	216	76	59	1.6	21.5
SB % Change		-21%	-43%	-48%	-48%	30%
MIDDAY Peak						
Pre-Study	NB	203	28	39	2.7	21.9
Optimized	NB	193	19	39	2.1	23.3
NB % Change		-5%	-32%	0%	-22%	6%
Pre-Study	SB	209	70	48	1.9	21.5
Optimized	SB	191	52	33	1.4	23.8
SB % Change		-9%	-26%	-31%	-26%	11%
PM Peak						
Pre-Study	NB	214	40	57	2.0	20.7
Optimized	NB	187	12	30	1.6	24
NB % Change		-13%	-70%	-47%	-20%	16%
Pre-Study	SB	281	142	126	3.5	16.1
Optimized	SB	242	102	65	2.2	19.2
SB % Change		-14%	-28%	-48%	-37%	19%

Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits
Corridor: Newtown Rd/Valley Ave/Round Bottom Rd

Delay Savings

22,868 Hours
\$486,045

Crash Reductions

1 Crashes
\$13,938

Emissions Savings

0.8 kg
\$2,736

Fuel Savings

3,298 Gallons
\$7,205

Benefit Cost Ratio

51:1

SR-32

Pre-Study vs Optimized Timings

Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		172	45	39	1.1	24.7
Optimized		155	28	19	0.6	26.8
% Change		-10%	-38%	-51%	-45%	9%
AM Peak						
Pre-Study	EB	139	26	11	0.4	29.0
Optimized	EB	139	26	11	0.4	29.1
EB % Change		0%	0%	-1%	-6%	0%
Pre-Study	WB	203	62	50	1.2	21.0
Optimized	WB	182	42	29	1.0	22.9
WB % Change		-10%	-32%	-42%	-17%	9%
MIDDAY Peak						
Pre-Study	EB	142	29	15	0.8	28.3
Optimized	EB	129	16	0	0	30.7
EB % Change		-9%	-45%	-100%	-100%	8%
Pre-Study	WB	170	29	45	1.3	23.8
Optimized	WB	148	7	18	1.0	27.6
WB % Change		-13%	-76%	-60%	-23%	16%
PM Peak						
Pre-Study	EB	210	98	71	1.8	20.1
Optimized	EB	156	43	13	0.5	25.9
EB % Change		-26%	-56%	-82%	-72%	29%
Pre-Study	WB	167	26	44	1.0	25.9
Optimized	WB	174	33	44	1.0	24.7
WB % Change		4%	27%	1%	0%	-5%

Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits

Corridor: SR-32

Delay Savings

21,901 Hours
\$490,201

Crash Reductions

2 Crashes
\$53,205

Emissions Savings

0.03 kg
\$2,820

Fuel Savings

6,484 Gallons
\$14,166

Benefit Cost Ratio

28:1

DESCRIPTION

- Lengthen turn lanes at the Church/Main intersection.
- Add a westbound through lane on SR 32.
 - 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 were 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 eastbound 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.
- 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 the 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.
 - No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B1 at the October Open House meetings.

- Approximately 59% of public responses received about this project was either Strongly Support (31%) or Like (28%). Approximately 6% Strongly Opposed and 6% Disliked the project. The remaining responses (31%) were Neutral [see the Public Feedback Ratings Summary on the I-6a (B1) exhibit page].
 - The Village of Newtown asked to see this data analyzed based only on responses provided from people who live in the 45244 (Newtown) zip code. It’s their impression that residents are split fairly evenly between the improvements being proposed.
 - A subsequent review of the data showed that of the 24 respondents who reported living in the 45244 zip code, 38% (9 people) Strongly Supported and 33% (8 people) Liked the project; 8% (2 people) Disliked and 4% (1 person) Strongly Disliked the project; and 17% (4 people) were Neutral.
- The Sierra Club mentioned that while they support plans that improve pedestrian and bicycle connectivity, they do not support plans that would lead to an increase in vehicle miles traveled or would reduce bike/pedestrian connectivity, such as adding a new lane on SR 32 through Newtown.
- It was suggested that if this project were to be completed, walkability can potentially be addressed by designating the second lane as a parking lane for the majority of the day, but use it as a travel lane during peak hours.
- There was concern that people may not use the second travel lane even if one is made available. However, this could perhaps be addressed by establishing the new process as soon as the new lane is created.
- Newtown would like to get input from Lt. McBreen regarding this concept.

(continued on next page)

Concept drawn on the next page.

