

ATTACHMENT F

Virtual Public Open House Summary Report



**EASTERN CORRIDOR SEGMENTS II and III
Red Bank Corridor to I-275/SR 32 Interchange
(PID 86462)**

**VIRTUAL PUBLIC OPEN HOUSE SUMMARY REPORT
SR 32 Improvements, Village of Newtown**

Prepared For
Ohio Department of Transportation
District 8
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Lebanon, OH 45036-9518

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May 2021

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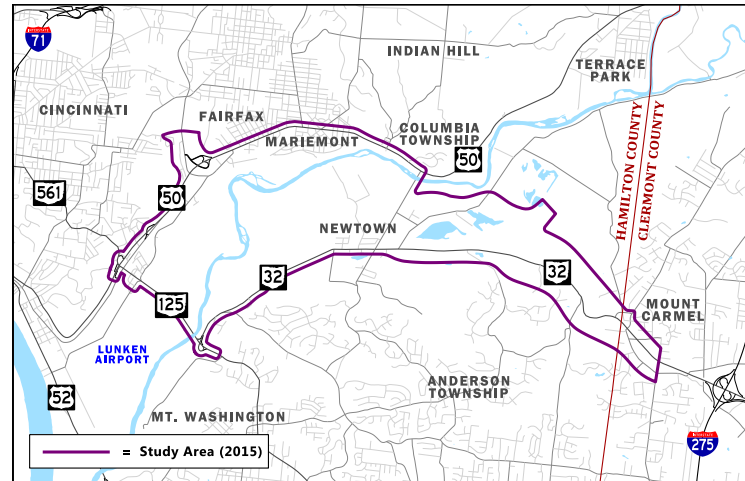
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INTRODUCTION

Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region. Together, they extend between the Red Bank Corridor (Segment I) and the I-275/State Route (SR) 32 interchange in Clermont County (Segment IV), and encompass the roads in between, including US 50/Wooster Pike, SR 125/Beechmont Levee and SR 32 (see Figure 1: Segments II and III Study Area).

Figure 1: Segments II and III Study Area



In 2017, ODOT completed a [Transportation Needs Analysis](#) for Segments II and III that used technical studies and public input to reexamine and reprioritize transportation needs and priorities within the study area. Throughout 2018, ODOT worked closely with Advisory Committees comprised of local community representatives, planners and interest group members to develop and evaluate possible solutions for the needs identified in the report. Recommendations stemming from these efforts are documented in the [2019 Conceptual Alternatives Implementation Plan](#).

In 2020, ODOT initiated a feasibility study for several improvement projects along SR 32 that were identified as high priorities in the Implementation Plan. Located within the Village of Newtown, these projects were designed to ease congestion and make travel within the Village easier and safer. The proposed improvements include:

- Modifying the SR 32/Round Bottom Road and SR 32/Little Dry Run Road intersections to make turning easier and better separate turning vehicles from the path of through traffic
- Adding a second eastbound lane on SR 32 between Round Bottom Road and Little Dry Run Road
- Adding a center turn lane on SR 32, east of Little Dry Run Road
- Expanding shared-use path options along SR 32 to provide safe travel alternatives for walkers, runners and bicyclists and to provide an improved connection towards the Little Miami Trail via existing sidewalks along Valley Avenue

ODOT coordinated with the Village of Newtown officials and Advisory Committee members as part of the feasibility study. As the study was nearing completion, ODOT organized a Virtual Public Open House to solicit further review and comment from the broader community. This report documents the feedback received as part of the public open house process.

OPEN HOUSE OVERVIEW

Due to COVID 19 public gathering restrictions, the SR 32 Improvements in the Village of Newtown Public Open House was conducted virtually using the Public Input platform. The open house took place between February 14, 2021 and March 22, 2021. Participants were invited to visit the virtual open house any time convenient to them and revisit the site as often as needed. Anyone needing special assistance or interpretation services was provided with multiple ways to contact ODOT to arrange for assistance. No requests were received.

The purpose of the virtual open house was to share information about the proposed roadway improvements and the three shared-use path alternatives and to gather the public's feedback regarding the proposed concepts. ODOT's intent is to use the input received to inform final recommendations for improvements to be made.

Open House Exhibits

The virtual open house was hosted on a dedicated project page of the Public Input online platform. The open house page was subdivided into six primary sections:

Welcome Message – Outlined the purpose and format of the meeting. Also provided instruction on how to navigate through the meeting and how to share questions and comments with the project team. The information also highlighted who to contact should interpretation services or other special assistance be needed.

Overview page – Discussed the background of the projects and the project development process (See Figure 2).

Roadway page – Summarized the goals of the proposed roadway improvements, described project components and identified issues to be considered. Also exhibited aerial maps depicting the proposed improvements.

Bike/Pedestrian page – Provided a description of the three shared-use trail options being considered and identified specific features of each to be considered. Maps depicting the location of the

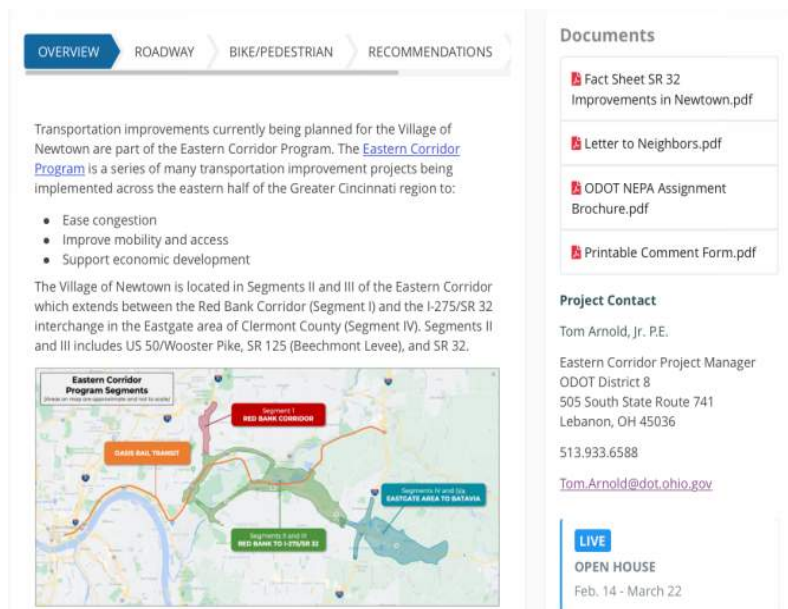


Figure 2: Screen grab of the Overview page on Public Input.

proposed improvements were also included.

