

COMMENT & RESPONSE TABLES

SR 32 & Round Bottom Road Intersection
Center Turn Lane between Round Bottom and Village Corp Limit
SR 32 & Little Dry Run Intersection
Shared Use Path
Sidewalk on South Side of SR 32 East of Little Dry Run
Additional Comments

PUBLIC COMMENTS COMPILATION & ODOT RESPONSES

All comments and questions received during the public comment period (Feb. 14, 2021 through March 22, 2021) are documented in the following charts. ODOT responses are provided for each comment received. Comments are separated by project focus and correlate to questions included in Open House materials. Comments in grey text were provided by respondents in response to comments made by other participants.

SR 32 and Round Bottom Intersection

Please use the slider to indicate how well you like the proposed roadway improvements for the SR 32 and Round Bottom Road intersection. Use this space to share any additional comments.

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
RB1	<ul style="list-style-type: none"> There isn't a problem now 	Uncommitted	2/14/21	Do not know what improvement is made for the right turn onto Round Bottom. Does not appear that this is a significant backup area.	Thank you for your comments; they have been recorded. The right turn lane is being lengthened so that thru traffic back-ups on westbound SR 32 do not block traffic from being able to enter the right turn lane to proceed to Round Bottom Road. Lengthening the right turn lane along with the other proposed improvements in the Round Bottom intersection should improve the flow of traffic and help reduce congestion when it occurs.	06/14/21
RB2	<ul style="list-style-type: none"> There isn't a problem now. Wider lanes will encourage more traffic to use route Focus on mass transit 	Not supportive	2/15/21	Expanding Lanes=expanding traffic. Current "bottlenecks" are not a big issue. Proposed changes will increase traffic thru to streets that cannot handle more (Main St and Valley Ave) and lead to new proposals for those streets. Bad idea. Focus on mass transit solutions.	<p>Thank you for comments; they have been recorded. The proposed improvements will actually help relieve congestion on Round Bottom Road / Valley Avenue by reducing current backups. Anticipated percent reductions in delay are 8% in the AM peak hour and 46% in the PM peak hour.</p> <p>ODOT, in partnership the Eastern Corridor Implementation Partners, studied an option for rail transit that would travel from downtown Cincinnati, through Newtown, to I-275 in Milford. At this point in time, a project sponsor and funding are needed to advance the project to the next phase of development. More information is available on the Oasis Rail Transit pages of the Eastern Corridor website, www.EasternCorridor.org. In the interim ODOT is pursuing these improvements on the existing roadway network to address the needs of the traveling public.</p>	06/14/21
RB3		N/A	3/11/21	The demand is not there for mass transit into Cincinnati.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT RB2. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN RB2.	06/14/21
RB4		N/A	3/16/21	The demand is not there because we keep spending gozillions of dollars on adding more lanes for cars. Everywhere.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT RB3. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN RB2.	06/14/21
RB5	<ul style="list-style-type: none"> Don't like loss of thru lane Likes bike trail connect to Lake Barber Loves widening idea Enhance McCollough Creek or bury it to add space for widening 	Supportive	2/15/21	I love the idea of the bike trail and connection to barber lake. I love the widening idea-much needed. However, I do not like the loss of the thru lane are river hills/32/round bottom road because it is an inconvenience to those going straight. I also think that McCollough run should be enhanced so that either it is considered a wildlife (no dump) waterway and improved as such. There is a lot of amazing wildlife in that little creek and it is not protected from dumping. Or turn it into a wastewater drain underground pipe (thus adding space for widening) because that is essentially what it is now.	Thank you for your comments; they have been recorded. Sorry for any confusion in our description, but the current thru lane from Round Bottom to River Hills will only be converted to a combined thru/left lane. In addition, the signal will be modified so that traffic from Round Bottom will move without opposing traffic making it possible to go straight onto River Hills without being blocked by the left turn traffic.	06/14/21

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
RB6		N/A	2/17/21	It looks like you can still go straight, but there is the option of also turning left now?	[THIS COMMENT WAS PROVIDED IN RESPONSE TO THE COMMENT IN RB3). Thank you for your question. Yes, the current thru lane from Round Bottom to River Hills will be converted to a combined thru/left lane. In addition, the signal will be modified so that traffic from Round Bottom will move without opposing traffic making it possible to go straight onto River Hills without being blocked by the left turn traffic.	06/14/21
RB7	<ul style="list-style-type: none"> Will improve 	Supportive	2/15/21	Not a big fan, but they are a necessary evil. The proposed changes appear to offer significant improvements.	Thank you for your comments; they have been recorded.	06/14/21
RB8	<ul style="list-style-type: none"> Doesn't seem to address issue 	Not supportive	2/15/21	Not really fixing issue. Fix signals.	ODOT worked with the Village of Newtown in 2019 to review signal timing issues throughout the village and a number of adjustments were made. Additional short-term signal improvements are also being planned for 2022. The modifications proposed for the SR 32 and Round Bottom Road intersection will further improve the flow of traffic through the intersection, particularly during peak drive times.	06/14/21
RB9	<ul style="list-style-type: none"> Support for eastbound through lane 	Supportive	2/17/21	RE: Add a second eastbound through lane from just west of the SR 32/Round Bottom Road intersection to the Little Dry Run Road intersection - Good idea. I can't tell you how many times I've almost been hit by people turning left from this lane when they should only be going straight.	Thank you for your comments; they have been recorded.	06/14/21
RB10	<ul style="list-style-type: none"> Concern about lack of yielding Concern about space for semis and dump trucks 	N/A	2/17/21	Is there anything to be done about the right turn onto Round Bottom Rd where people are supposed to Yield but they do not? There is also not a lot of room for the semis and Dump Trunks to merge.	Thank you for your question. A review of the past five years of crash data indicated that there was only one crash where a vehicle using the right turn lane from SR 32 to Round Bottom Rd failed to yield the right of way and collided with a northbound through vehicle. That crash resulted in no injuries. Since the crash analysis did not indicate an issue, there are no proposed changes to the yield/merge of the right turn lane.	06/14/21
RB11	<ul style="list-style-type: none"> Wider lanes will encourage speeding Wider lanes will encourage more traffic to use route 	Not supportive	2/17/21	<p>The usage of 11 and 12 foot travel and turning lanes is concerning. Recent research indicates that wider lanes encourage speeding and reckless driving by giving drivers a false sense of security. 10 and 10.5 foot wide lanes are much safer and encourage drivers to pay more attention, which is sorely needed since this goes through a business district of a small village.</p> <p>Research also indicates that increasing the capacity to carry more vehicles by widening the road will not work either. It will just encourage more people to take this route instead, leading to the same backups that currently exist. In the modern era, this is now made worse, with mapping software directing people to take the route once it is widened. The safety of the residents and business owners should take priority over the convenience of the commuters who choose to drive through this village.</p> <p>The traffic count is low enough to suggest that the number of travel lanes is not the problem.</p>	Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts.	06/14/21