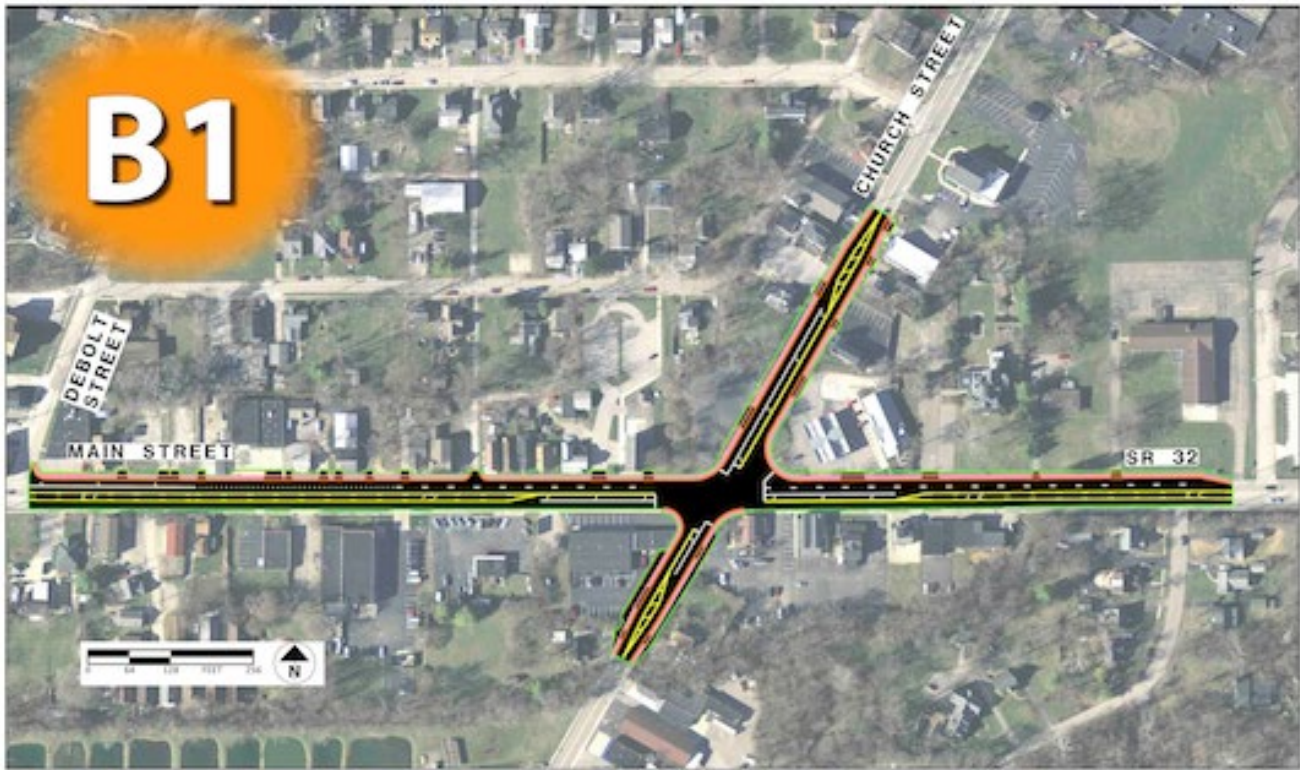
12/6 MEETING DISCUSSION AND COMMENTS
(continued)

- The Newtown Village Council wants to do more outreach to businesses and get their input before making any decisions. This effort would be a future effort and doesn’t need to be completed before the Implementation Plan is developed.
- The committee discussed who would pay for the implementation of this concept:
 - For this concept, the local jurisdiction (Newtown) would become the sponsor of the project. However, there are many different potential funding sources available. ODOT would work with the Village of Newtown to identify applicable resources for this project.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a **high** priority.
- Prepare a public feedback summary report focused on responses provided from residents of the 45244 zip code.

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%								



Additional Westbound Lane at Church and Main Intersection

- \$1.2M to \$1.8M construction cost
- New R/W needed from 33 parcels; no buildings impacted
- AM peak delay reduced approximately 50%, PM peak delay reduced approximately 10%
- Left turn lanes lengthened
- No changes to south side of SR 32
- Complementary to Alternative B2



Existing B1



Proposed B1

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

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 through lane on SR 32

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 were 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.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- *This concept was presented as B2 at the October Open House meetings.*
- This project has the highest benefit for the cost of any of the proposed projects in this focus area.
 - The biggest benefit will be for evening peak traffic.

- Completing this project will help improve traffic flow ("uncork congested areas") along roads leading into and out of the area.
- There would be a big benefit to westbound travel during the morning peak hours by enabling people to go up Valley and through Newtown, which is a movement they want to do anyway.
- ODOT recommended that this project be designated as a high priority. The committee agreed.
- A committee member asked if a shared-use path would be included in the project.
 - If the road is widened to add a lane, then some level of shared-use could be accommodated on the north side of SR 32.
 - The impacts of widening the road need to be identified and reviewed before any decisions are made.
 - A shared-use path would most likely need to be located on the north side of SR 32 because of the creek on the south side.
 - There needs to be a five-foot buffer between the shared-use path and the road.
 - The opportunity to extend a bike/pedestrian connection between Burger Farm and Clermont County should be considered.
- The Village of Newtown would like improved truck access in this area.
- The committee discussed the purpose of a shared-use trail along SR 32 and whether or not a trail north of the railroad along Lake Barber could address the same needs. The group did not come to any specific determination, but agreed the concept was something to be considered.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.

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%								

PRIORITY: HIGH



Dual Southbound Left Turn Lanes at Round Bottom and Main Intersection

- \$4.4M to \$6.6M construction cost
- New R/W needed from 27 parcels; one commercial building impacted
- AM peak delay reduced approximately 25%, PM peak delay reduced approximately 60%
- 2 eastbound lanes to Little Dry Run
- 2 walls required on the north side of SR 32
- Includes shared-use path on north side of SR 32
- Complementary to Alternative B1

PID 86462

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	9%	29%	36%	24%

(percentages have been rounded)



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

- 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 were 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.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B3 at the October Open House meetings.

