ATTACHMENT A

Excerpts from *Transportation Needs Analysis*

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

2.2 VILLAGE OF NEWTOWN FOCUS AREA

The Village of Newtown Focus Area extends from the western border of the Village of Newtown to Little Dry Run and includes the business district of Newtown. A detailed roadway map of the Village of Newtown Focus Area is included in **Appendix 2**.

2.2.1 Study Area Characteristics

The Village of Newtown features a neighborhood business district which extends along SR 32 from the western corporation limit to just east of intersection of SR 32 (Main Street) and Church Street and approximately one-third mile both north and south of the SR 32/Church Street intersection. The business district is pedestrian-friendly, having sidewalks along both sides of SR 32 through the business district. Land use to the east of the SR 32/Church Street intersection along SR 32 includes light manufacturing, commercial, institutional, and residential land uses. In addition, a major

element in this area is an active quarry on the north side of SR 32. This area includes a link to the Little Miami Bike Trail, in addition to the Little Miami Golf Center. There are no planned transportation projects for this focus area listed on ODOT's Statewide Transportation Improvement Program (STIP) for FY 2016-2019 dated July 29, 2016.

2.2.2 Community Attributes Identified in the Focus Area Workshop

Sixteen (16) participants from the area and surrounding communities attended the Focus Area Workshop. Workshop participants identified community attributes which are important to the Village of Newtown area and should be considered throughout the transportation planning process. These features include: the small town feel; the village's rich history of the Prehistoric Native Americans who lived in the Little Miami River Valley prior to the settlement of Newtown; the natural resources in the surrounding area including the Little Miami Valley, hills, and the Little Miami River; the diversity of wildlife; the walkability of the community; the quaint business district; the diversity of housing; and recreational features, including the Little Miami Bike Trail and Little Miami Golf Course.

2.2.3 Transportation Needs

Stakeholder Input: Input on transportation needs within the Village of Newtown Focus Area were solicited from those who attended the Focus Area Workshop and through the online interactive survey. Comments received – which focus on safety, congestion, mobility, and access issues – are included in the Needs Analysis Table (see **Appendix 2**) and are summarized in following sections.

Technical Studies: Technical data was collected for the roadway network within the Village of Newtown Focus Area to identify areas of high crash rates, congestion, geometric deficiencies, and pedestrian usage. This information is provided for the roadway segments and intersections in the Needs Analysis Table (see **Appendix 2**) and summarized in following subsections.

2.2.3.1 SR 32: Village of Newtown Corporation Limit to Church Street

This section of SR 32, which extends from the Village of Newtown's western boundary at Turpin Lane to the SR 32 (Main Street) intersection with Church Street, is approximately one-half mile long. This section of SR 32 (Main Street) consists of three lanes – one through lane in each direction and a center two-way left turn lane. There are sidewalks on both sides of the roadway and numerous driveways for residences and businesses. The speed limit (55 mph west of Turpin Lane) is 35 mph between the Newtown corporation limit to Debolt Street and 25 mph between Debolt Street and to Miljoie Drive; east of Miljoie Drive, the speed limit is 35 mph.

Stakeholder Input: Of the 50 comments submitted for this segment, 43 identify congestion as a concern. Representative comments include:

- Congestion is worse during the evening rush hour (4 comments)
- Varying SR 32 speed limit through Newtown contributes to congestion (6 comments)
- Traffic signal timing contributes to traffic congestion (5 comments)
- Traffic signals should be replaced with smart lights (1 comment)
- Traffic signals should be coordinated between Newtown, Mariemont, and Fairfax (1 comment)

- Need a bypass around Newtown (1 comment)
- Widen SR 32 (5 comments)
- Poor street lighting is an issue (1 comment)

Six bike comments identify bicycle mobility and access issues in Newtown:

- Connect Newtown bike paths with Ohio to Erie Trail, Lunken bike paths, bikeway to downtown Cincinnati (3 comments)
- Cyclist safety is an issue due to 55 mph speed limit outside of the Village. (1 comment)
- Not enough bicycle and pedestrian facilities (1 comment)
- Need bike route along Newtown Road (1 comment)

One pedestrian comment identifies a need for a sidewalk/path to Clear Creek Park from Newtown.

Public transit comments identify the following needs:

- An accessible transit stop (1 comment)
- Bus service between Eastgate and Cincinnati (1 comment)
- Light rail from Eastgate to Fairfax (along SR 32), connecting to the Wasson Line, Oasis Line and to Riverfront Transit Center (1 comment)
- Additional bus service, including bus rapid transit (1 comment)

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

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 55% increase in the eastbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the PM peak-hour.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.2.3.2 SR 32/Church Street Intersection

The SR 32/Church Street intersection represents the center of the Newtown business district, and is a four-leg, signalized intersection. Crosswalks connect the sidewalks on each corner of this intersection, which represents the center of Newtown's business district.

Figure 13. SR 32/Church Street Intersection

Stakeholder Input: Of the 54 roadway comments provided, 53 address congestion issues. Representative comments include:

- Signal timing is an issue (21 comments)
- Additional lanes are needed at this intersection (2 comments)
- A bypass around Newtown is needed (1 comment)
- Church Street skew contributes to driver confusion (1comment)

Representative bike comments include:

- Need bikeway connections between 5-mile trail, Lunken, and downtown (3 comments)
- Need bike lanes in this area and better connectivity of the existing bike paths in Newtown with the Cincinnati Bike Trail, US 50, and SR 32 (1 comment)
- Need bikeway connection between the Anderson trail system and Little Miami Scenic Trail (1 comment)
- Need Marked bike lanes (2 comments)
- Need connection between Ivy Hills residential area and Little Miami Scenic Trail (1 comment)

Representative pedestrian comments include:

- Existing streetscape is not pedestrian-friendly (1 comment)
- Pedestrian access is unsafe (1 comment)
- A pedestrian signal is needed (1 comment)

Public transit comments identify the following needs:

- A bus stop (3 comments)
- A park-and-ride facility (1comment)
- Rail access (1 comment)
- More frequent bus service (1 comment)
- A Bus Rapid Transit (BRT) stop (2 comments)
- Public transit in Newtown (1 comment)

Crash Data: The ODOT crash screening did not identify this intersection as an area of high-hazard. Crash data indicates that 10 crashes occurred over the three-year period (2013-2015).