Recommendations page – Featured a chart that compared key elements of each of the shared-use path options, summarized the rationale for ODOT's preliminary recommendation to proceed with Alternative 1, provided a brief discussion about project cost estimates and summarized next steps in the project development process.

Comments page – Questions and comment opportunities about the roadway and shared-use path alternatives were embedded into the respective pages. The Comments page provided an additional opportunity for comments and feedback and gathered demographic information from participants.

Images of the open house pages were captured and are provided in Appendix A: Public Meeting Exhibits & Materials. Also included in the Appendix are copies of the project fact sheet, ODOT NEPA Assignment Brochure and a printable version of the comment form, which were included in the Documents section of the open house webpage.

Participation

By the time the five-week virtual open house closed on March 22, 2021, the webpage had received 1,200 views. One hundred people responded to survey questions embedded into the various open house pages, and 32 of these individuals provided an average of three written comments each. Feedback received from participants is summarized in the following Public Input Summary section of this report.

PUBLIC INPUT SUMMARY

Open House visitors were invited to share comments with ODOT and the project team by answering questions embedded in the various open house tabs. Visitors were also invited to share questions and comments via mail, email and phone calls to ODOT Project Manager Tommy Arnold. In total, 100 people submitted responses to questions, though many respondents opted not to answer to all questions. Approximately 33% of the respondents also submitted additional written comments, generally averaging three written comments each. Two individuals called Tommy Arnold directly to discuss questions and concerns about the project. Phone logs documenting these conversations are included in Appendix B: Public Input Documentation. No emails were received. One letter related to the topics was submitted by Ken Burger on Nov. 16, 2020, prior to the open house. A response were provided to Mr. Burger at the time his letter was received, however, a copy of his letter is included in Appendix B: Public Input Documentation, for documentation purposes.

Following is a summary of the feedback received.

SR 32 and Round Bottom Intersection Improvements

Respondents were provided a slider to use to indicate how well they liked the proposed improvements at the SR 32 and Round Bottom Road intersection (see Figure 3 below). Based on a scale of 1 to 100, with 1 being "Don't Like At All" and 100 being "Love Them!", the average response was a 62.

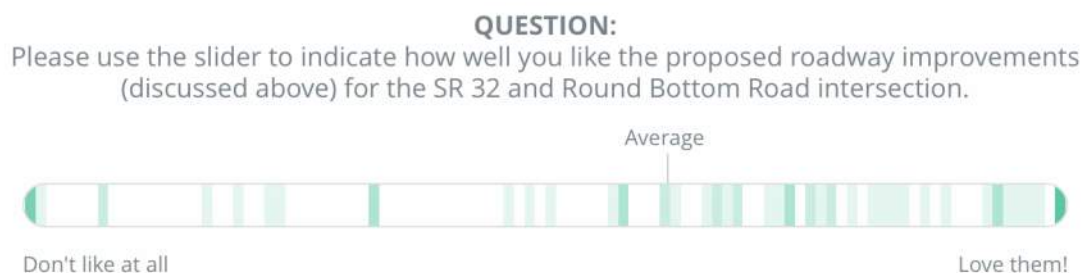


Figure 3: SR 32 and Round Bottom Intersection Improvements slider results.

Twenty-one written comments were submitted regarding the planned SR 32/Round Bottom Road intersection improvements. Of these, 29% (six comments) were supportive of the proposed improvements and another 29% (six comments) were not supportive. Nineteen percent (four comments) were uncommitted and another 24% (five comments) were not applicable because they were either responses to another comment made or asked a question about a different topic. General comment themes included:

Supportive Themes

- Widening lanes is a good idea
- Project will offer significant improvements
- These improvements will improve traffic flow
- Project will improve/ increase capacity

Uncommitted Themes

- Will concepts be enough to effectively address the need(s)?
- Concepts won't provide enough capacity
- Would prefer mass transit solutions

Non-supportive Themes

- There's no problem to address
- Proposed changes won't address the issues
- Concepts will reduce safety, encourage more traffic and/or more speeding
- Properties will be impacted
- McCullough Run will be impacted

Center Turn Lane on SR 32

Respondents used the slider exercise to indicate how well they liked the concept of adding a center turn lane on SR 32 between Round Bottom Road and the Village's east corp. limit. Using the scale of 1 to 100, with 1 as Don't Like At All and 100 as Love Them!, Responses averaged a 64.



Figure 4: Center Turn Lane on SR 32 slider results.

Fourteen comments were submitted on the proposed center turn lane on SR 32. Fifty percent of these comments (seven comments) were supportive of the proposed improvements and 36% (five comments) were not supportive. Two comments (14%) were uncommitted. General themes of comments received included:

Supportive Themes

- Project is much needed
- Improvements are long overdue
- Improvements are forward-looking
- Project addresses capacity goals
- Project will address safety concerns

Non-supportive Themes

- Project is a waste of money
- Project doesn't address problems
- Wider lanes will encourage speeding, increased route use
- Increased use of route will generate future congestion

Uncommitted Themes

- Community won't be able to maintain investment
- Widening will impact McCullough Run [note: McCullough Run is not located along this segment of SR 32]

SR 32 and Little Dry Run Road Intersection Improvements

Respondents were provided the same slider to indicate how well they liked the proposed improvements at the SR 32 and Little Dry Run Road intersection. Using the scale of 1 to 100, with 1 as Don't Like At All and 100 as Love Them!, Responses averaged a 55.



Figure 5: SR 32 and Little Dry Rive Road intersection improvements slider results.

Twenty comments were submitted on this topic. Of these, 45% (nine comments) were supportive of the proposed improvements, 25% (five comments) were not supportive. Three comments (15%) were uncommitted and another three comments were not applicable because they were either focused on a different topic or offered in response to a comment made by another respondent. General themes of comments received included:

Supportive Themes

- This looks great/I like it
- These improvements are much needed
- Project provides needed capacity increases
- These changes make sense

Non-supportive Themes

- Waste of money
- There's no problem to address
- Wider lanes will encourage speeding, reckless driving
- Wider lanes will encourage more travel through area
- Project will impact McCullough Run

Uncommitted Themes

- Will signage be included?
- Implementation should include improvements to McCullough Run

Shared-Use Trail Options

In the Bike/Pedestrian section of the virtual open house, respondents were asked which alternative they preferred. Of the forty-five people who answered this question, approximately 60% (27 respondents) preferred Alternative 1, in which the shared-use path would occur south of SR 32 until Ivy Hills Place at which point the path would shift to the north side of SR 32 where it would remain until it reached the Little Dry Run Road intersection. SR 32 crossings would be provided at the Ivy Hills Place and Little Dry Run Road traffic signals. This alternative also includes two connector paths to the Lake Barber Trail. Twenty-four percent of respondents (10 respondents) preferred Alternative 2, 11% (4 respondents) had no preference and 4% (2 respondents) preferred Alternative 3.