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
RB12		N/A	2/17/21	"Narrower and slower" is not necessarily "safer." They narrowed the lanes on Beechmont hill in Mt Washington, adding an island and bike lane, to try to "calm traffic." but the new lanes are so narrow that trucks and buses are often forced to ride the line, and the tighter clearances have actually led to an increase in accidents.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT RB11. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN RB11.	06/14/21
RB13	<ul style="list-style-type: none"> Wider lanes will encourage speeding Wider lanes will encourage sprawl 	Not supportive	2/17/21	With recent movement for many to remote working why continue efforts to reduce peak hour congestion using out-dated traffic counts. Additionally, further widening of the roadway for vehicles reduces safety in this neighborhood by increasing vehicle speed and encourages further sprawl. This is bad practice for the neighborhood, the environment, and poor allocation of funds.	Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts.	06/14/21
RB14	<ul style="list-style-type: none"> Concerns about whether problems in other parts of system will be addressed. 	Uncommitted	2/18/21	32 at Newtown can be a headache at times, but does this address issues coming from Newtown Road which can be quite backed up a rush hour? Also, what happens when 32 floods west of Newtown (which regularly happens in the spring)? Honestly, I would love to see a light rail solution that connects downtown and uptown to many of the areas on the Eastside (Columbia Tusculum, Mariemont, Newtown, Eastgate, Old Milford, Anderson). When I have been to the Bay Area light rail us wildly popular and I don't see how we are any different. This could alleviate bus ridership during the week and potentially create new business opportunities in the areas where the rail lines stop with increased tourism from locals.	Thank you for your comments. The improvements proposed at the Main Street (SR 32) and Round Bottom Road intersection will add an additional eastbound thru lane and allow for more "green time" for SR 32, thus reducing the queues that back up eastbound traffic coming through the village along SR 32. This project is not addressing flooding issues west of Newtown, although the Eastern Corridor project did identify a future project that could help mitigate the frequency of some of the closures due to flooding. ODOT, in partnership the Eastern Corridor Implementation Partners, studied an option for rail transit that would travel from downtown Cincinnati, through Newtown, to I-275 in Milford. At this point in time, a project sponsor and funding are needed to advance the project to the next phase of development. More information is available on the Oasis Rail Transit pages of the Eastern Corridor website, www.EasternCorridor.org . In the interim ODOT is pursuing these improvements on the existing roadway network to address the needs of the traveling public.	06/14/21
RB15	<ul style="list-style-type: none"> Wider lanes will encourage speeding Wider lanes will encourage more traffic to use route 	Not supportive	2/18/21	If lanes are increased to 11 or 12' width, studies show that drivers feel safer going at faster speeds. This will increase speeding and make the area more unsafe. It will also lead to more traffic at Valley Ave. & Main St., causing another problem there. Your solution should not be widening streets and increasing lane width; it should be working on mass transit solutions, including commuter rail in the eastern corridor.	Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts. ODOT, in partnership the Eastern Corridor Implementation Partners, studied an option for rail transit that would travel from downtown Cincinnati, through Newtown, to I-275 in Milford. At this point in time, a project sponsor and funding are needed to advance the project to the next phase of development. More information is available on the Oasis Rail Transit pages of the Eastern Corridor website, www.EasternCorridor.org . In the interim ODOT is pursuing these improvements on the existing roadway network to address the needs of the traveling public.	06/14/21
RB18	<ul style="list-style-type: none"> Proposed improvements help with increasing capacity 	Supportive	3/9/21	Anderson Township is supportive of the proposed roadway changes to SR 32/Main Street. Increased capacity throughout the Eastern Corridor area is a key goal of the Eastern Corridor study and these improvements help achieve that goal.	Thank you for your comments. They have been recorded.	06/14/21