LOS Analysis: The HCS analysis indicates that the westbound through movement and northbound through movement are currently failing during the AM peak-hour. In the No Build opening year (2022) and No Build design year (2042) conditions, the failures are corrected due to the ODOT methodology of balancing delays for future intersection analyses. Balancing delays does create failure with the southbound left turn movement in the design year. This indicates that the failure of the eastbound left turn movement is likely due to a signal timing issue. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions and No Build design year conditions.

Eastbound SR 32 at Church Street (PM Peak)

Westbound SR 32 at Church Street (AM Peak)

Northbound Church Street at SR 32 (AM Peak)

Southbound Church Street at SR 32 (PM Peak)

To supplement the HCS analysis a queue study was conducted for the westbound and northbound approaches during the AM peak period and the eastbound, northbound, and southbound approaches during the PM peak period. The number of cars in the queue was recorded at the end of green for 15 minutes prior to the peak hour to 15 minutes after the peak-hour ended. The number of cars was translated to a length by assuming a queue length of 25 feet per vehicle. During the AM peak period the maximum westbound queue extended 1,750 feet back past the Round Bottom Road intersection and the maximum northbound queue extended 1,250 feet. During the PM peak period the maximum eastbound queue extended almost a half mile (2,400 feet) past the Newtown Corporate limits, the maximum northbound queue extended 1,100 feet, and the maximum southbound queue extended 1,200 feet. The recorded queues during the AM peak period are shown in **Figures 14 and 15** and the recorded queues during the PM peak period are shown in **Figures 16, 17, and 18**.