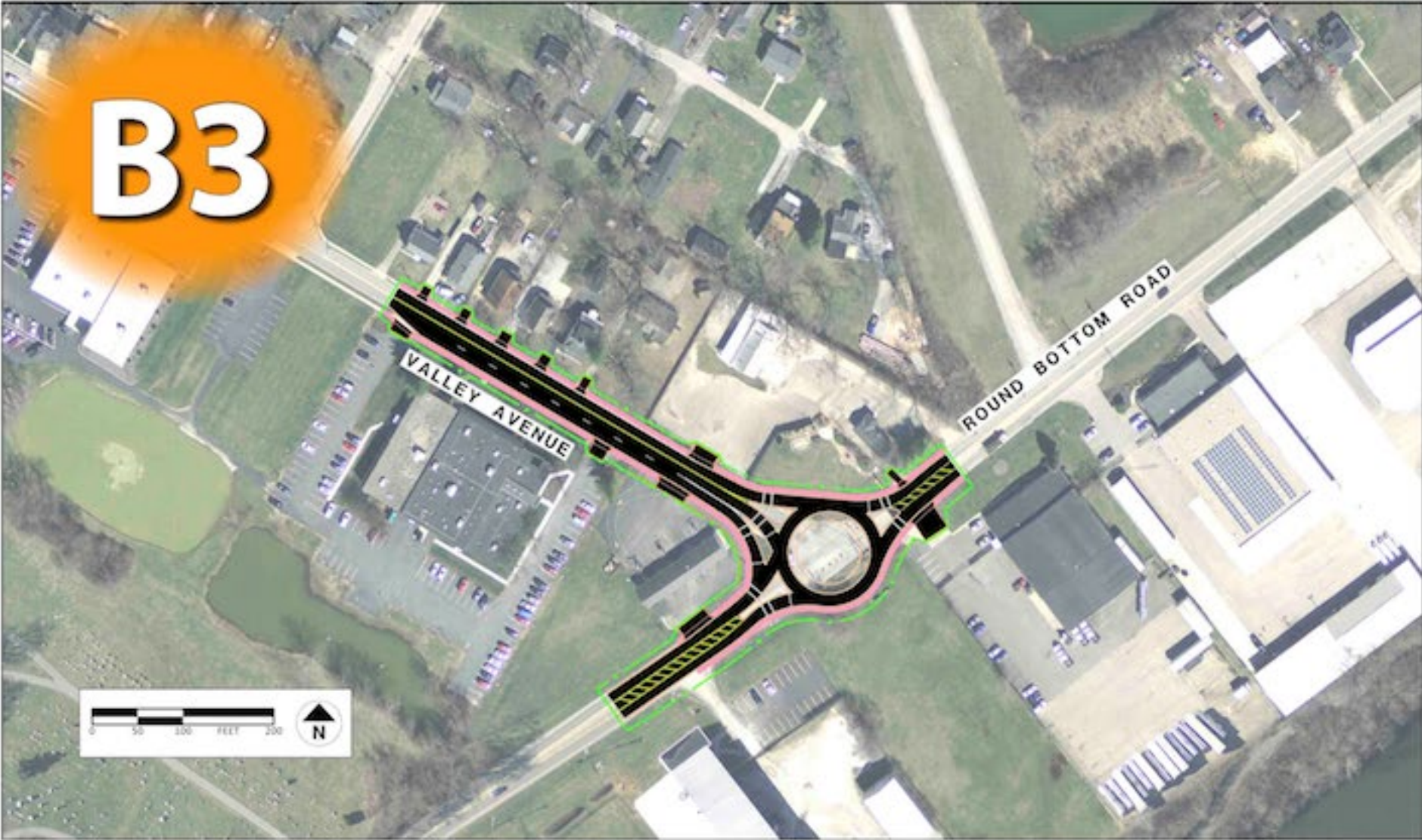
- Some concerns regarding speed on Valley can be addressed by slowing traffic down.
- Some committee members expressed concerns regarding trucks using the roundabout. ODOT explained that the roundabout would be designed to accommodate truck use.
- The committee agreed that this concept should be designated as a medium priority.
- It was suggested that a right-turn signal be added at the Round Bottom and Valley intersection prior to (or instead of) construction of a roundabout. Newtown is moving forward with the right-turn signal

upgrade. The signal change will be evaluated before further development of the roundabout alternative.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.
- Reassess traffic after signal upgrades to determine need.

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	\$80K to \$160K	C2	R/W Impacts, ESA Issues	Neutral	Neutral	Neutral
	PM	12.6	B	77%											



**Roundabout at
Round Bottom and Valley
Intersection**

- \$475,000 to \$700,000 construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Reduce delay by approximately 75%
- Eliminate existing traffic signal
- Sidewalk north of Valley extended to Round Bottom
- Improves safety

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
5%	11%	24%	31%	29%

(percentages have been rounded)

DESCRIPTION

- Install a traffic light with a five section signal head to facilitate westbound right turns at Church/Valley intersection.
- another project to maximize investments.
 - No additional comments were received following the 9/6 meeting.

NEEDS ADDRESSED

P4) Address congestion.

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 were received following the 5/16 meeting.

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

12/6 MEETING DISCUSSION AND COMMENTS

- This project is being advanced by the Village of Newtown.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a **high** priority.
- Project is being advanced by the Village 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	35.1	D	65%				\$4.8K to \$7.2K	0	\$0			Neutral	Neutral	Neutral
	PM	36.2	D	33%											

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 were 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 alterative 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.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