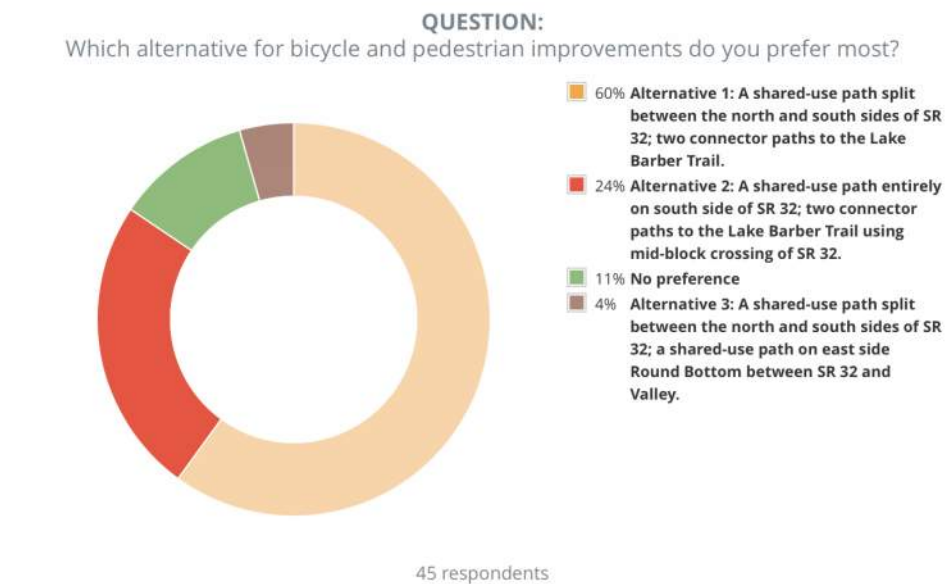


Figure 6: Responses identifying which bicycle and pedestrian improvements respondents preferred most.

Twenty-two written comments were submitted on this topic. Of these, 68% (15 comments) were supportive of the proposed improvements, 14% (three comments) were not supportive. Four comments (18%) were uncommitted. General themes included:

Representative Supportive Themes

- A shared-use path through Newtown would be great
- Access to Lake Barber is welcome
- Alternate 1 is preferred

Representative Non-supportive Themes

- A shared-use path is a waste of money
- Paths that require multiple street crossings has little value to cyclists
- There's not enough demand

Interest in Future Sidewalk

Respondents were asked about their interest in a possible future addition of a sidewalk along the south side of SR 32, east of Little Dry Run. Of the 33 people who answered this question, 67% (22 respondents) said, yes, they were interested, 24% (8 respondents) were not and 9% (3 respondents) had no preference.

Would you be interested in the future addition of a sidewalk along the south side of SR 32 east of Little Dry Run Road?



Figure 7: Responses indicating if respondents would be interested in adding a sidewalk on the south side of SR 32, east of Little Dry Run. respondents preferred most.

Four written comments were submitted on this topic, and comments were split evenly between supportive (two comments) and not supportive (two comments). General themes included:

Supportive Themes

- The sidewalk will allow people to walk to local businesses and other destinations
- Need more shared-use paths [*this comment was submitted by someone who was very enthusiastic about adding shared-use paths and was very supportive of the concept*]

Non-supportive Themes

- Sidewalks should be on both sides of the road
- Sidewalk would be a waste of money

Additional Comments

Thirteen people chose to share additional comments regarding the proposed improvements. The largest grouping was of uncommitted comments (38%; five comments). One comment (8%) was supportive and one comment (8%) was not supportive. Four comments (31%) were not applicable because they were focused on other topics or were responses to another participant's comments. Two comments (15%) were classified as Miscellaneous because they focused on multiple topics. General themes included:

- Like the shared-use path options; consider more connections
- Safety should always be considered first
- Mass transit options need to be considered in improvement proposals
- These improvements need to be made sooner than later
- Focus should be on creating a livable neighborhood with less speeding
- Concern for shared-use path users crossing industrial-zoned properties

Respondent Demographics

Less than half of the respondents answered questions located on the last tab of the open house materials. Of those that did, 58% of them (14 respondents) live in the Village of Newtown, 69% (27 respondents) are interested in the project because they are residents, and 50% (20 respondents) travel through the project area daily [another 30% (12 people) travel through the project area at least a few times a week]. Ninety-two percent (34 people) usually come through the project area by automobile; 8% (3 people usually use a bicycle). Half of respondents (20 people) are in their 50's and 60's, and another 38% (15 people) are in their 30's and 40's. Approximately 57% (21 people) heard about the virtual open house through email, and another 25% (nine people) heard about it through social media.

Figures 8 through 12, below, depict the results described above. All comments and questions offered in connection with each question are included in Appendix B: Public Input Documentation.



Figure 8: Responses to "Do you live in the Village of Newtown?"