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
RB19	<ul style="list-style-type: none"> Concerns about whether problems in other parts of system will be addressed. 	Uncommitted	3/11/21	Not Enough capacity added and will not resolve choke points further west in the village.	Thank you for your comments; they have been recorded. ODOT and the Village of Newtown have identified a series of improvements to improve traffic flow throughout the Village. These are outlined in the Eastern Corridor Segments II and III Conceptual Alternatives Implementation Plan (2019). The improvements highlighted at the SR 32 Improvements, Village of Newtown Virtual Open House focus on projects that have been advanced for further development to date. Advancement of the remaining projects is at the discretion of the Village.	06/14/21
RB20		Supportive	3/11/21	Love this, so needed. Newtown is a major bottleneck.	Thank you for your comment; it has been noted.	06/14/21
RB23 VIA PHONE	<ul style="list-style-type: none"> Concerns with impacts to property 	Uncommitted	3/11/21	Property owner was concerned about impact to his building because he rents it out, but he understood the project. He also asked if the connection behind the building which connects his two driveways would be impacted and what the timing of construction would be.	Mr. Arnold spoke with the property owner and told him that the connection between his two driveways would not be impacted. He also said that construction would likely be in 2025, pending acquisition of right-of-way and construction funding.	06/14/21
RB25		Supportive	3/16/21	Necessary to move more traffic and this appears to be the best option.	Thank you for your comments. They have been recorded.	06/14/21
RB26	<ul style="list-style-type: none"> Concerns with increased traffic and future congestion 	Not supportive	3/22/21	We are generally opposed to expanding 32; the suggested changes will only induce more traffic and lead to similar or greater congestion in the future.	Thank you for your comments. They have been recorded.	06/14/21

CENTER TURN LANE

Please use the slider to indicate how well you like the concept of adding a center turn lane on SR 32 between Round Bottom and the Village's east corp. limit. This change will remove turning vehicles from the primary travel lanes. Use this space to share any additional comments.

No.	Themes	Sentiment	Received	Comment	Response	Response Date
CL1		Supportive	2/14/21	Very much needed to eliminate backup at Valley Asphalt, Burger Farms, Landfill areas. Very dangerous left turns east or west.	Thank you for your comments. They have been recorded.	06/14/21
CL3	<ul style="list-style-type: none"> Much needed. 	Supportive	2/15/21	Long overdue!	Thank you for your comment; it has been noted.	06/14/21
CL4	<ul style="list-style-type: none"> Waste of money Doesn't address anything 	Not supportive	2/15/21	This doesn't seem to really address any issue. It seems like we are looking to waste money.	Thank you for your comment; it has been noted.	06/14/21
CL5	<ul style="list-style-type: none"> Much needed 	Supportive	2/17/21	Great idea. It's good to look towards the future. It will be nice to not be stopped in the Burger Farms traffic or get stuck if there is a wreck have an extra lane to go around.	Thank you for your comments; they have been recorded	06/14/21
CL6	<ul style="list-style-type: none"> Wider lanes will encourage speeding Wider lanes will encourage more traffic to use route 	Not supportive	2/17/21	The usage of 12 foot travel and turning lanes is concerning. Recent research indicates that wider lanes encourage speeding and reckless driving by giving drivers a false sense of security. 10 and 10.5 foot wide lanes are much safer and encourage drivers to pay more attention. With the lanes narrower than 11 feet, they still would be perfectly wide enough for commercial traffic since there is a turn lane to separate them, preventing them from clipping each other. Keeping the lanes wide encourages people to drive faster, making the congestion at the intersection even worse, making the project self-defeating. Narrowing the lanes also narrows the width of the new road, reducing construction costs.	Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts.	06/14/21
CL7	<ul style="list-style-type: none"> Waste of money 	Uncommitted	2/18/21	More big government spending that we will not be able to maintain.	Thank you for your comment; it has been noted.	06/14/21
CL8	<ul style="list-style-type: none"> Much needed 	Supportive	2/18/21	The left turn lane is much needed for safety and traffic flow, but I'm not sure a sidewalk would ever be needed on this stretch.	Thank you for your comments; they have been recorded. The sidewalk could be put in at future date as desired to meet pedestrian demand.	06/14/21
CL9	<ul style="list-style-type: none"> Project will encourage speeding Project will encourage more traffic to use route Waste of money Safety concerns for bicyclists and pedestrians. 	Not supportive	2/18/21	Once again, another proposal which encourages more traffic in this area, and will ultimately lead to more cars going through the area, more speeding, more deterioration of Newtown's environment, more unsafe conditions for pedestrians and bicyclists. Wasting taxpayer dollars on "improvements" which actually cause deterioration of Newtown's livability, and decrease safety for anyone outside walking, cycling or whatever.	Thank you for your comments; they have been recorded	06/14/21
CL11	<ul style="list-style-type: none"> Addresses capacity goals 	Supportive	3/9/21	Anderson Township is supportive of the proposed roadway changes to SR 32/Main Street. Increased capacity throughout the Eastern Corridor area is a key goal of the Eastern Corridor study and these improvements help achieve that goal	Thank you for your comments; they have been recorded	06/14/21
CL12 VIA PHONE	<ul style="list-style-type: none"> Concerned about impact on business 	Supportive	3/11/21 VIA PHONE	The caller owns a business at 7853 SR-32, next to Burger farm. He asked how much frontage is needed? How much will ODOT widen to the other side of the road as well? What is the project construction schedule? The caller wanted to make sure that his business and the sign in front of it is not impacted too much.	Mr. Arnold discussed the general limits of the project with the caller and showed him the back of the sidewalk impacting his landscaped island. Mr. Arnold also noted that ODOT is working to balance impacts but would need to get specific measurements from the design team to determine impacts to the caller's property.	06/14/21