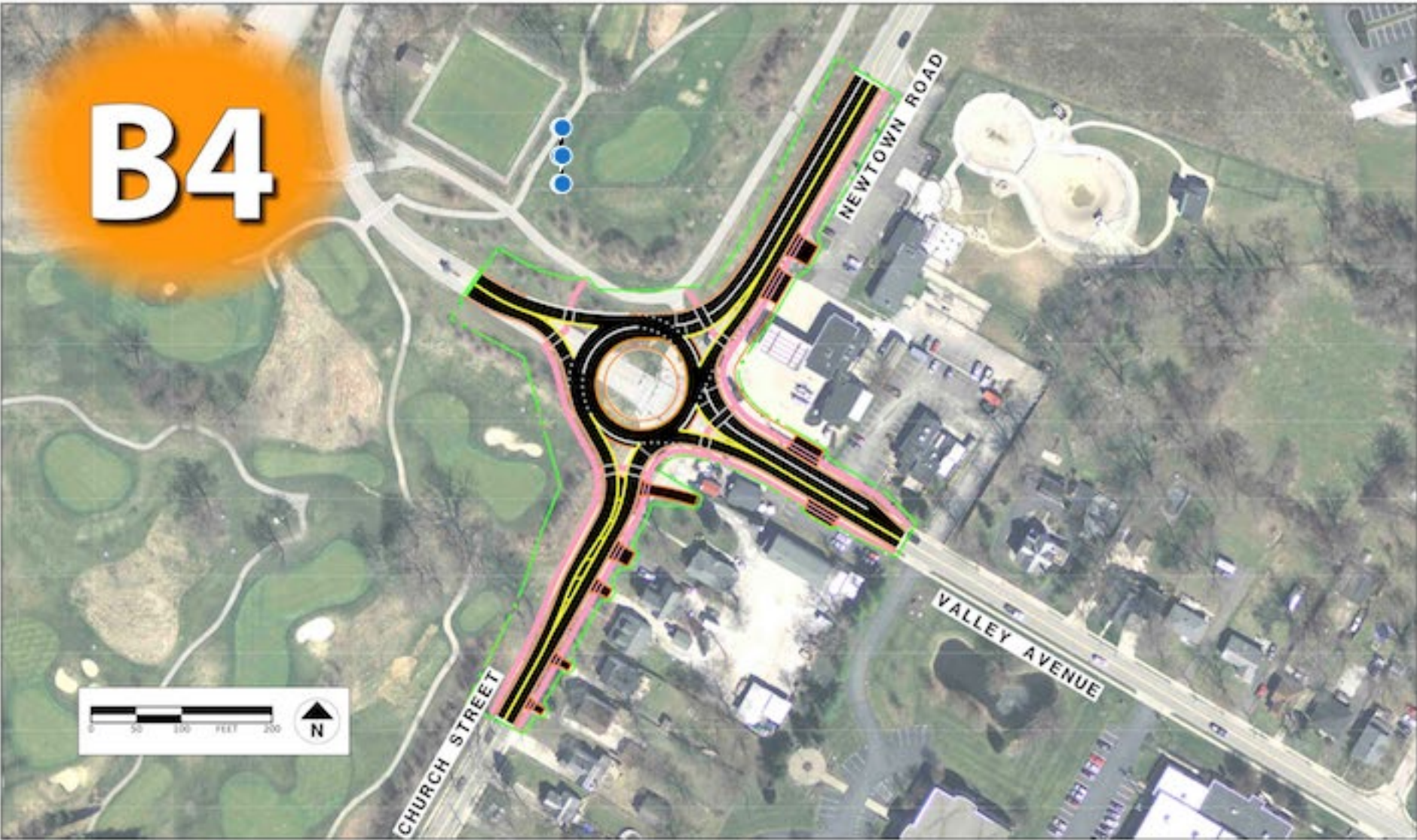
- This concept was presented as B4 at the October Open House meetings.*
- Some concerns regarding speed on Valley can be addressed by slowing traffic down.
 - Some committee members expressed concerns regarding trucks using the roundabout. ODOT explained that the roundabout would be designed to accommodate truck use.
 - The committee agreed that this concept should be designated as a medium priority.
 - Sierra Club expressed some concern about the impact a roundabout at

this location would have on the golf course/park and noted that these impacts should be considered most closely before any decisions are made.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.
- Reassess traffic following implementation of planned signal upgrades to verify if need remains.

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%											



Roundabout at Church and Valley Intersection

- \$600,000 to \$910,000 construction cost
- New R/W needed from 13 parcels; no buildings impacted
- Reduce delay by approximately 70%
- Eliminate existing traffic signal
- Improves safety
- Impacts within Little Miami Golf Center

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	17%	25%	26%	28%

(percentages have been rounded)

Concept drawn on the following page.

DESCRIPTION

- Adjust grade at railroad crossing on Church Street.

NEEDS ADDRESSED

S5) Address roadway grade at railroad crossing.

- The committee had anticipated that there would have been stronger support from the public for this concept. There was speculation that people may like how the current grade acts as a traffic calming measure.
- A committee member asked if the increased bus use of this crossing by Forest Hills Schools after the relocation of the school bus compound to Round Bottom is an issue. Forest Hills Schools responded that the grade of the crossing is not a problem for their busses.
- The committee agreed that this concept should be designated as a medium priority.

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 were received following the 5/16 meeting.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a low to medium priority.

9/6 MEETING DISCUSSION AND COMMENTS

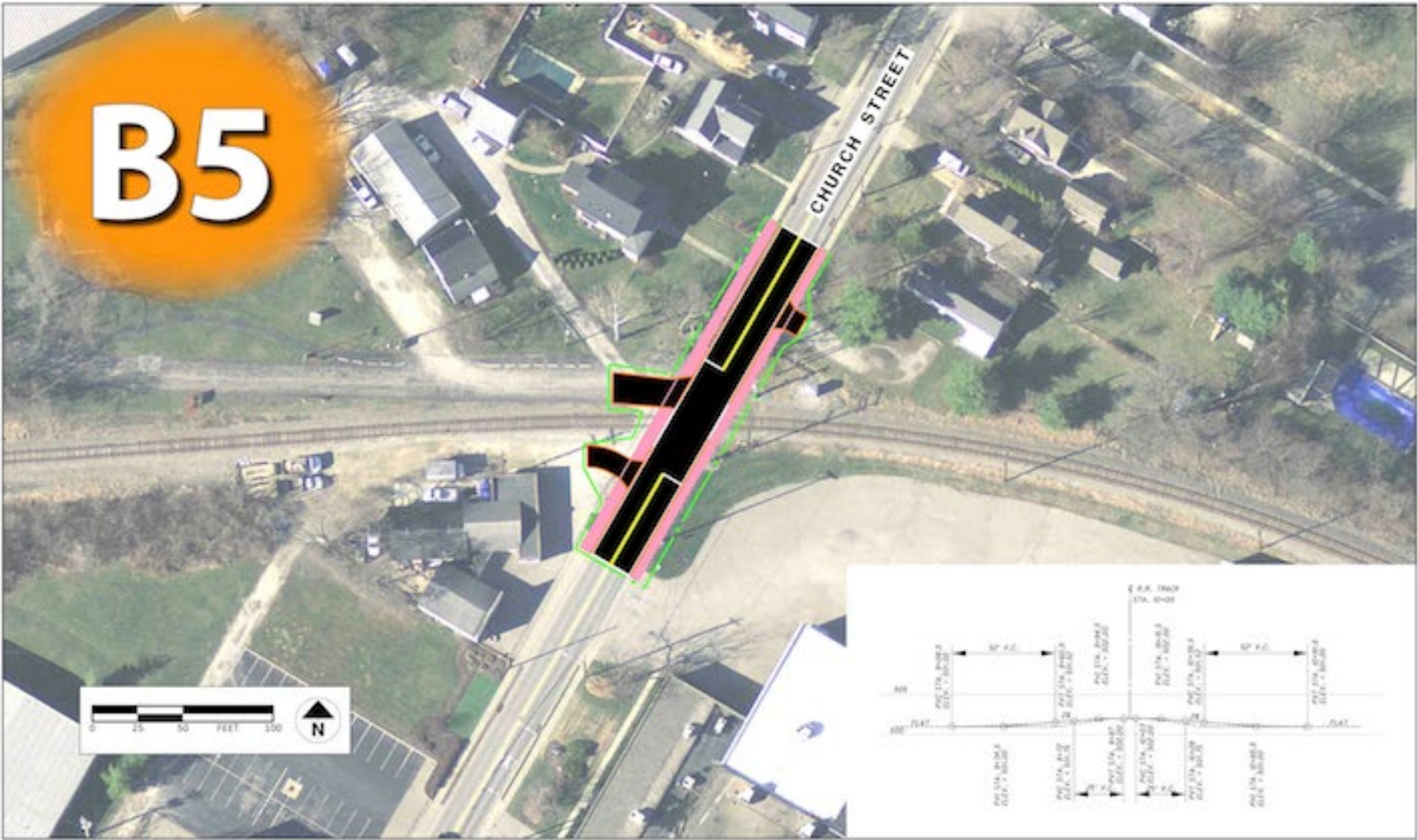
- This crossing will be a primary route for school buses accessing the new transportation depot on Round Bottom Road.
- No additional comments were received following the 9/16 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B5 at the October Open House meetings.