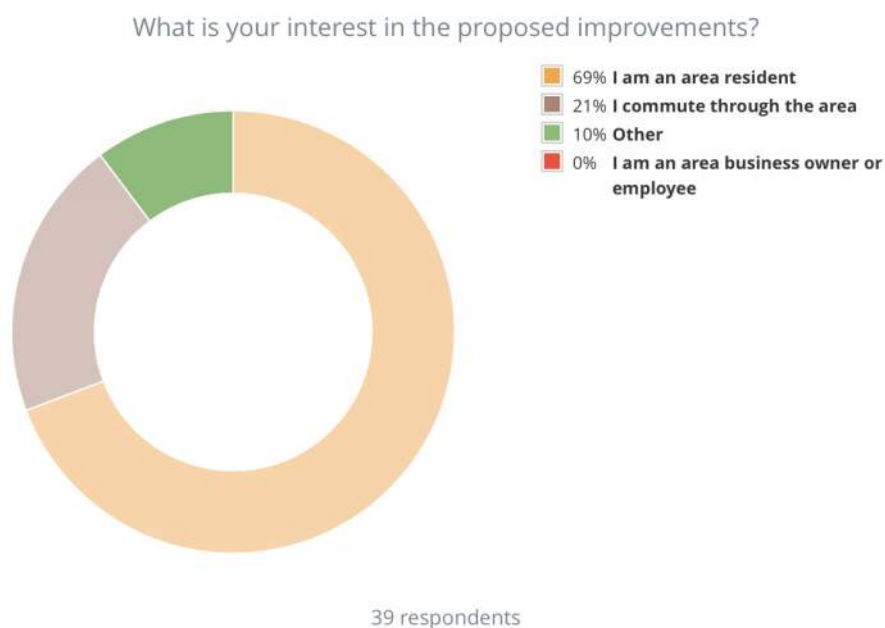
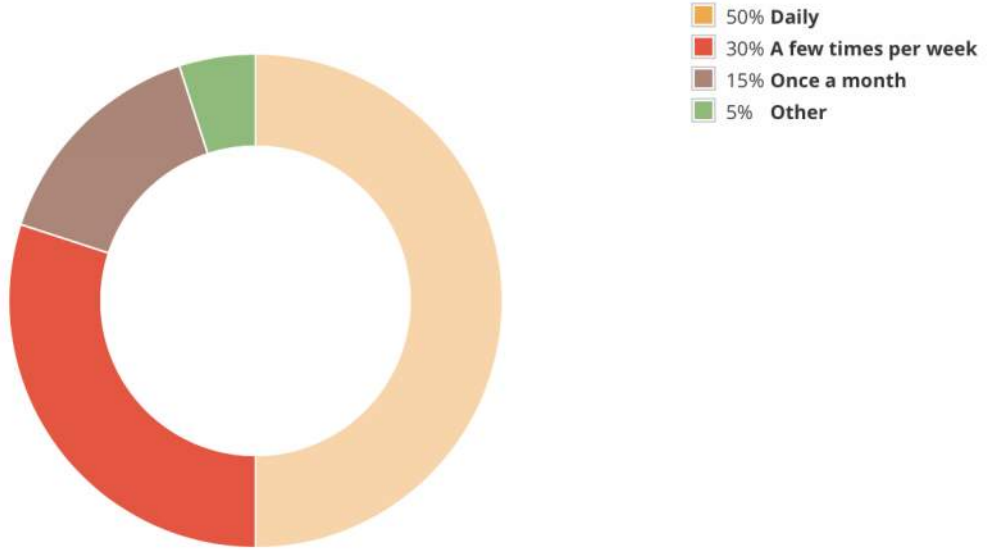


Figure 9: Responses to "What is your interest in the proposed improvements?"

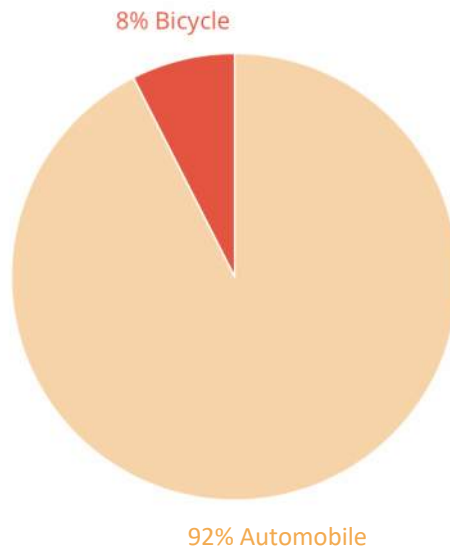
How often do you travel in the project area?



40 respondents

Figure 10: Responses to "How often do you travel in the project area?"

How do you usually travel through the project area?



37 respondents

Figure 10: Responses to "How do you usually travel through the project area?"

How did you hear about this virtual open house?

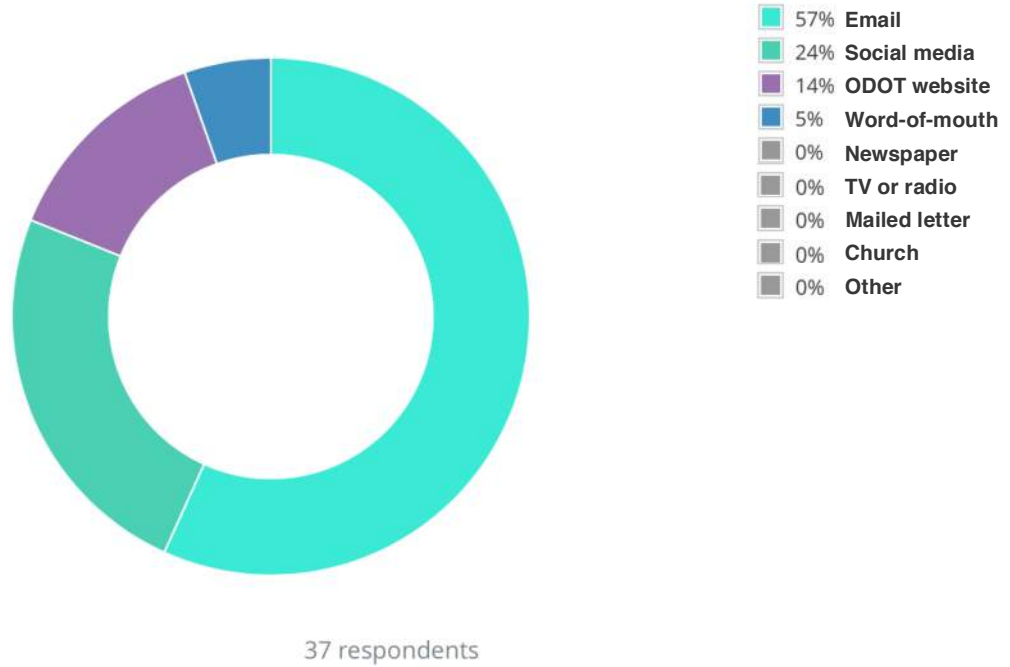


Figure 10: Responses to "How did you hear about this virtual open house?"

NOTIFICATION

Notifications publicizing the virtual open house meeting were distributed using multiple communications channels including:

- Ad placement in *The Enquirer* and *Community Press* papers
- Two email notices sent to Eastern Corridor stakeholders (Eblasts)
- Letters sent to adjacent property owners
- Website postings
- Social media networking
- Traditional media relations

Copies of all notification materials are provided in Appendix C: Notification Materials.