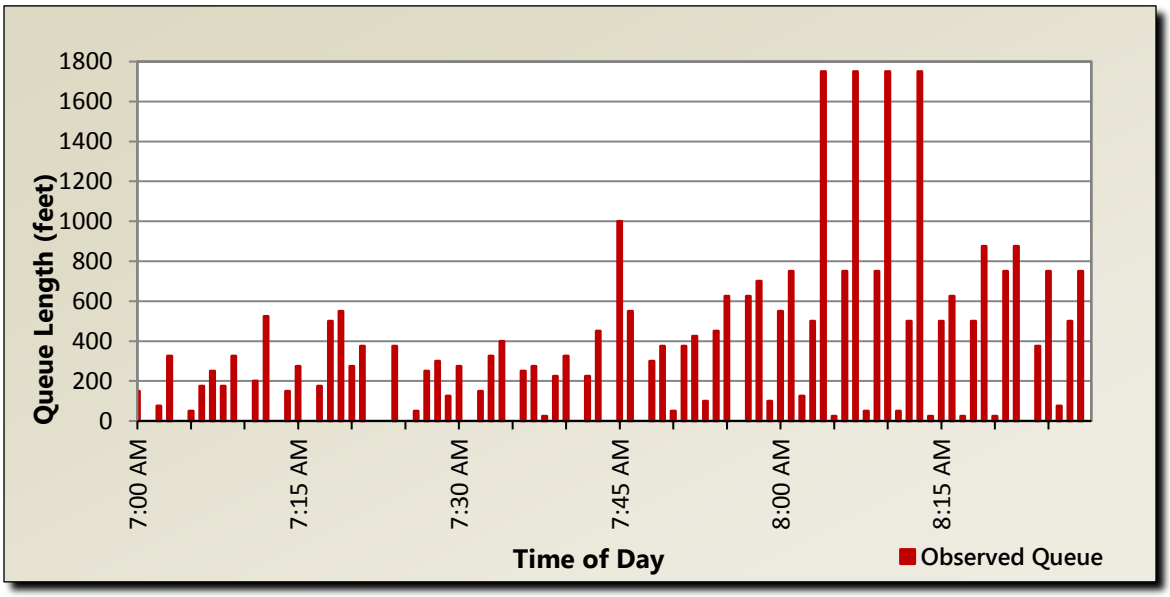

Figure 14. Westbound SR 32 AM Peak Period Queues at Church Street

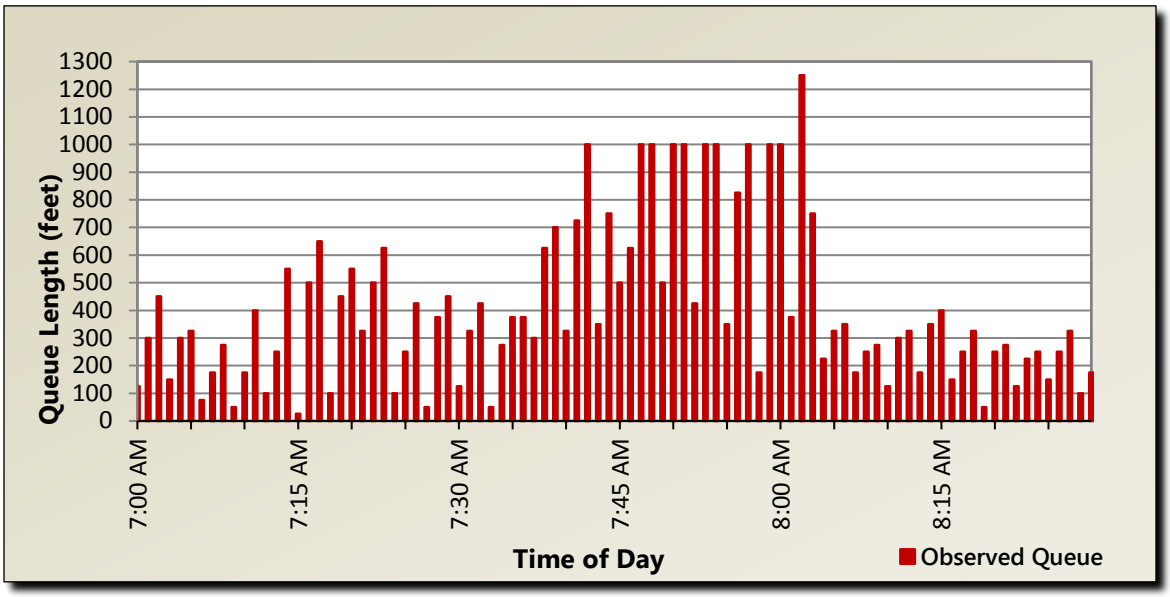

Figure 15. Northbound Church Street AM Peak Period Queues at SR 32

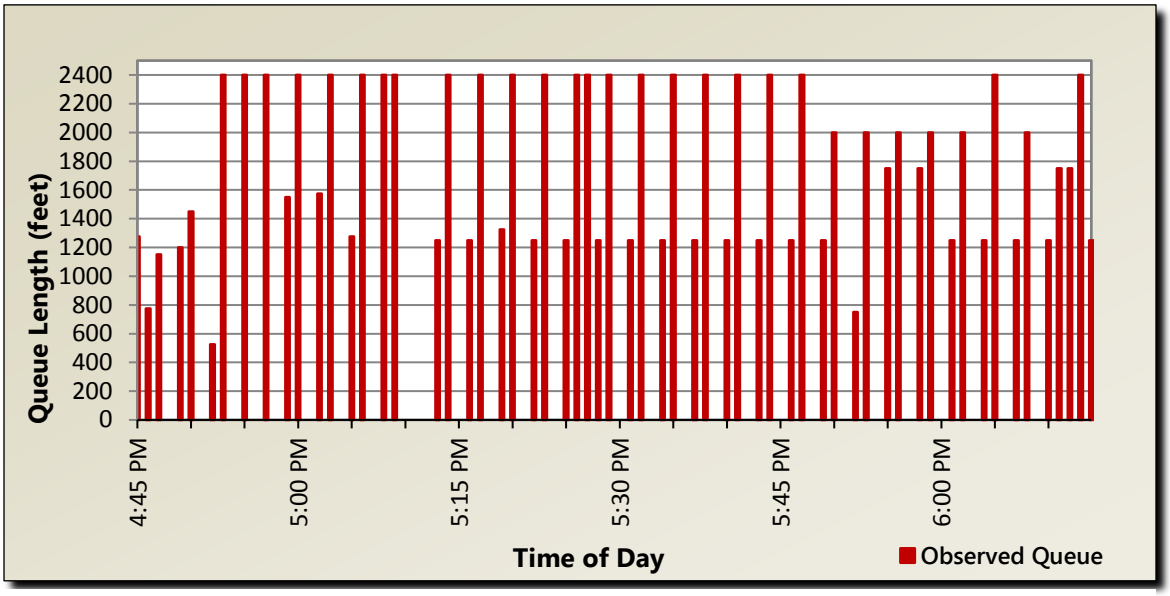

Figure 16. Eastbound SR 32 PM Peak Period Queues at Church Street

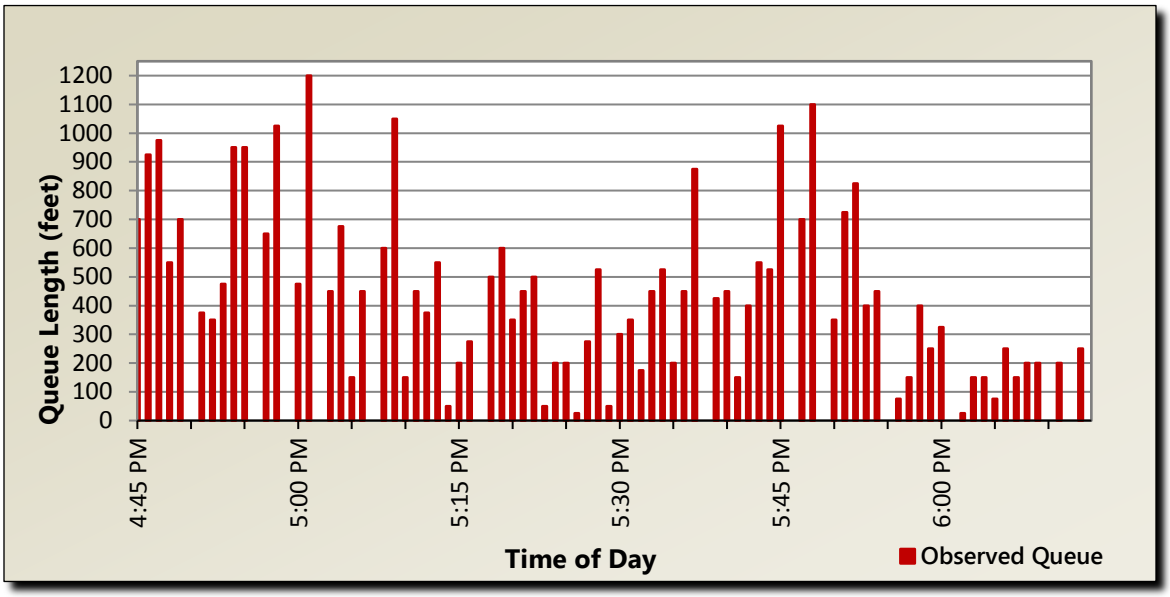

Figure 17. Southbound Church Street PM Peak Period Queues at SR 32

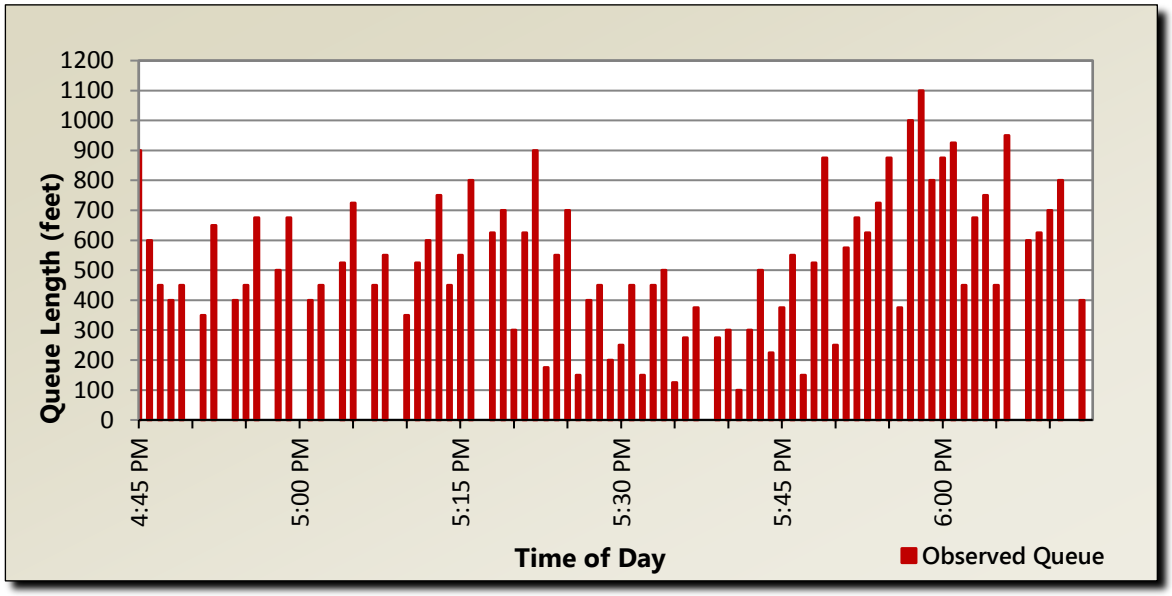

Figure 18. Northbound Church Street PM Peak Period Queues at SR 32

Geometric Data: The intersection sight distance is very poor due to obstruction by buildings on two corners of the intersection. Because this intersection is fully-controlled by a traffic signal, proper intersection sight distance is not required per *L&D Vol. 1.*; however, intersection sight distances for vehicles on SR 32 making right turns are 80 feet for eastbound traffic and 90 feet for westbound traffic. Both sight distances are less than the required 335 feet, and inhibit the ability for vehicles to execute right-turns during red signal phases.

Pedestrian Data: Forty-four (44) pedestrians were observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.3 SR 32: Church Street to Round Bottom Road

The section of Main Street (SR 32) between Church Street and Round Bottom Road is approximately one-third mile. In this section, the posted speed limit is 25 mph and the roadway is two lanes with a center two-way left turn lane. There are sidewalks along both sides of the roadway, as well as numerous business and residential driveways.

Stakeholder Input: Of the 37 comments submitted for this segment, 36 address roadway congestion. Representative comments include:

- Traffic signal timing is poor (1 comment)
- Varying speed limit on SR 32 through Newtown contributes to congestion (1 comment)
- Too many traffic signals and/or stop signs in this roadway segment (2 comment)
- Need a bypass around Newtown (1 comment)
- The road should be widened (2 comments)

Five bike comments include:

- Need marked bicycle lanes (1 comment)

- Need bicycle connections to Eastgate and the Cincinnati Bike Trail (2 comments)
- Bike riding along SR 32 is not safe (2 comments)

Six comments identify public transit needs:

- Improve bus service, including expanded routes (3 comments)
- Provide light rail service (2 comments)
- Add a transit stop in the parking space near the former e-testing site (1 comment)

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

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 45% increase in the eastbound travel time during the PM peak-hour and a 35% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.2.3.4 SR 32/Round Bottom Road/River Hills Drive Intersection

The SR 32/Round Bottom Road/River Hills Drive intersection is a five-leg, signalized intersection:

Figure 19. SR 32/Round Bottom Road/River Hills Drive Intersection

Stakeholder Input: Of the 29 roadway comments, 14 address congestion at this intersection and 9 address traffic signal timing. Representative comments include:

- Traffic signal phases are long (2 comments)
- Need a bypass around Newtown (2 comments)
- Improve signal timing (4 comments)
- The speed limit (25 mph) is too slow (2 comments)

One comment cites a need for better pedestrian access from Ivy Hills to Newtown. Two comments cite a need for improved bus service and light rail transit.