- Public feedback received leans toward neutral to positive : 18% Strongly Support, 35% Like, 35% Neutral, 7% Dislike, 4% Strongly Oppose [see Public Feedback Ratings Summary, next page]

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								
								\$100K to \$250K	0	\$10K to \$20K	C2	R/W Impacts, Floodplain	Neutral	Neutral	Neutral



Adjust Grade at Railroad Crossing on Church

- \$100,000 to \$250,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduce hump at railroad tracks for better rideability

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	7%	35%	35%	18%

(percentages have been rounded)



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

- Add a shared-use path from Round Bottom Road to Little Dry Run
- Add a sidewalk from Little Dry Run to the Village of Newtown’s east corp. 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 were 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 the 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. Therefore, it makes more sense to put the shared-use path on the south side of SR 32.
- Consultant will look at options and best placement for a shared-use path.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B6 at the October Open House meetings.

- Public feedback received leans toward support: 38% Strongly Support, 29% Like, 23% Neutral, 7% Dislike, 3% Strongly Oppose [see Public Feedback Ratings Summary, next page]. Many written comments received (7 of 9) also expressed support for this concept.
- There may be a gap that needs to be addressed between the end of this proposed concept and sidewalks/shared-use paths being discussed for the ANCOR/SR 32 Hill Focus Area.
- Burger Farms is planning to expand its business and services offered. As part of this expansion, it may move its entrance from SR 32 to a

- new location off of Little Dry Run. This potential change should be considered when deciding where to place the proposed sidewalk.
- The Village of Newtown is considering updating its Master Plan. This will be discussed at a meeting to be held on the evening of Dec. 6 [same day as this Advisory Committee meeting]. A shared-use path that loops around the Village of Newtown may be considered in an updated plan. ODOT noted that the Implementation Plan will be a tool that the Village can use as part of its planning process.
 - This concept could potentially be split into separate pieces; the shared-use portion could potentially be added to the work to be completed as part of concept I-5a (B2). The sidewalk portion can be added to concept 32-9 (C3).

NEXT STEPS/RECOMMENDATION

- Consider separating project elements and moving the shared-use path portion into concept I-5a (B2) and the sidewall portion into concept 32-9 (C3).
- Include in the Implementation Plan as a high priority with those projects.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Constructi on 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								
								\$1.9M to \$2.9M	0	\$250K to \$500K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, ESA Issues	Improves	Neutral	Improves



Bicycle and Pedestrian Improvements Along SR 32

- \$1.9M to \$2.9M construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Shared-use path from Round Bottom to Little Dry Run on north side
- Sidewalk from Little Dry Run to east corp. limits on south side
- Requires 2 walls to prevent building impacts

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	7%	23%	29%	38%

(percentages have been rounded)

Concept drawn with RB-3a (B8).

DESCRIPTION

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

- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- See notes for RB-3a (B8).

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 were received following the 5/16 meeting.

NEXT STEPS/RECOMMENDATION

- Shared-use path along Round Bottom Road from Valley Avenue to Riverside Park will be removed from concept RB-3a (B8) and advanced with medium priority as RB-1.

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								
									0		C2	R/W Impacts, Stream Impacts, Waterway Permit, Archaeology, Section 4(f) , ESA Issues	Improves	Neutral	Improves

Concept drawn on the following page.

DESCRIPTION

- Add shared-use path 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 were received following the 5/16 meeting.

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.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B7 at the October Open House meetings.

- The concept would be adjusted to extend just between the railroad and Valley. The section extending between SR 32 and the railroad would then be added to concept I-5a (B2).
- The Sierra Club stated that if it will take a longer period of time to further develop and implement the roadway portions of these projects, it hopes that shared-use paths would still be completed in the nearer-term.

NEXT STEPS/RECOMMENDATION

- Include the section between SR 32 and the railroad in concept I-5a (B2) in the Implementation Plan and advance as a high priority.
- Add shared-use path between railroad and Valley as a medium priority.