Ad placement

A quarter page advertisement was placed in the print edition of the *Cincinnati Enquirer* and the east and northeast zones of the local *Community Press* newspapers. The *Enquirer* ad ran on a Sunday, which is the highest circulation day for the daily newspaper. The *Community Press* papers are weekly papers, published on Wednesdays. The ad was the same for both papers.

- *Enquirer*: Sunday Feb. 14, 2021
- *Community Press*: Wednesday Feb. 17, 2021

Email Notifications (Eblasts)

Two announcements about the virtual open house were distributed to more than 1,400 Eastern Corridor stakeholders. Eastern Corridor stakeholders include regional and local community and business leaders, Eastern Corridor community and interest group representatives, resource agencies, representatives of environmental justice organizations, individuals who have attended Eastern Corridor public meetings, past Eastern Corridor survey participants and individuals who have signed up to receive Eastern Corridor Program updates. The Eblasts were sent out on the following dates:

- February 17, 2021 (initial announcement)
- March 11, 2021 (reminder notice)

Letter to Adjacent Property Owners

Eighty-two letters were sent out to the owners of properties located along the project corridor. The letter provided information about proposed projects and the virtual open house. It also included information about who to contact with questions and comments or should special assistance be needed to facilitate participation in the public review process. A hardcopy comment form was sent with each letter.

Website and Social Media Postings

Announcements about the virtual open house were posted on multiple pages of the Eastern Corridor Program website including the Eastern Corridor homepage, the Eastern Corridor Public Involvement page, the Segments II and III Overview page and the Segments II and III Public Involvement page. The Village of Newtown posted information about the meeting on their website and sent information directly to their constituents.

A calendar of social media announcements was developed and shared with ODOT for posting on District 8's Facebook page and Twitter feeds. ODOT chose content to post from among the suggestions provided in the calendar. ODOT's posts were shared through the Eastern Corridor Facebook and Twitter feeds. A table containing the suggested posts is provided in Appendix C: Notification Materials.

Traditional Media Outreach

ODOT distributed a news release announcing the virtual open house to Cincinnati-based print, radio, digital and broadcast media on February 17, 2021. A copy of the release is provided in Appendix C.

Appendix A: Open House Exhibits & Materials

Welcome Page

Overview Page

Roadway Page

Bike/Pedestrian Page

Recommendations Page

Project Fact Sheet

NEPA Assignment Brochure

Printable Comment Form

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Public Input Platform Exhibits – **WELCOME**



HAM-32-4.47 - SR 32 Improvements, Village of Newtown (PID 86462)

THANK YOU FOR JOINING US!

Due to current public gathering restrictions that prevent us from meeting in person, the Ohio Department of Transportation has put together this virtual Open House to share with you several transportation improvements that are now being planned to make travel easier and safer within the Village of Newtown. We would like to know your thoughts about the planned roadway improvements and to get your input regarding several options for a new shared-use path for walkers, runners, and bicyclists.

This Open House is a self-guided tour through a series of exhibits that highlight the proposed improvements. Begin by reviewing the OVERVIEW discussion in the section below. To advance between exhibits, simply click on the green CONTINUE button located at the bottom of the page in that section. You can also move between exhibit categories by clicking on the blue arrow-shaped tabs at the top of the section. If you'd like to see larger versions of any of the graphics, simply click on the image and a larger version will pop up on the screen.

Please note that downloadable versions of the proposed improvement maps and other meeting materials are posted under the DOCUMENTS section of this page.

If you need any interpretation or translation services or other reasonable accommodations to participate in this Open House, review materials or provide comment, please contact Kathleen Fuller at (513) 932-3030 or kathleen.fuller@dot.ohio.gov.

PUBLIC COMMENTS

Once you've reviewed the material in this Open House, we invite you to share your comments with us using our online COMMENT FORM (located under the last tab in the section below). A downloadable version of this form is included under DOCUMENTS, should you'd prefer to print out and send it to us via mail or email instead. **Please make sure to submit your comments by the close of the public comment period, March 22, 2021.** Your input is important and will be used to help guide decisions yet to be made.

We hope you enjoy this virtual Open House experience. If you have any questions, please contact:

Tom Arnold, Jr., P.E., Project Manager
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505 South State Route 741
Lebanon, OH 45036
513.933.6588
Tom.Arnold@dot.ohio.gov

OVERVIEW

ROADWAY

BIKE/PEDESTRIAN

RECOMMENDATIONS

Transportation improvements currently being planned for the Village of Newtown are part of the Eastern Corridor Program. The [Eastern Corridor Program](#) is a series of many transportation improvement projects being implemented across the eastern half of the Greater Cincinnati region to:

- Ease congestion
- Improve mobility and access
- Support economic development

The Village of Newtown is located in Segments II and III of the Eastern Corridor which extends between the Red Bank Corridor (Segment I) and the I-275/SR 32 interchange in the Eastgate area of Clermont County (Segment IV). Segments II and III includes US 50/Wooster Pike, SR 125 (Beechmont Levee), and SR 32.



Documents

- [Fact Sheet SR 32 Improvements in Newtown.pdf](#)
- [Letter to Neighbors.pdf](#)
- [ODOT NEPA Assignment Brochure.pdf](#)
- [Printable Comment Form.pdf](#)

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LIVE

OPEN HOUSE

Feb. 14 - March 22

DEVELOPMENT OF PROPOSED TRANSPORTATION IMPROVEMENTS

Within Segments II and III, ODOT worked in close coordination with local community representatives, planners and interest groups to re-evaluate and re-prioritize transportation needs, and to develop and evaluate possible solutions that:

- Focus on the existing transportation network
- Balance transportation needs with community values and available resources

After receiving input from the community following a 2018 public meeting, ODOT released a [Conceptual Alternatives Implementation Plan](#) in 2019 that identified and prioritized 68 recommended transportation improvement projects for the Segments II and III study area.



Multiple projects were recommended within the Village of Newtown to reduce congestion, improve travel safety and make walking and riding bicycles easier and safer. ODOT is completing a feasibility study for several of these projects and through this Open House, is sharing the results with the Newtown community for review and input.

Please click on the green CONTINUE button below to learn more about the roadway improvements and the shared-use path options for bicyclists and pedestrians that are currently being developed.

Continue

LIVE

GATHER PUBLIC COMMENTS

The formal comment period ends on March 22, 2021. Comments received after that time are still welcome, but may not be included in the environmental document.