No.	Themes	Sentiment	Received	Comment	Response	Response Date
				At the conclusion of the discussion, the caller was thankful for the conversation and in agreement with the project overall.	He also noted that construction would likely take place in 2025 if funds become available.	
CL13	<ul style="list-style-type: none"> Concerns with wider lanes 	Not supportive	3/12/21	Wider lanes is not a good idea.	Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts.	06/14/21
CL14	<ul style="list-style-type: none"> Much needed 	Supportive	3/16/21	This is the improvement that is most needed to address the road safety concerns of Rt 32. This is a must for the village.	Thank you for your comments; they have been recorded	06/14/21
CL15	<ul style="list-style-type: none"> Concerns with increased traffic and future congestion 	Not supportive	3/22/21	See previous comment(s).	<p>[Comment was: We are generally opposed to expanding 32; the suggested changes will only induce more traffic and lead to similar or greater congestion in the future.]</p> <p>Thank you for your comments. They have been recorded.</p>	06/14/21
RB22	<ul style="list-style-type: none"> Concern with impact on McCullough Run 	Uncommitted	3/11/21	Widening of 32 will make have impacts on the stream/ditch running alongside it.	Thank you for your comments. They have been recorded.	06/14/21

SR 32 AND LITTLE DRY RUN INTERSECTION

Please use the slider to indicate how well you like the proposed roadway improvements (discussed above) for the SR 32 and Little Dry Run Road intersection. Use this space to share any additional comments.

No.	Themes	Sentiment	Received	Comment	Response	Responded
LDR1	<ul style="list-style-type: none"> Like it 	Supportive	2/14/21	Nice to have the curve on Dry Run straightened slightly. Do not know what the right turn 3rd lane on 32 to Dry Run will really do. Maybe only the 5 pm traffic?	Thank you for your comments. They have been recorded. While the dedicated right turn lane will help traffic wanting to turn into Little Dry Run, the need for the second eastbound lane was to receive the dual left turns from Round Bottom Road and Little Dry Run was the logical intersection to end that lane based on the volume turning right and leaving appropriate room for traffic to merge into the thru lane.	06/14/21
LDR2	<ul style="list-style-type: none"> There's no problem 	Not supportive	2/15/21	Not a problem.	Thank you for your comment. It has been noted.	06/14/21
LDR3	<ul style="list-style-type: none"> Like it 	Supportive	2/15/21	Not sure if the right turn lane from east bound 32 to Little Dry Run is necessary, but anything that moves traffic off of 32 more quickly is a positive.	Thank you for your comments. They have been recorded.	06/14/21
LDR4	<ul style="list-style-type: none"> Like it 	Supportive	2/15/21	This looks great!	Thank you for your comments. They have been recorded.	06/14/21
LDR5	<ul style="list-style-type: none"> Wider lanes will encourage speeding Wider lanes will encourage more traffic to use route Need sidewalks on both sides of the road 	Not supportive	2/17/21	<p>The usage of 11 and 12 foot travel and turning lanes is concerning. Recent research indicates that wider lanes encourage speeding and reckless driving by giving drivers a false sense of security. 10 and 10.5 foot wide lanes are much safer and encourage drivers to pay more attention.</p> <p>The lack of sidewalks on both sides of the road is concerning. How will someone safely walk along the road if they have a breakdown during peak hours?</p>	<p>Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts.</p> <p>While the available right-of-way width prevents the addition of a sidewalk / shared use path on both sides of the roadway without greater impacts to McCullough Run or more significant property takes, the project is adding a shared use path along SR 32 between Round Bottom Road and Little Dry Run Road providing pedestrian and bike facilities for the corridor. Additionally, grading for a future extension of the shared use path is proposed east of Little Dry Run Road along SR 32.</p>	06/14/21
LDR6	<ul style="list-style-type: none"> Concerns about bike/ped safety Waste of money 	Not supportive	2/18/21	More lanes, wider lanes is going to be an expensive waste of tax money. How about we spend the money maintaining the roads that we have. This plan will led to more accidents especially pedestrians and bikes as the auto speeds increase. Then next year you will come back and want to spend more money on signs and a special cross walk, no thank you.	Thank you for your comments. They have been recorded.	06/14/21
LDR7		N/A	2/22/21	wrong, congestion causes accidents.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT LDR6. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN LDR6.	06/14/21
LDR8	<ul style="list-style-type: none"> Like it Much needed 	Supportive	2/18/21	This intersection is difficult and dangerous. These changes are much needed and appreciated, especially the right-hand turn lane onto LDR.	Thank you for your comment. It has been noted.	06/14/21