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								
								\$160K to \$300K	0	\$70K to \$140K	C2	R/W Impacts, ESA Issues	Improves	Neutral	Improves



**Shared-Use Path Between
SR 32 and Valley**

- \$160,000 to \$300,000 construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Requires wall around Hamilton County Garage
- Creates new pedestrian railroad crossing

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	7%	21%	25%	42%

(percentages have been rounded)

Concept drawn with RB-1.

DESCRIPTION

- Connect Riverside Park and Lake Barber with Little Miami Trail with shared-use 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 west side of Round Bottom and connect into Riverside Park. RB-3a (B8) 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, B8) may be preferable to RB-3c (B9) and RB-3d (B10) because it connects with more residential areas, is more centrally located and travels along existing roadways.
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

This concept was presented as B8 at the October Open House meetings.

- Concepts RB-3a (B8), RB-3c (B9) and RB-3d (B10) are three alternatives to achieve the same goal: address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail. Two of the three concepts will ultimately be eliminated.
- All three options received similar support ratings [see the Public Feedback Ratings Summaries on the exhibit pages for concepts RB-3a (B8), RB-3c (B9), and RB-3d (B10)]. However, the percentage of respondents who Strongly Supported concepts RB-3c (B9) and RB-3d (B10) was slightly higher than RB-3a (B8).
 - The Village of Newtown Master Plan (which will soon be updated) can help further determine which option is better and/or more preferred by the local community.

Comments specific to RB-3a (B8):

- Concept RB-3a (B8) appears to be a little more competitive for funding because it would be located next to residential and commercial property. RB-3c (B9) and RB-3d (B10) would both travel through property owned by Horizon Community Church and Great Parks of Hamilton County, respectively.
- Concept RB-3a (B8) would require a lot of right-of-way acquisition.
- Concept RB-3a (B8) could potentially be broken down to different parts which could be attached to projects or considered as smaller projects (such as RB-1) to help facilitate implementation.
- It was noted that a width of 17 feet is needed for a shared-use path

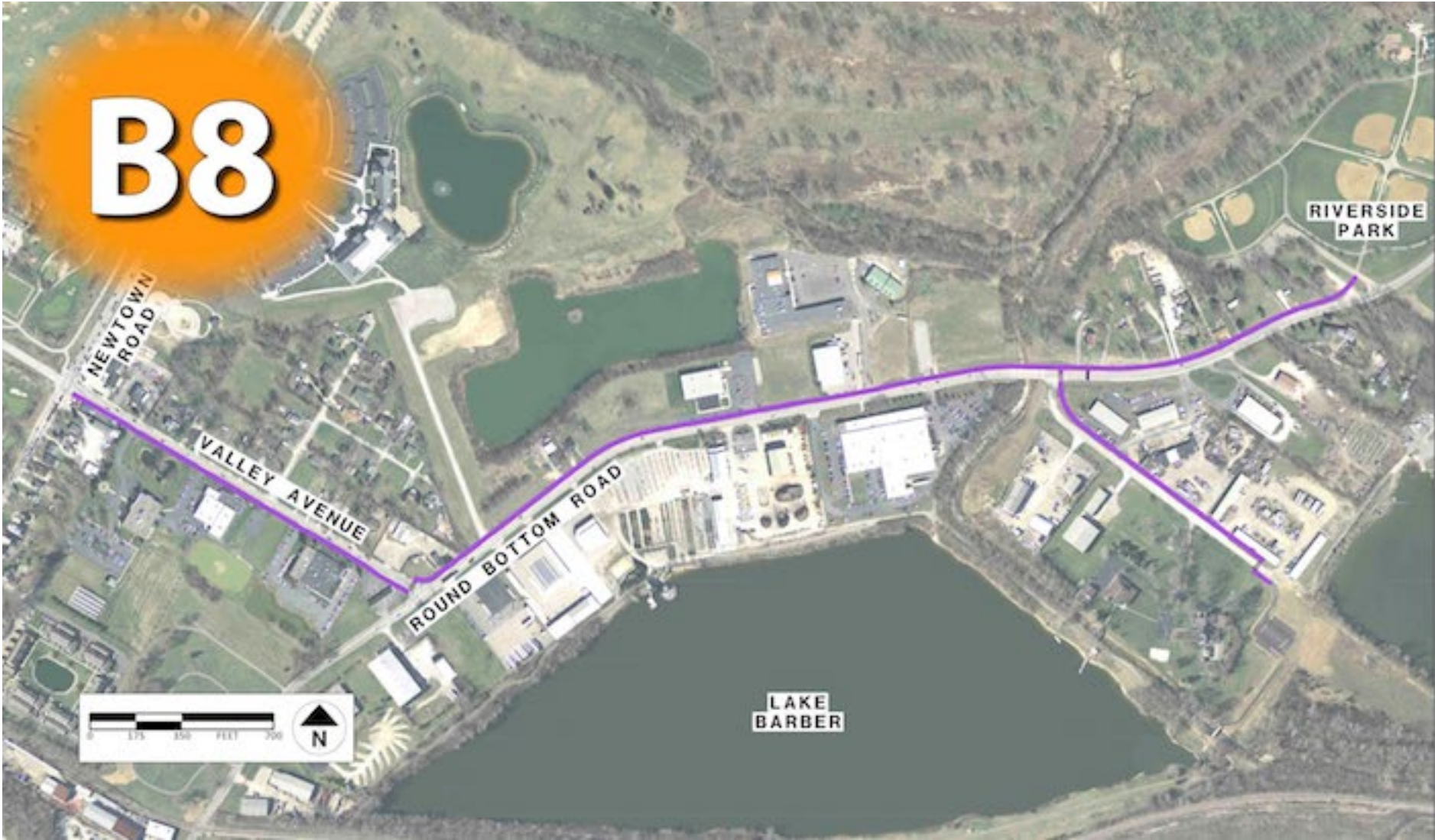
located along side a road: 10 feet for the path, a five-foot separation between the path and the road, and a two-foot, graded shoulder between the edge of the road and the travel lane.