PLANNED

REVIEW PUBLIC INPUT

Spring 2021

PLANNED

FINALIZE FEASIBILITY STUDY & CONFIRM PREFERRED ALTERNATIVE

Spring 2021

PLANNED

SUBMIT FOR OKI FUNDING

June 2021

OVERVIEW

ROADWAY

BIKE/PEDESTRIAN

RECOMMENDATIONS



The graphic above provides an overview of the SR 32 (Main Street) corridor where improvements are currently being planned for the Village of Newtown. This map is divided into smaller sheets which are presented in the discussion below. Click on any image to enlarge.

INTERSECTION IMPROVEMENTS AT SR 32 and ROUND BOTTOM ROAD (Sheets 1 through 4)

GOALS

- Address westbound AM and eastbound PM peak-hour delays
- Address capacity issues and long queues at the Round Bottom Road intersection
- Address capacity between SR 32 and US 50 corridors

IMPROVEMENT HIGHLIGHTS


- Create two left turn lanes from Round Bottom Road to eastbound SR 32 by converting the current thru lane for River Hills Drive to a shared thru/left lane and modifying signal operations
- Add a second eastbound through lane from just west of the SR 32/Round Bottom Road intersection to the Little Dry Run Road intersection. (This lane is needed to accept the dual left turn movement from Round Bottom Road)
- Increase the turn lane length for vehicles turning from SR 32 eastbound to Round Bottom Road so they are not blocked by stopped westbound traffic

CONSIDERATIONS


- Would reduce AM peak delays by approximately 25%
- Would reduce PM peak delays by approximately 60%
- Would need right-of-way acquisitions of non-residential properties along the SR 32 corridor; one commercial building would be impacted

SHEET 1

Documents

 [Fact Sheet SR 32 Improvements in Newtown.pdf](#)

 [Letter to Neighbors.pdf](#)

 [ODOT NEPA Assignment Brochure.pdf](#)

 [Printable Comment Form.pdf](#)

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LIVE

OPEN HOUSE

Feb. 14 - March 22

LIVE

GATHER PUBLIC COMMENTS

The formal comment period ends on March 22, 2021. Comments received after that time are still welcome, but may not be included in the environmental document.

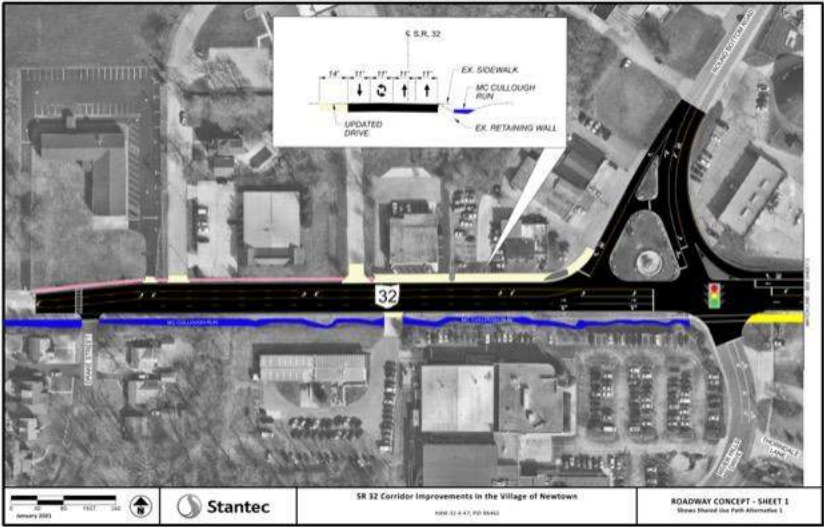
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REVIEW PUBLIC INPUT

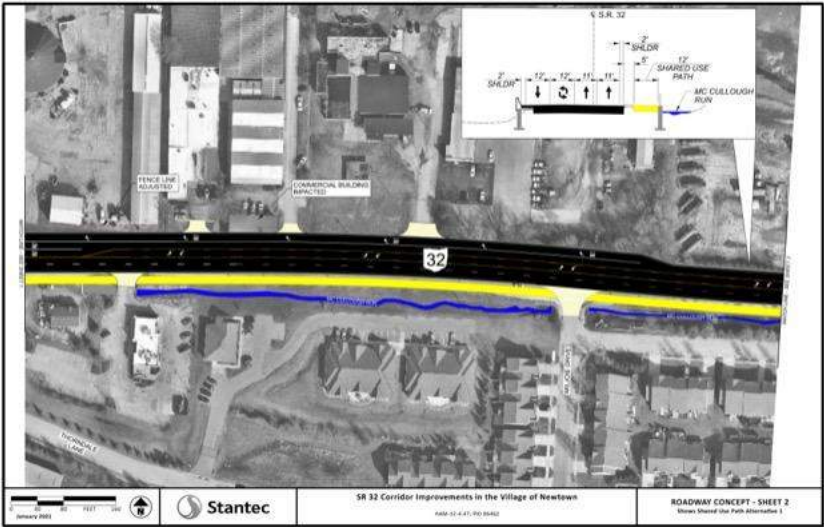
Spring 2021

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Public Input Platform Exhibits - **ROADWAY**