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

LOS Analysis: The HCS analysis indicates that currently the westbound through movement is failing with a v/c ratio of 1.01 during the AM peak-hour and the southbound left turn movement is at capacity and the 95th percentile queue length for the movement is more than twice the storage length during the PM peak-hour. In the No Build opening year (2022) and No Build design year (2042) conditions, the westbound AM peak-hour failure is corrected due to the ODOT methodology of balancing delays for future intersection analyses. Balancing delays does not correct the southbound left turn movement failure during the PM peak-hour. Additionally, the eastbound through movement fails in the opening year with a v/c ratio of 1.02 and in the design year only gets worse with a v/c ratio of 1.09. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions, and No Build design year conditions.

Westbound SR 32 at Round Bottom Road (AM Peak)

Eastbound SR 32 at Round Bottom Road (PM Peak)

To supplement the HCS analysis a queue study was conducted for the westbound approach during the AM peak period and the eastbound and southbound approaches during the PM peak period. The number of cars in the queue was recorded at the end of green for 15 minutes prior to the peak hour to 15 minutes after the peak-hour ended. The number of cars was translated to a length by assuming a queue length of 25 feet per vehicle. During the AM peak period the maximum westbound queue extended 850 feet. During the PM peak period the maximum eastbound queue extended 1,250 feet and the maximum southbound queue extended 1,050 feet. The recorded queues during the AM peak period are shown in **Figure 20** and the recorded queues during the PM peak period are shown in **Figures 21 and 22**:

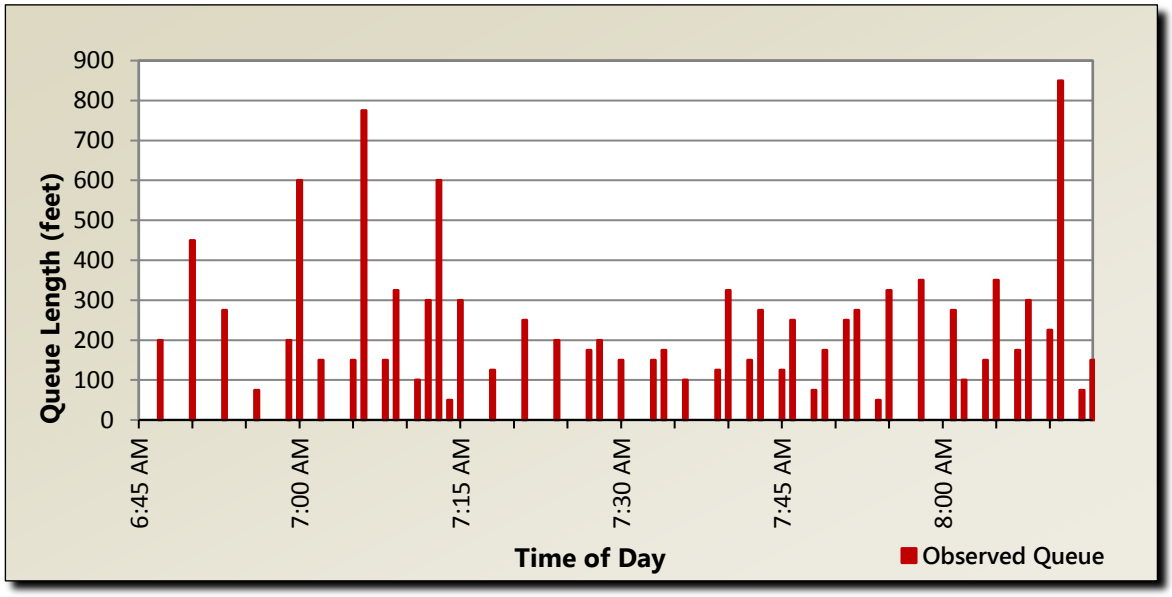

Figure 20. Westbound SR 32 AM Peak Period Queues at Round Bottom Road

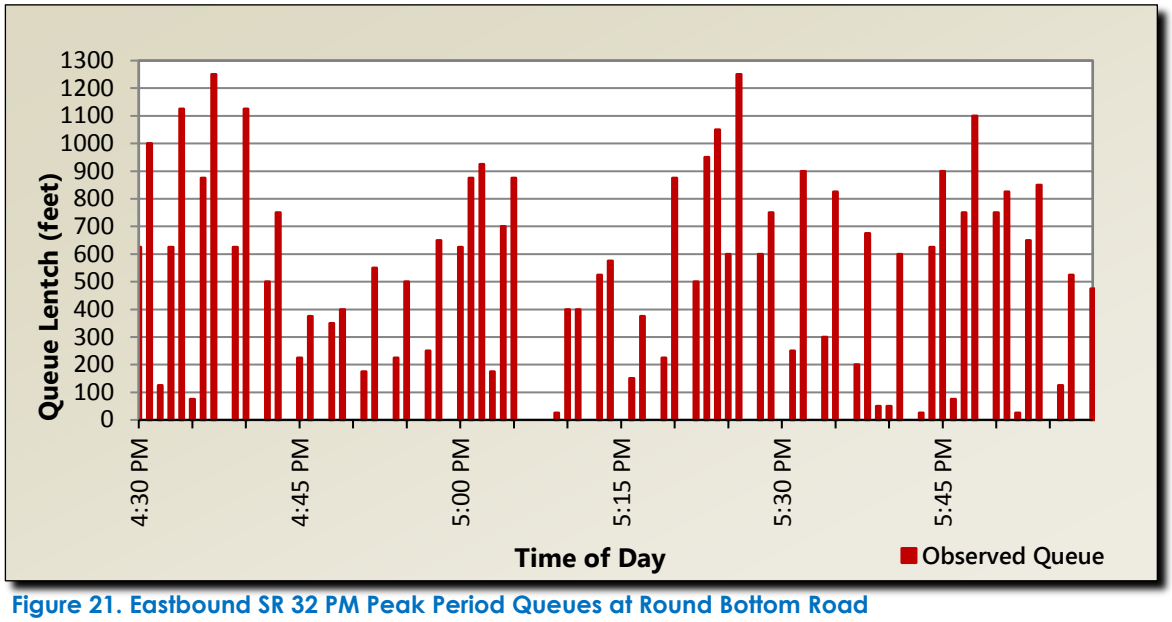

Figure 21. Eastbound SR 32 PM Peak Period Queues at Round Bottom Road

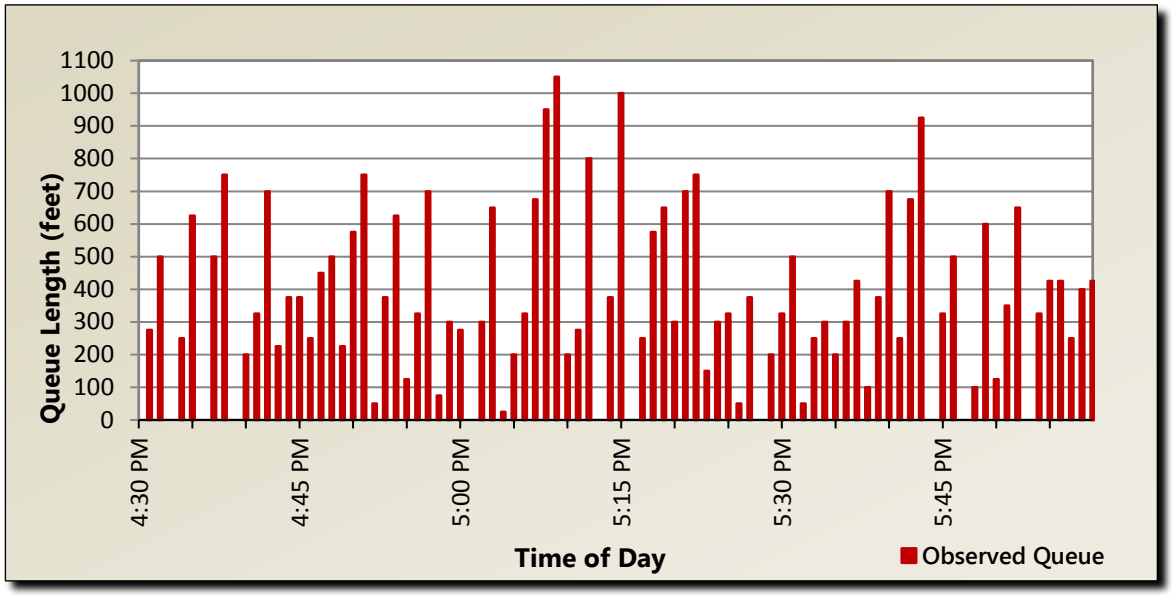

Figure 22: Southbound Round Bottom Road PM Peak Period Queues at SR 32

Geometric Data: As seen in Figure 19 (above), vehicles turning right onto SR 32 from Round Bottom Road are removed from the rest of the intersection. This right turn is stop-sign controlled, whereas all other intersection approaches are traffic signal-controlled. This right-turning movement has deficient intersection sight distance. The intersection sight distance for this movement is 290 feet looking left and the required sight distance is 335 feet. Although adequate intersection sight distance is not required at signalized intersections, the left intersection sight distance on River Hills Diver, the right intersection sight distance on Round Bottom Road, and the eastbound SR 32 stopping sight distance are all less than the 335-foot design standard for 30 mph design speed.

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

2.2.3.5 SR 32: Round Bottom Road to Little Dry Run Road

The section of SR 32 between Round Bottom Road and Little Dry Run Road is approximately 0.78 mile in length. This section of roadway has two through lanes and a center two-way left turn lane. Just east of Round Bottom Road, the speed limit increases from 25 mph to 35 mph. The speed limit is raised again at Ivy Hills Place where it increases to 50 mph. There are no sidewalks in this section of SR 32.

Stakeholder Input: Of the 41 comments which address roadway issues, 35 concern congestion on this segment. Representative comments include:

- Lack of dedicated left-turn lanes exacerbate congestion (1 comment)
- Need four through-lanes and a center left-turn lane (1 comment)
- Need a route that avoids Newtown, Mariemont, and Fairfax (3 comments)
- The speed limit is an issue (1 comment)

Eight comments identify the following bicycle needs:

- A shared-use path from Little Dry Run Road to the Little Miami Scenic Trail (4 comments)
- A bike/pedestrian designated lane (2 comments)
- A connection between the Little Miami Scenic Trail and the Eastgate area (2 comments)

Six comments identify the following pedestrian needs:

- Sidewalk access along SR 32 from Little Dry Run Road to Newtown (4 comments)
- Sidewalk access to Newtown parks (1 comment)
- Pedestrian access from Little Dry Run Road to Round Bottom (1 comment)

Nine comments identify the following public transit needs:

- Bus route on SR 32 connecting Fairfax to Batavia (1 comment)
- Transit hub/express service (1 comment)
- Express Bus and park-and-ride to Uptown Area along SR 32 (1 comment)
- More transit options for Clermont County residents (1 comment)
- Metro Line (2 comments)
- Light rail (2 comments)
- Oasis commuter rail from Clermont County to the Cincinnati Riverfront (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Data indicates that 12 crashes occurred over the three-year period (2013-2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 45% increase in the eastbound travel time during the PM peak-hour and a 35% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.2.3.6 Round Bottom Road: SR 32 to Valley Avenue

Round Bottom Road is a two-lane undivided roadway which extends approximately 0.4 miles between its intersection with SR 32 at its southern terminus and its intersection with Valley Avenue at its northern terminus. Round Bottom Road has narrow shoulders and no sidewalks. There is an at-grade railroad crossing of Round Bottom Road approximately 0.1 miles north of the SR 32 (Main Street) intersection.