- RB-3a (B8) and RB-3d (B10) could potentially work together since RB-3a (B8) would travel along existing roads and touch more businesses, and RB-3d (B10) would be more recreational.

NEXT STEPS/RECOMMENDATION

- Separate this concept into individual segments to allow the Village of Newtown more flexibility to determine priorities. The path along Round Bottom from Valley Avenue to Riverside Park will go back to concept RB-1. The path along Valley Avenue will remain concept RB-3a (B8) and both will be included in the Implementation Plan as medium priorities.
- Village of Newtown to work with its constituents as part of its Master Plan Update to determine which segments of the two concepts [RB-3a (B8) or RB-3d (B10)] should be advanced for implementation.

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		C2	R/W Impacts, Stream Impacts, Waterway Permit, Archaeology, Section 4(f), ESA Issues	Improves	Improves	Improves



**Shared-Use Path Along
Round Bottom and Valley**

- \$910,000 to \$1.4M construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Connects residential areas to parks
- Separated path along existing road alignments

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	7%	23%	32%	32%

(percentages have been rounded)

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).
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- This concept was presented as B9 at the October Open House meetings.*
- Concepts RB-3a (B8), RB-3c (B9) and RB-3d (B10) are three alternatives to achieve the same goal: address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail. Two of the three concepts will ultimately be eliminated.
 - All three options received similar support ratings [see the Public Feedback Ratings Summaries on the exhibit pages for concepts RB-3 (B8), RB-3c (B9), and RB-3d (B10)]. However, the percentage of respondents who Strongly Supported concepts RB-3c (B9) and RB-3d (B10) was slightly higher than RB-3a (B8).
 - The Village of Newtown Master Plan (which will soon be updated) can help further determine which option is better and/or preferred by the local community.

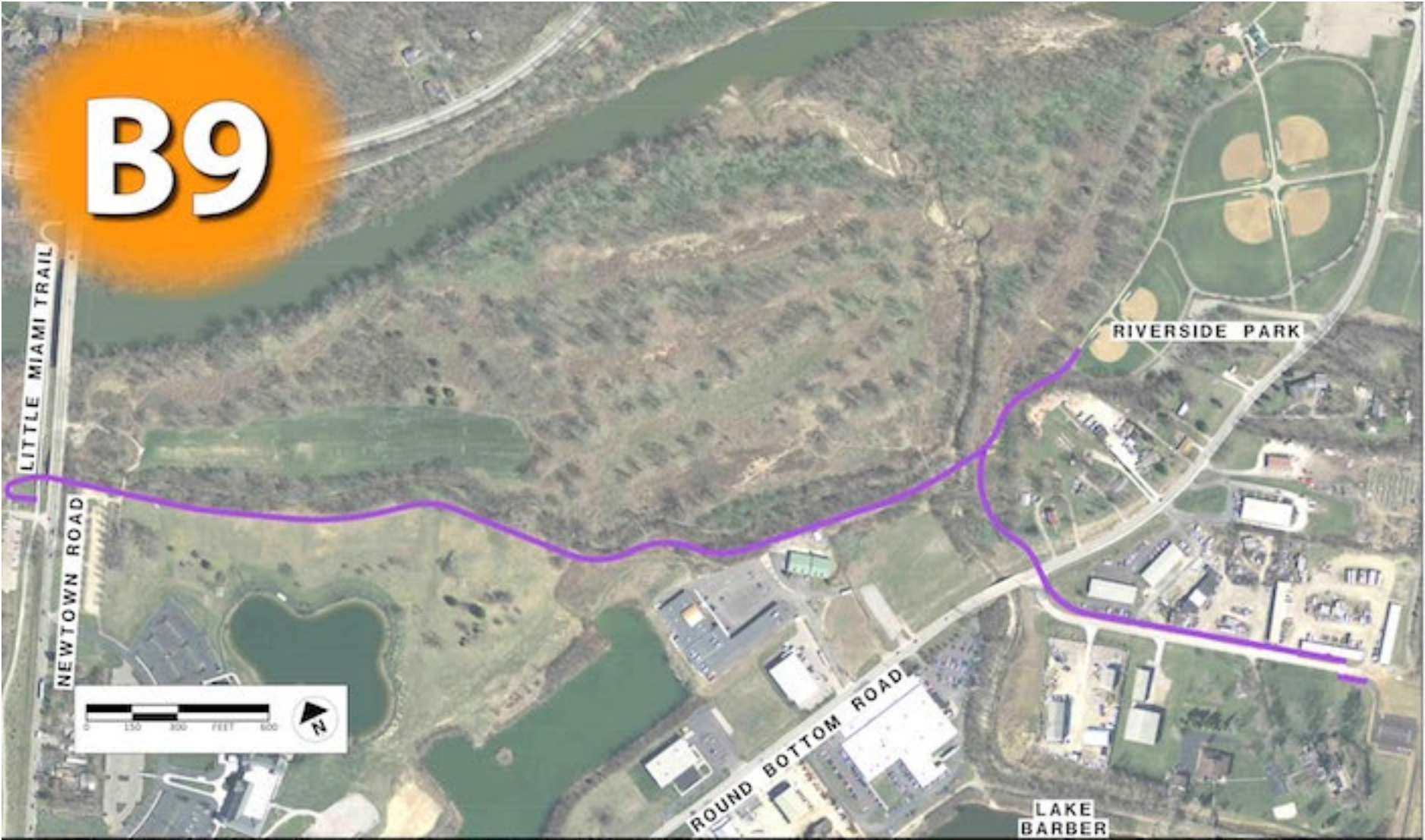
Comments specific to concept RB-3c (B9)

- It was noted that Horizon Community Church would be opposed to concept RB-3c (B9) because it would travel across church property. Therefore, the committee agreed to eliminate concept RB-3c (B9) from further consideration.