SHEET 1



SHEET 2



Spring 2021

PLANNED

FINALIZE FEASIBILITY STUDY & CONFIRM PREFERRED ALTERNATIVE

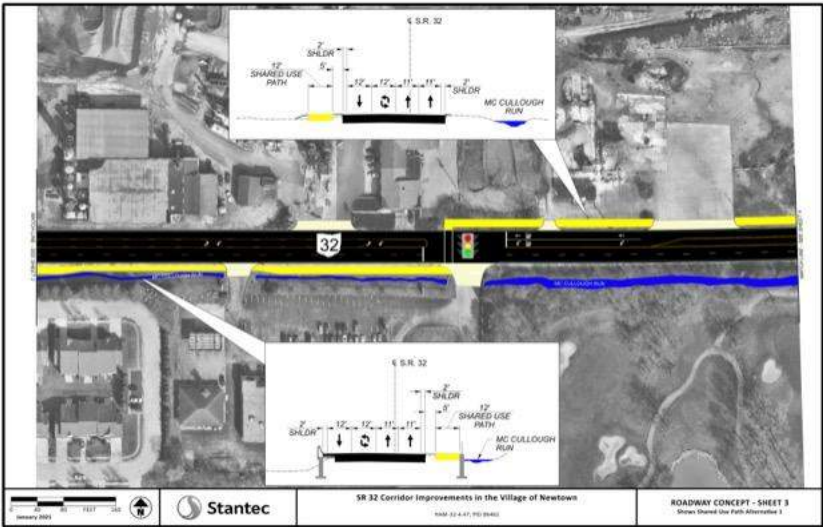
Spring 2021

PLANNED

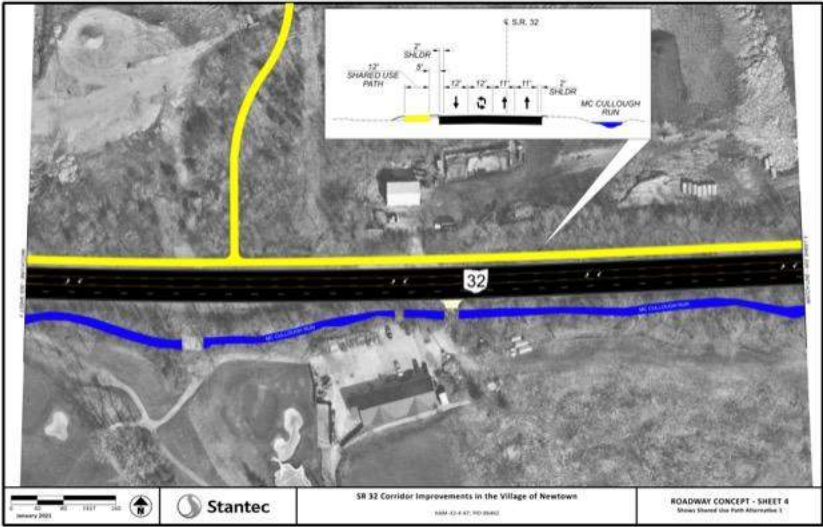
SUBMIT FOR OKI FUNDING

June 2021

SHEET 3



SHEET 4



QUESTION:

Please use the slider to indicate how well you like the proposed roadway improvements (discussed above) for the SR 32 and Round Bottom Road intersection.

Don't like at all Love them!

INTERSECTION IMPROVEMENTS AT SR 32 AND LITTLE DRY RUN (Sheet 5)

GOALS

- Address capacity issues on SR 32 and Little Dry Run Road
- Address westbound AM peak-hour delays
- Address congestion issues due to slow moving trucks and turning vehicles
- Address deficient sight distance on the Little Dry Run Road approach to SR 32

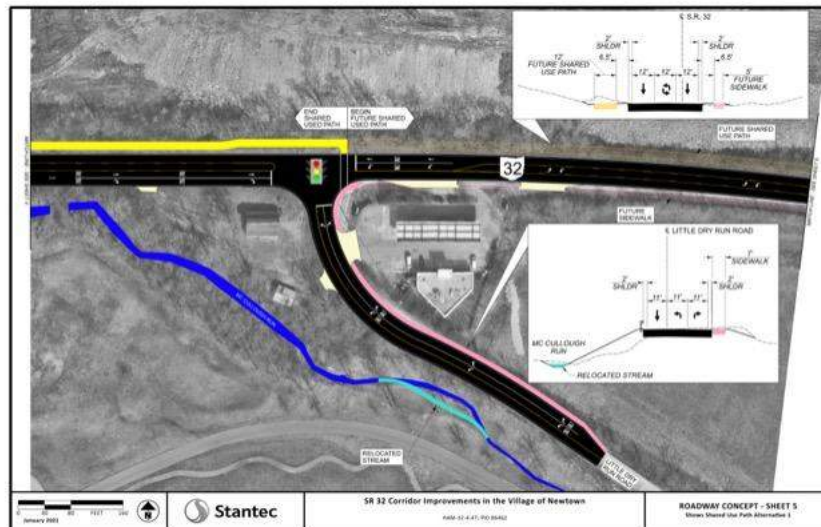
IMPROVEMENT HIGHLIGHTS

- Lengthen the turn lanes on Little Dry Run Road as the road approaches SR 32
- Modify the curve on Little Dry Run Road to improve visibility at the intersection with SR 32
- Add a dedicated right turn lane on eastbound SR 32 to Little Dry Run Road to prevent turning traffic from being blocked by traffic continuing east

CONSIDERATIONS

- Would reduce PM peak delays by approximately 45%
- Requires short length of McCullough Run stream (150 feet) to be relocated

SHEET 5



QUESTION:

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.

Don't like at all Love them!

Use this space to share any additional comments.

SR 32 WIDENING TO ADD CENTER TURN LANE (Sheets 6 through 8)

GOALS

- Address capacity issues on SR 32
- Address westbound AM peak-hour delays
- Address congestion issues due to slow moving trucks and turning vehicles

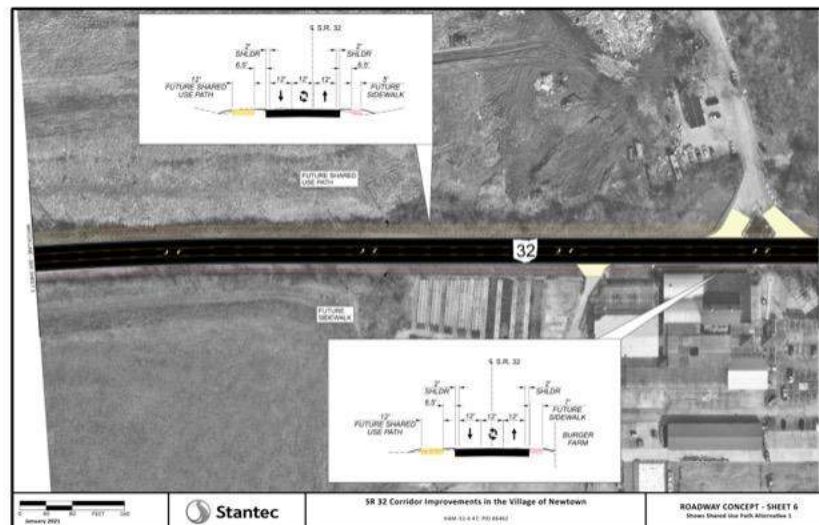
IMPROVEMENT HIGHLIGHTS

- Add a center turn lane from Little Dry Run Road to the Village's east corp. limit (approximately 500 ft east of the entrance to Valley Asphalt)
- Would allow better access for left-turning vehicles to businesses and residences while keeping through traffic moving

CONSIDERATIONS

- Could provide for future extension of the shared-use path along the north side of SR 32, east of Little Dry Run Road, to tie to future ANCOR development
- Could provide for the future addition of a sidewalk along the south side of SR 32, east of Little Dry Run Road, to access businesses and residences

SHEET 6



SHEET 7



SHEET 8



QUESTION:

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.

Do not like at all Love it!