Stakeholder Input: There are eleven roadway comments for Round Bottom Road between SR 32 and Valley Avenue. These comments identify the following issues:

- Roadway congestion (9 comments)
- Safety is a concern
- Improve Round Bottom Road to function as an alternative route through the area

Eleven bikeway comments were provided:

- Safety of bicyclists on Round Bottom Road is a concern (6 comments)
- Marked bike lanes or a multi-modal path is needed to discourage bicycle traffic along Round Bottom Road (5 comments).

Three public transit comments identify the following needs:

- More rail and local bus access (1 comment)
- A park and ride in the area (2 comments)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.2.3.7 Round Bottom Road/Valley Avenue Intersection

The Round Bottom Road/Valley Avenue intersection is a signalized T-intersection:

Figure 23. Round Bottom Road/Valley Avenue Intersection

Stakeholder Input: There are no public comments for the Round Bottom Road/Valley Avenue Intersection.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that the northbound left turn movement is currently failing during the AM peak-hour with a v/c ratio of 1.02. In the No Build opening year (2022) and No Build design year (2042) conditions the northbound left turn continues to fail as well as the eastbound right turn movement. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions, and No Build design year conditions.

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

Pedestrian Data: Four pedestrians were observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.8 Round Bottom Road: Valley Avenue to Broadwell Road

Round Bottom Road is a two-lane undivided roadway which extends approximately 1.6 miles between its intersection with Valley Avenue at its southern terminus and its intersection with Broadwell Road at its northern terminus. Round Bottom Road has narrow shoulders, no sidewalks, and no auxiliary turn lanes are present for the entire length of the segment.

Stakeholder Input: Two comments identify congestion as an issue on Round Bottom Road as follows:

- Poor signal timing and slow speed limit (25 mph)
- Too much traffic on this road; concerns about the impact on traffic from the limestone mine coming to the area

Bike comments include the following:

- Round Bottom Road is too narrow for bike traffic (1 comment)
- A bike lane/path is needed along Round Bottom Road (2 comments)

One pedestrian comment identifies the need for a sidewalk along Round Bottom Road because the roadway is too dangerous for pedestrians to walk along.

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

LOS Analysis: No level of service analysis was conducted for this segment.

Geometric Data: There is one deficient horizontal curve in this segment. The existing curve in front of Natorp's Nursery has a degree of curvature of 8˚50' compared to the allowable 8˚00' for 45 mph.

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

2.2.3.9 Valley Avenue: Church Street to Round Bottom Road

Valley Avenue is a two-lane roadway which extends approximately 0.3 miles between its intersection with Church Street at its western terminus and its intersection with Round Bottom Road at its eastern terminus. Valley Avenue, which is posted as 25 mph, has sidewalks on both sides of the roadway, as well as numerous driveways for businesses and residences. About 250 feet west

of the Round Bottom intersection, there is a mid-block crosswalk. At the Church Street/Valley Avenue intersection, Valley Avenue terminates as the roadway becomes the access road into the Great Miami Golf Center. At its eastern terminus, Valley Avenue intersects with Round Bottom Road in a signalized T- intersection.

Stakeholder Input: Seven public comments address roadway issues on Valley Avenue between Church Street and Round Bottom Road. Each of these comments concern congestion issues on Valley Avenue. Representative comments include:

- There are back-ups on Valley to get to SR 32 (2 comments)
- The signal at Valley and Church and speed limit (25 mph) are issues (2 comments)

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

LOS Analysis: No level of service analysis was conducted for this segment.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.2.3.10 Church Street: SR 32 to Valley Avenue

This section of Church Street (Newtown Road), which extends approximately one-half mile from SR 32 (Main Street) to Valley Avenue, is two lanes with sidewalks along both sides of the road. In addition, there are numerous driveways for businesses and residences along this section of road. This section is posted for a speed of 25 mph. There is an at-grade railroad crossing of Church Street approximately one-quarter mile from the SR 32 (Main Street)/Church Street intersection.

Stakeholder Input: Fourteen comments concern roadway issues on Church Street between SR 32 and Valley Avenue. Of these comments, eleven identify congestion issues and several address issues with the at-grade railroad crossing. Representative comments include:

- A bypass of Newtown is needed (1 comment)
- There are problems at the following four intersections: 1) Valley/Church; 2) Valley/Round Bottom; 3) Church/Batavia; and 4) Batavia/Round Bottom (1 comment)
- Signal improvements or a roundabout should be considered at the SR 32/Church Street intersection (1 comment)
- The at-grade rail crossing is not level and should be repaired (1 comment)
- Train schedules should be posted near the railroad crossing since the train often delays traffic in this area (1 comment)

Five bike comments include:

- Safety concerns for bicyclists sharing roads in Newtown (1 comment)
- Designated bike lanes or bike paths are needed (1 comment)
- A bikeway connection is needed between Newtown and area bike paths such as the path neat Columbia Parkway and 5-mile Trail (2 comments)

- A connecting bike path should be constructed from the Little Miami Scenic Bike Trail and Newtown and Clear Creek Park (1 comment)

Eight public transit comments identify the following needs:

- Rail service is needed (4 comments)
- Expanded bus service is needed (1 comment)
- An accessible transit stop is needed (2 comments)
- The expansion of public transit will reduce vehicular traffic on the roads (1 comment)

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

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 40% increase in the northbound travel time during the AM peak-hour and a 50% increase in the in the southbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: The crest vertical curve at the railroad crossing on this segment of Church Street has a substandard k-value for its design speed (25 mph). The actual k-value for this segment of Church Street is 10; the required k-value is 12.