NEXT STEPS/RECOMMENDATION

- Remove concept from 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								
								\$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



**Shared-Use Path Along
Tree Line Connecting at
Bass Island Access**

- \$1.0M to \$1.5M construction cost
- New R/W needed from 11 parcels; no buildings impacted

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	6%	21%	36%	34%

(percentages have been rounded)

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).
- No additional comments were received following the 9/6 meeting.

12/6 MEETING DISCUSSION AND COMMENTS

- *This concept was presented as B10 at the October Open House meetings.*
- Concepts RB-3a (B8), RB-3c (B9) and RB-3d (B10) are three alternatives to achieve the same goal: address pedestrian and bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail. Two of the three concepts will ultimately be eliminated.
- All three options received similar support ratings [see the Public Feedback Ratings Summaries on the exhibit pages for concepts RB-3a (B8), RB-3c (B9), and RB-3d (B10)]. However, the percentage of respondents who Strongly Supported concepts RB-3c (B9) and RB-3d (B10) was slightly higher than RB-3a (B8).
 - The Village of Newtown Master Plan (which will soon be updated) can help further determine which option is better and/or more preferred by the local community.

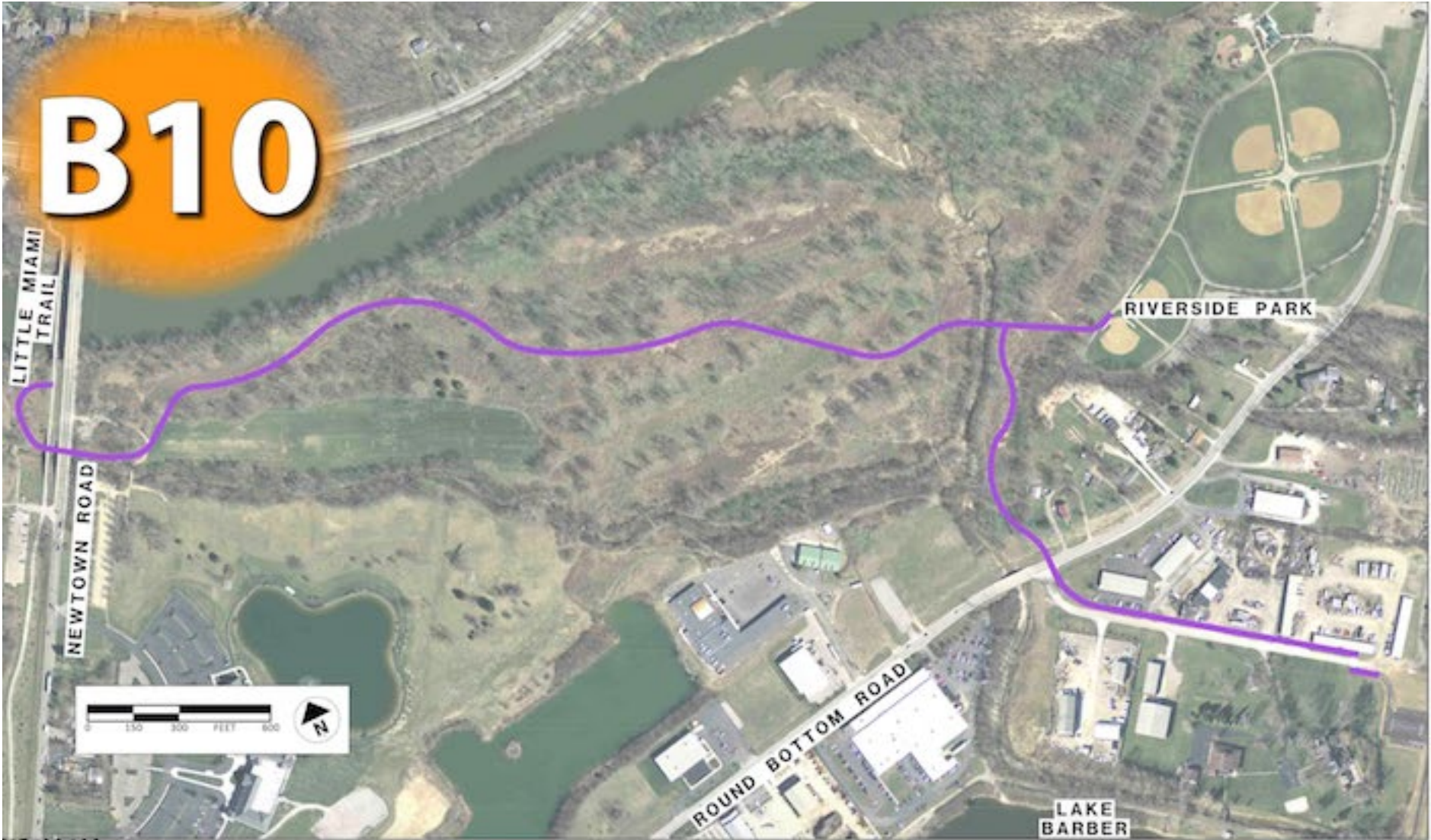
Comments specific to concept RB-3d (B10):

- It may not be necessary to acquire property for concept RB-3d (B10) since the property is owned by Great Parks of Hamilton County.
- There is already a primitive path (old golf cart path) that can be adapted for concept RB-3d (B10) .
- Costs for concept RB-3d (B10) can potentially be reduced by constructing a gravel path rather than asphalt.
- Concept B10 would place the trail in a more isolated area which could be less desirable.
- RB-3a (B8) and RB-3d (B10) could potentially work together since RB-3a (B8) would travel along existing roads and touch more businesses, and RB-3d (B10) would be more recreational.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a medium priority.
- Village of Newtown to work with its constituents as part of its Master Plan Update to determine which segments of the two concepts [RB-3a (B8) or RB-3d (B10)] should be advanced for implementation.

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



**Shared-Use Path Along
River Connecting at Bass
Island Access**

- \$1.1M to \$1.6M construction cost
- New R/W needed from 11 parcels; no buildings impacted

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	4%	28%	21%	43%

(percentages have been rounded)