No.	Themes	Sentiment	Received	Comment	Response	Responded
LDR9	<ul style="list-style-type: none"> Wider lanes will encourage speeding Wider lanes will encourage reckless driving Focus on improvements, not widening lanes Make travel safer for bikes/peds 	Uncommitted	2/18/21	You should not increase lane widths here, it would give drivers the feeling that they can drive faster & will cause more reckless driving. This is currently an unsafe area for bicyclists and pedestrians; sidewalks and/or pedestrian/bike path should be built along rt. 32. Don't increase lanes and just do improvements, turn lanes etc. for increasing motor traffic flow in this area; make this roadway safer for pedestrians and bicyclists.	<p>Thank you for your comments; they have been recorded. The project, as proposed, was matching the existing 12ft lane widths of SR 32 in the area. After further analysis, we have determined that providing 11ft lanes meets current design standards and will work for all users in this area. We will evaluate options to utilize 11ft lanes to reduce costs and impacts.</p> <p>A major part of the proposed improvements include options for a new shared-use path located next to roadways that both bicyclists and pedestrians can safely use for travel, exercise and recreation.</p>	06/14/21
LDR10	<ul style="list-style-type: none"> Like it 	Supportive	2/22/21	Looks great!	Thank you for your comment. It has been noted.	06/14/21
LDR11	<ul style="list-style-type: none"> Is the cost worth it? 	Not supportive	2/23/21	It talks about the peak delays in %, but what is the cost and what is the actual TIME saved? Seconds? Just seems like a waste, especially given changing commuting patterns.	Thank you for your comment. It has been noted. The 45% reduction in delay at this intersection would correspond to an average reduction of approximately 23 seconds. For perspective an average delay of 80 seconds is considered failing.	06/14/21
LDR12	<ul style="list-style-type: none"> Add signage 	Uncommitted	2/24/21	Are signage improvements included? Little Dry Run comes up quickly when coming westbound.	Signing would be reviewed as part of the project as the widening to achieve the center turn lane will require existing signing to be relocated at a minimum.	06/14/21
LDR13	<ul style="list-style-type: none"> Plan increases capacity and that is needed 	Supportive	3/9/21	Anderson Township is supportive of the proposed roadway changes to SR 32/Main Street. Increased capacity throughout the Eastern Corridor area is a key goal of the Eastern Corridor study and these improvements help achieve that goal	Thank you for your comments. They have been recorded.	06/14/21
LDR14	<ul style="list-style-type: none"> Concerns about impact on McCullough Creek 	Uncommitted	3/11/21	Straightening of the stream in this stretch will increase the velocity of the water coming down McCullough Run leading to more erosion downstream. This creek is already unstable from increased impervious and volume upstream. Any mitigation should be focused on reducing volume upstream to put this waterway back in equilibrium.	Thank you for your comments. They have been recorded. No wholesale straightening of McCullough Run is planned with the project. The length of McCullough Run in the project area is 5,735 ft. Just east of Round Bottom 50 feet (less than 1%) of the creek length will need to be put into extended culverts, but the rest will remain untouched as it will be protected by walls (approximately 1,030 ft of wall to be installed). The 204ft (approximately 3.5%) of creek length being relocated adjacent Little Dry Run Road will be designed using natural stream methods to incorporate features such as bends, pools and riffles to minimize any change in stream characteristics as the project moves forward. Additionally, the whole project will include addressing water quality being discharged into the creek from the roadway.	06/14/21
LDR15	<ul style="list-style-type: none"> Like it. Like shared-use path 	Supportive	3/11/21	These changes seem to make sense. I strongly endorse adding the bike lane.	Thank you for your comments. They have been recorded.	06/14/21
LDR17	<ul style="list-style-type: none"> Much needed 	Supportive	3/16/21	I personally turn right from Rt 32 to Little Dry Run Road what seems like multiple times every day. This change will be a much change for the village and will clearly improve traffic flow.	Thank you for your comments. They have been recorded.	06/14/21
LDR18		Not supportive	3/22/21	The purported "benefits" of this proposed change do not justify the related impacts to McCullough Run.	Thank you for your comments. They have been recorded.	06/14/21
SW5	<ul style="list-style-type: none"> Impact on entry features at Ivy Hills Reserve 	N/A	2/16/21	As a resident of Ivy Hills Reserve, I would be curious as to how far in this expansion will go into our subdivision entry. We spent quite a bit of money and have entry monuments that could be impacted.	Thank you for your question. While detailed engineering has not yet been completed, at this time it is anticipated that the bulk of work will be north of existing McCullough Run within minimal impact back along Miljoie Drive.	06/14/21
SW6		N/A	2/17/21	Sounds selfish. Safety of people trying to use the road should take priority over decorative signage.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT SW5. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN SW5.	06/14/21

No.	Themes	Sentiment	Received	Comment	Response	Responded
SW7	<ul style="list-style-type: none"> Change would solve functional and aesthetic issues 	Supportive	2/17/21	That comment / question was certainly was not meant to sound selfish. In fact, I fully support/ welcome this change as it solves many functional and aesthetic issues with the ditch on the south side of 32. I was simply asking how close things could potentially be as the neighborhood would want to have time to move things if needed/required. (and understand where things can be moved) I most certainly support pedestrian safety. Perhaps before assuming a comment is selfish, you should maybe ask a few questions and try and understand the context.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT SW6. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN SW5.	06/14/21

SHARED-USE TRAIL

Which alternative for bicycle and pedestrian improvements do you prefer most? Use this space to share any additional comments.