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

2.2.3.11 Church Street (Newtown Road)/Valley Avenue Intersection

The Church Street/Valley Avenue intersection is a signalized four-leg intersection. The northwest leg of this intersection serves as the entrance road to the Little Miami Golf Center:

Figure 24. Church Street/Valley Avenue Intersection

Stakeholder Input: Four roadway comments address congestion at this intersection. They are:

- Signal timing is an issue (3 comments)
- The posted speed through this area (25 mph) is too slow (1 comment)

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that no deficiencies currently exist at the intersection. In the No Build opening year (2022) the southbound left turn lane 95th percentile queue length for the movement is more than twice the storage length during the PM peak-hour. In No Build design year (2042) conditions the southbound left turn movement fails with a v/c ratio of 1.04. No intersection improvements are required for the exiting conditions, but it is anticipated that operational or minor intersection improvements are required for the No Build opening year and No Build design year conditions.

Geometric Data: No geometric deficiencies were identified along this segment.

Pedestrian Data: Twenty-seven (27) pedestrians were observed at the intersection during a 24-hour period recorded on December 9, 2015.

2.2.3.12 Church Street/Newtown Road: Valley Avenue to US 50

Church Street between Valley Avenue and US 50 is two lanes. There are no sidewalks along this roadway and the speed limit is posted at 35 mph.

Stakeholder Comments: Twenty-two comments were provided for the section of Church Street (Newtown Road) between Valley Avenue and US 50, of which 18 indicate that congestion is the predominant roadway concern on Church Street between Valley and US 50. Other concerns identify roadway repair and access issue. Representative comments include:

- Congestion makes access/egress to/from parking lots along Newtown Road difficult (1 comment)
- Church Street should be widened to four lanes from Valley to US 50 (1 comment)
- A bypass around Newtown is needed (1 comment)
- The current bridge over the Little Miami River is not big enough and needs to be replaced (1 comment)
- There should be no roadway expansion in this area and no additional impact on the Little Miami River (1 comment)
- Road repair is needed (1 comment)

Ten comments identify the need for improved bike access in this area through bike paths and/or lanes. Specific bikeway connections that are recommended include:

- Finish bike trail to Cincinnati (1 comment)
- Connect the Little Miami Trail to Downtown and also through Mariemont, Fairfax, and Hyde Park (1 comment)

- Connect the Little Miami Trail to the Murray Road Trail (1 comment)
- Connect bike trail from Newtown bridge to Downtown and connect to Miami Bluff Road (1 comment)
- Connect bike path to Wasson Way (1 comment)

Two comments cite a need for a sidewalk and pedestrian/bike lanes, and three comments identify the following public transit needs:

- The need for bus service (1 comment)
- The need for a park and ride (1 comment)
- Public transit is needed to serve local bars and restaurants (1 comment)

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

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 40% increase in the northbound travel time during the AM peak-hour and a 50% increase in the in the southbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.2.4 Newtown Village Focus Area Needs Analysis

Based on the results of the technical studies, as well as the extensive public input received from the Focus Area Workshops, online interactive survey, and other public outreach efforts, the primary and secondary needs of the transportation network with the Village of Newtown Focus Area were identified (primary needs are needs that *will* be addressed by this project; secondary needs are needs that *may* be addressed by this project). The input used in the needs analysis is included in **Appendix 2**. The primary and secondary needs are presented in **Table 10** below.

Table 10: Village of Newton Focus Area Needs Analysis

Primary Needs	Secondary Needs
SR 32: West Corporation Limits to Church Street	
Address eastbound peak-hour delays	Address bicycle connectivity
SR 32/Church Street Intersection	
Address capacity issues and long queues on all approaches	None
SR 32: Church Street to Round Bottom Road	
Address westbound AM peak-hour and eastbound PM peak-hour delays	Address bicycle connectivity
SR 32/Round Bottom Road Intersection	

Primary Needs	Secondary Needs
Address capacity issues and long queues on SR 32 and Round Bottom Road approaches	Address deficient sight distance at intersection
SR 32: Round Bottom Road to Little Dry Run Road	
• Address westbound AM peak-hour and eastbound PM peak-hour delays • Address pedestrian connectivity to east corporation limit	• Address bicycle connectivity • Support access to future transit connections
Round Bottom Road: SR 32 to Valley Avenue	
Address congestion	Enhance bicycle connectivity
Round Bottom Road/Valley Avenue Intersection	
Address capacity issues with northbound left-turn movement and eastbound approach	None
Round Bottom Road: Valley Avenue to Broadwell Road	
None	• Correct deficient roadway curve near Natorp's Nursery • Enhance bicycle connectivity
Valley Avenue	
None	None
Church Street: SR 32 to Valley Avenue	
Address northbound AM and southbound PM peak-hour delays	• Address roadway grades at railroad crossing • Enhance bicycle connectivity • Support access to future transit connections
Church Street/Valley Avenue Intersection	
Address capacity issues for southbound left-turn movement	None
Newtown Road (Church Street): Valley Avenue to US 50	
Address northbound AM and southbound PM peak-hour dealys	None

2.3 SR 125/SR 32 AREA FOCUS AREA

The SR 125/SR 32 Focus Area, which is within Anderson Township, includes segments of SR 125 just west and east of its interchange with SR 32, and the segment of SR 32 extending from its interchange with SR 125 to the west corp. limits of the Village of Newtown. This Focus Area includes the SR 125 crossing of the Little Miami River. A detailed roadway map of the SR 125/SR 32 Focus Area is provided in **Appendix 3**.