No.	Themes	Sentiment		Comment	Response	Response Date
SU1	<ul style="list-style-type: none"> Access to Lake Barber is important Bike/ped improvements should also include path between Round Bottom and SR 32. 	Supportive	2/18/21	I like each of these alternatives, but if #3 were selected, I would recommend including in this proposal the connections to the Lake Barber trail. I also like to see included in any proposal the pedestrian/bicycle shared-use trail along Round Bottom Rd. between Valley and rt. 32. (as is seen in Alternative #3)	Thank you for your comments. They have been recorded.	06/14/21
SU2	<ul style="list-style-type: none"> Like it! Mid-block road crossing is dangerous 	Supportive	2/19/21	A shared use path through Newtown would be fantastic! I live in Ivy Hills Reserve and my kids and I often access the Little Miami Trail by biking from our house and using Round Bottom. Having a shared use path would make this much safer for us. The crossing on SR 32 should definitely be at the Ivy Hills Place light. Cars typically don't stop for people using the mid-block crossing by Fifty West.	Thank you for your comments. They have been recorded.	06/14/21
SU3	<ul style="list-style-type: none"> Alt. 1 is best for peds Tunnel access to Lake Barber is needed 	Supportive	2/19/21	Alternative 1 is really the only one that makes sense from a pedestrian safety perspective. The access to the Lake Barber trail via the tunnel is definitely needed.	Thank you for your comments. They have been recorded.	06/14/21
SU4	<ul style="list-style-type: none"> Stopping for signals is not ideal for cycling 	Uncommitted	2/21/21	A side path in which you have to stop wait for a traffic signal to cross a busy street once or twice has little utility to a cyclist. If that's the case, you may as well just put in a sidewalk.	Thank you for your comments. They have been recorded.	06/14/21
SU5	<ul style="list-style-type: none"> Waste of money. 	Not supportive	2/24/21	This is an incredible waste of money.	Thank you for your comment. It has been noted.	06/14/21
SU6	<ul style="list-style-type: none"> Alt. 1 is preferred. Alt. 1 path could be extended to ANCOR Alt 2's mid block crossing is dangerous Alt. 3 not preferred due to property impacts and does not connect to Lake Barber 	Supportive	3/9/21	Anderson Township is supportive of Alternative 1 for the proposed Bike/Pedestrian Improvements. Alternative 2 includes a mid-block crossing on SR 32/Main Street which could create a dangerous situation for pedestrians, especially with the proposed roadway improvements that are planned. Further, with Alternative 1, the shared use path on the north side of the street could be extended in the future to an "ANCOR Connector." Alternative 3 is not preferred due to property owner impacts, but also because it does not include the same connection beneath the railroad to the existing Lake Barber Trail.	Thank you for your comments. They have been recorded.	06/14/21
SU7	<ul style="list-style-type: none"> Mid-block road crossing is dangerous 	Supportive	3/11/21	Alternative 1 is the only viable and safe option. A mid-block crossing presents a potentially dangerous situation.	Thank you for your comments. They have been recorded.	06/14/21
SU8	<ul style="list-style-type: none"> Keep path on north side of road 	Supportive	3/11/21	Anything to help a bike/pedestrian path get to the bike trail. why not keep the pedestrian path on the north side of 32 the entire length until round bottom road. Don't see any value in moving it to the south side of 32.	Thank you for your comments. They have been recorded.	06/14/21
SU9	<ul style="list-style-type: none"> Concerned about impacts on stream Don't want to keep crossing SR 32 	Supportive	3/11/21	I prefer alternative one only because the shared use path entirely on the south side of the road would create issues with the stream. The stream would cause continually undercutting of the path. Otherwise I prefer not having to continually cross over 32.	Thank you for your comments. They have been recorded.	06/14/21

No.	Themes	Sentiment		Comment	Response	Response Date
SU10	<ul style="list-style-type: none"> • Don't like multiple road crossings • Like access to Lake Barber 	Supportive	3/16/21	<p>I don't like the idea of crossing Rt 32 twice if you intend of walking/riding to the heart of the village.</p> <p>Alt 2 also provides for the tunnel access to Lake Barber and beyond.</p>	Thank you for your comments. They have been recorded.	06/14/21
SU11		Not supportive	3/16/21	None of it makes sense. How many people are demanding to walk on a sidewalk next to a four-lane road? A few would make the trek everyday but 9 million dollars so a family can walk down to the Creamy Whip?	Thank you for your comments. They have been recorded.	06/14/21
RB16	<ul style="list-style-type: none"> • Like the bike path 	Supportive	2/18/21	Like the new shared use path.	Thank you for your comments; they have been recorded.	06/14/21
RB17	<ul style="list-style-type: none"> • Doesn't like shared-use path 	Not supportive	2/24/21	Shared use path is a waste of money.	Thank you for your comments. They have been recorded.	06/14/21
RB21	<ul style="list-style-type: none"> • Support shared-use path concept 	Supportive	3/11/21	The shared use path going into the Village and to Lake Barber is very important and will connect the community of Newtown.	Thank you for your comments. They have been recorded.	06/14/21
RB24	<ul style="list-style-type: none"> • Supportive for bike/ped improvements 	Supportive	3/12/21	I support increased infrastructure for pedestrian and bike traffic	Thank you for your comments. They have been recorded.	06/14/21
CL2	<ul style="list-style-type: none"> • Supportive of Bike/ped 	Supportive	2/15/21	I love the idea of extending the sidewalk and the bike trail if it connects to something worth going to. Right now there is no reason to connect. What is the ANCOR project?	Thank you for your comments. ANCOR is an area in Anderson Township located in the Broadwell Road area. There are future plans to connect that area to SR 32 directly to move truck traffic out of the Village of Newtown who are currently using Round Bottom Road.	06/14/21
LDR16	<ul style="list-style-type: none"> • Like shared-use path 	Supportive	3/12/21	I support pedestrian and bike improvements.	Thank you for your comments. They have been recorded.	06/14/21
SW1	<ul style="list-style-type: none"> • Why is a tunnel needed 	Uncommitted	2/14/21	Why is a tunnel needed across RR tracks on path? Wouldn't a gate be much more cost effective as safety improvement with tunnel is insignificant due to very minimal train traffic at present and most probably in future.	Thank you for your question. A grade separated crossing (using a tunnel) is beneficial as it provides a safer crossing for trail users by keeping pedestrians off of the railroad tracks and out of conflict of trains. Additionally, in this particular location the existing railroad sits on a berm that would make the shared use path alignment difficult to get up and over and back down to meet the Lake Barber trail elevation.	06/14/21
SW2	<ul style="list-style-type: none"> • Don't want below-grade tunnel 	Uncommitted	2/15/21	I'm not familiar with the relative elevation of the railroad and the trail. I wouldn't be in favor of the tunnel if it would be below grade. It seems that it would be a greater safety hazard than a surface crossing.	Thank you for your comments. They have been recorded. A grade separated crossing (using a tunnel) is beneficial as it provides a safer crossing for trail users by keeping pedestrians off of the railroad tracks and out of conflict of trains. Additionally, in this particular location the existing railroad sits on a berm that would make the shared use path alignment difficult to get up and over and back down to meet the Lake Barber trail elevation.	06/14/21

No.	Themes	Sentiment		Comment	Response	Response Date
SW3	<ul style="list-style-type: none"> Like Alt 3 	Supportive	2/15/21	Yes please!!!! This will allow connection and walking along round bottom road so if people want to walk to Newtown farmers market or the soccer fields they can without having to route thru barber lake.	Thank you for your comments. They have been recorded.	06/14/21
SW4	<ul style="list-style-type: none"> Make sure that any path is far enough away from road 	Supportive	2/17/21	I do like this idea as long as it was far enough away from the roadway to not get run over by speeding trucks. Once you pass Valley Ave. the speed picks up quite a bit, legally or not.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT SW3. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN SW3.	06/14/21
SW8	<ul style="list-style-type: none"> Concerned about impact on stream Concerned about impacts on businesses and entry to Ivy Hills Keep road crossings to minimum 	Uncommitted	2/17/21	I feel like the Southside would have a lot of impact on the stream, having to move or redirect it, not to mention the businesses and yes Ivy Reserve is there too. And, Rt. 32 is so dangerous. Any walkway or path needs to be setback as far back as possible. Crossing it in any capacity should be kept at a minimum once you are out of the heart of the Village. One of the alternatives showed a mid-crossing without a traffic signal. No thanks for that death wish.	Thank you for your comments. They have been recorded.	06/14/21

SIDEWALK

Would you be interested in the future addition of a sidewalk along the south side of SR 32 east of Little Dry Run Road? Use this space to share any additional comments.

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
SW1	<ul style="list-style-type: none">Keep sidewalk on north side of road	Not supportive	2/14/21	sidewalk would be better on the north side as no real impacts on residences or business.	Thank you for your comment. It has been recorded.	06/14/21
SW12	<ul style="list-style-type: none">Like it	Supportive	3/9/21	Anderson Township is supportive of a future sidewalk along the south side of SR 32 east of Little Dry Run Road to create better pedestrian access to the Burger Farm and Garden Center.	Thank you for your comments. They have been recorded.	06/14/21
SW13	<ul style="list-style-type: none">Like it	Supportive	3/11/21	And also more shared use. Let's create alternative mode paths for people to get around.	Thank you for your comments. They have been recorded.	06/14/21
CL10	<ul style="list-style-type: none">Shared-use path - waste of money	Supportive	2/24/21	Side path extension waste of money.	Thank you for your comments; they have been recorded	06/14/21

ADDITIONAL COMMENTS

Please use this space to share any additional comments.

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
AC1	<ul style="list-style-type: none"> Add Shared-Use trail on Valley 	Uncommitted	2/15/21	There needs to be multi-purpose trail along Valley Ave. to connect the proposed trails to the Little Miami Trail at Church and Valley.	Thank you for your comments. They have been recorded.	06/14/21
AC2	<ul style="list-style-type: none"> Likes shared-use path and sidewalk Protect McCullough Run but get rid of the fence 	Supportive	2/15/21	We are very active on bike and foot so the shared path and sidewalk are very exciting! I would really like to see McCullough run made into a protected waterway and get rid of the chain link fence (maybe a nicer fence). This contains a lot of wildlife and I have seen chemicals dumped in there ruining the ecosystem.	Thank you for your comments. They have been recorded.	06/14/21
AC3		N/A	2/17/21	One thing I keep seeing in planning documents is references to ANCOR development. Keep in mind that most people in Newtown/Anderson have no idea what ANCOR is. Need to publicize the term for people to get their mind around this. Also, is the SR 50/32 bypass a dead concept? That would have implications on these current plans, no?	<p>Thank you for your comments.</p> <p>ANCOR is an area in Anderson Township located in the Broadwell Road area. There are future plans to connect that area to SR 32 directly to move truck traffic out of the Village of Newtown who are currently using Round Bottom Road.</p> <p>Previous recommendations for transportation improvements in this area focused on relocating SR 32 from where it currently meets SR 125 (Beechmont Levee) to create a new, direct connection with US 50 (Columbia Parkway) and the Red Bank corridor. After reviewing the results of in-depth studies, ODOT determined that relocating the roadway through the Little Miami River valley is not feasible due to potentially significant environmental impacts, and high construction costs. ODOT has since been focusing on improving traffic flow and travel safety by making improvements to the existing transportation network.</p>	06/14/21
AC4	<ul style="list-style-type: none"> Safety is most important 	Uncommitted	2/17/21	Safety, volume, cost, and speed are all factors for road design. Safety should always come first.	Thank you for your comments. They have been recorded.	06/14/21
AC5		Uncommitted	2/18/21	Can we focus more on making the neighborhood more livable and the health of existing businesses and residences and less speeding traffic through the area.	Thank you for your comments. They have been recorded. Comments regarding livability and health of businesses can be directed to the Village of Newtown.	06/14/21
AC6	<ul style="list-style-type: none"> Consider mass transit. 	Uncommitted	2/18/21	Consider public transit/mass transit options in your eastern corridor proposals	<p>Thank you for your comment. It has been recorded. While a bus route along SR 32 is not currently proposed, SORTA's Reinventing Metro Plan does add a new bus route (#84) in 2022 that will run along Church Street in Newtown. The shared use path proposed along SR 32 with this project will help connect pedestrians with this new bus route running through the center of Newtown.</p> <p>ODOT, in coordination with the Eastern Corridor Implementation Partners, studied an option for rail transit that would travel from downtown Cincinnati, through Newtown, to I-275 in Milford. At this point in time, a project sponsor and funding are needed to advance the project to the next phase of development. More information is available on the Oasis Rail Transit pages of the Eastern Corridor website, www.EasternCorridor.org. In the interim ODOT is pursuing these improvements on the existing roadway network to address the needs of the traveling public.</p>	06/14/21

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
AC7		N/A	2/22/21	I am certain the residents of Newtown would reject this too if it went through their town	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT AC6. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN AC6.	06/14/21
AC8	<ul style="list-style-type: none"> Proceed with improvements 	N/A	2/22/21	For too long residents of Newtown have been obstacles to progress. They didn't want a bypass because they said it would kill the town and turn it into the next Batavia, now there are proposals for modest improvements that would improve the through traffic they wanted to preserve. Make this happen. They want their cake and want to eat it too.	Thank you for your comments. They have been recorded.	06/14/21
AC9	<ul style="list-style-type: none"> Consider mass transit 	Uncommitted	3/11/21	More focus on the eastern corridor rail line.	<p>Thank you for your comment. It has been recorded.</p> <p>Regarding commuter rail, ODOT - in coordination with the Eastern Corridor Implementation Partners - studied an option for rail transit that would travel from downtown Cincinnati, through Newtown, to I-275 in Milford. At this point in time, a project sponsor and funding are needed to advance the project to the next phase of development. More information is available on the Oasis Rail Transit pages of the Eastern Corridor website, www.EasternCorridor.org. In the interim ODOT is pursuing these improvements on the existing roadway network to address the needs of the traveling public.</p>	06/14/21
SU12 VIA PHONE	<ul style="list-style-type: none"> Concerned about safety of path users in industrial properties 	MISC	Feb 2021 VIA PHONE	After reviewing the concepts, Martin Marietta spoke with Mr. Shadix by phone and expressed support for the roadway improvements at Round Bottom Road and the addition of the center turn lane east of Little Dry Run Road. They expressed also concern about shared-use path alternatives connecting to Lake Barber through industrial properties and for paths located on the north side of SR 32. They noted that their property is zoned industrial and are concerned about safety implications to pedestrians and bicyclists crossing through their property.	Mr. Shadix thanked Martin Marietta for taking the time to review the plans and for their comments. He noted that the connection to Lake Barber is still a concept and the exact location of that connection would be further refined if it were to be selected as a preferred concept.	06/14/21
SW9	<ul style="list-style-type: none"> Safety should take precedence overall. Sidewalk should be on both sides of road. Wasted opportunity to use improvements to benefit business district. 	Not supportive	2/17/21	All design alternatives are disappointing. They seem to prioritize the speed and throughput of vehicles over the safety and convenience of all other users. Not having a sidewalk on both sides of the road is extremely dangerous and should have been the first consideration. This project seems to be a wasted opportunity as it could have been used to help recreate a competitive business district in the center of Newtown. Instead, it appears it will continue to erode their business district, putting local businesses in direct competition with national franchises.	Thank you for your comments. They have been recorded. While the available right-of-way width prevents the addition of a sidewalk / shared use path on both sides of the roadway without greater impacts to McCullough Run or more significant property takes, the project is adding a shared use path along SR 32 between Round Bottom Road and Little Dry Run Road providing pedestrian and bike facilities for the corridor. Additionally, grading for a future extension of the shared use path is proposed east of Little Dry Run Road along SR 32.	06/14/21

No.	Themes	Sentiment	Date Received	Comment	Response	Response Date
SW10	<ul style="list-style-type: none"> • Likes bike/ped options. • Road improvements will encourage speeding, air emissions and safety of those living in Newtown. • Mass transit options need to be considered. 	MISC	2/18/21	Except for the proposal with the 3 alternatives for bicycling/pedestrian improvements, which I strongly support, the other proposals in this survey are disappointing as they all propose road "improvements" which would increase traffic, encourage speeding, increase emissions and cause more air pollution from vehicles, and decrease the livability factor in Newtown. Your proposals have completely ignored implementing commuter rail or other mass transit solutions which absolutely should be created to reverse the trend of endless increase in car and motor vehicle traffic and the congestion, pollution, noise, excessive pavement and decrease in livability of the area. Propose solutions which include commuter rail and improve mass transit.	Thank you for your comments. They have been recorded. Regarding commuter rail, ODOT studied an option for rail transit that would travel from downtown Cincinnati, through Newtown, to I-275 in Milford. At this point in time, a project sponsor and funding are needed to advance the project to the next phase of development. More information is available on the Oasis Rail Transit pages of the Eastern Corridor website, www.EasternCorridor.org . In the interim ODOT is pursuing these improvements on the existing roadway network to address the needs of the traveling public.	06/14/21
SW11		N/A	2/22/21	Actually, traffic increases emissions. Newtown is never going to be the gated community of the 'no through traffic' town the residents want. It lays smack dab in the middle of a critical east west route. Improvements are needed. They are public roads and should be as efficient as possible.	THIS COMMENT WAS MADE IN RESPONSE TO A STATEMENT MADE IN COMMENT SW8. ODOT RESPONDED TO THE ORIGINAL STATEMENT IN SW8.	06/14/21