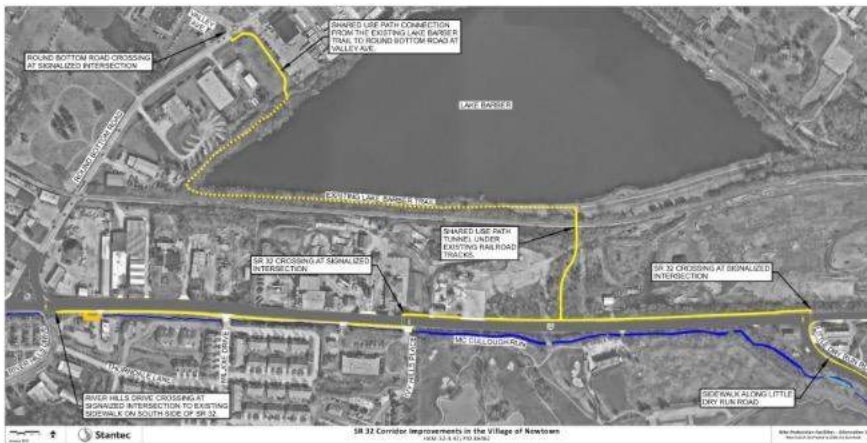
Use this space to share any additional comments.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

Three alternatives have been developed for a shared-use path that would provide safe travel space for walkers, runners and bicyclists. Goals for the shared-use path include:

- Address bicycle connectivity needs on SR 32 between Round Bottom Road and Little Dry Run
- Address pedestrian connectivity needs between Round Bottom and Newtown's east corp. limit (approximately 500 ft east of the Valley Asphalt entrance)
- Provide an improved connection to the Little Miami Trail (located in Little Miami Golf Center at Valley Ave and Church Street).

BIKE/PEDESTRIAN IMPROVEMENTS - ALTERNATIVE 1




The graphic above provides an overview of Alternative 1 for proposed bicycle and pedestrian improvements, highlighted in yellow. Click on the image to enlarge the map.

Alternative 1 Description and Considerations:

- Between the SR 32/Round Bottom Road intersection and Ivy Hills Place, the shared-use path would be located on the south side of SR 32 to facilitate access to businesses and residential areas. This would tie to the existing sidewalk along SR 32 that currently ends at River Hills Drive.
- At the Ivy Hills Place traffic signal, the shared-use path would cross to the north side of SR 32 via a street-level crosswalk and then extend to Little Dry Run along the north side of SR 32.
 - Locating the shared-use path on the north side of SR 32 will facilitate access to a new shared-use path connector that would pass underneath the railroad tracks and link to the existing Lake Barber Trail.

Documents

-  [Fact Sheet SR 32 Improvements in Newtown.pdf](#)
-  [Letter to Neighbors.pdf](#)
-  [ODOT NEPA Assignment Brochure.pdf](#)
-  [Printable Comment Form.pdf](#)

Project Contact

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 ODOT District 8
 505 South State Route 741
 Lebanon, OH 45036

513.933.6588

Tom.Arnold@dot.ohio.gov

LIVE

OPEN HOUSE

Feb. 14 - March 22

LIVE

GATHER PUBLIC COMMENTS

The formal comment period ends on March 22, 2021. Comments received after that time are still welcome, but may not be included in the environmental document.

PLANNED

REVIEW PUBLIC INPUT

Spring 2021

PLANNED

FINALIZE FEASIBILITY STUDY & CONFIRM PREFERRED ALTERNATIVE

BIKE/PEDESTRIAN IMPROVEMENTS - ALTERNATIVE 1



The graphic above provides an overview of Alternative 1 for proposed bicycle and pedestrian improvements, highlighted in **yellow**. Click on the image to enlarge the map.

Alternative 1 Description and Considerations:

- Between the SR 32/Round Bottom Road intersection and Ivy Hills Place, the shared-use path would be located on the south side of SR 32 to facilitate access to businesses and residential areas. This would tie to the existing sidewalk along SR 32 that currently ends at River Hills Drive.
- At the Ivy Hills Place traffic signal, the shared-use path would cross to the north side of SR 32 via a street-level crosswalk and then extend to Little Dry Run along the north side of SR 32.
 - Locating the shared-use path on the north side of SR 32 will facilitate access to a new shared-use path connector that would pass underneath the railroad tracks and link to the existing Lake Barber Trail.
 - An additional shared-use path connector would be constructed to link the Lake Barber Trail with the Round Bottom Road and Valley intersection. The Little Miami Trail can be accessed on the west end of Valley Avenue, near the Little Miami Golf Center.
- At the Little Dry Run Road traffic signal, users would cross back to the south side of SR 32 via a street-level crosswalk to access the sidewalk along Little Dry Run Road.
- Plans include a future extension of the shared-use path along the north side of SR 32, east of Little Dry Run, to connect to the future ANCOR development.
- Portions of the sidewalk along the east side of Little Dry Run disturbed by project construction would be reconstructed as needed.

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PLANNED

REVIEW PUBLIC INPUT

Spring 2021

PLANNED

FINALIZE FEASIBILITY STUDY & CONFIRM PREFERRED ALTERNATIVE

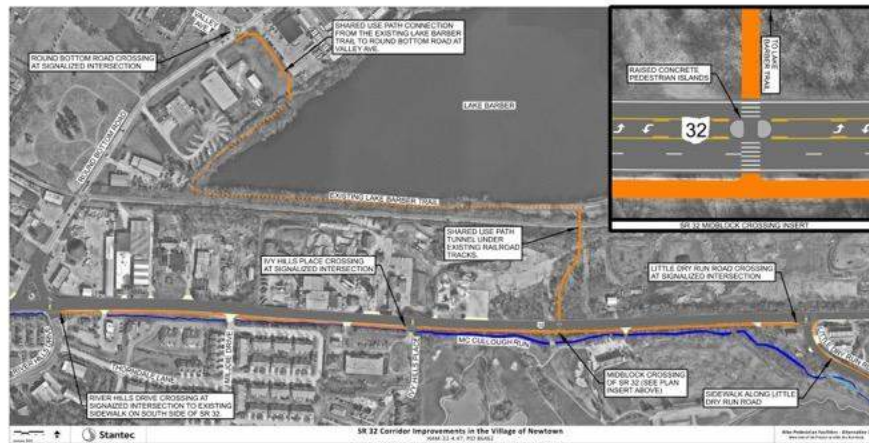
Spring 2021

PLANNED

SUBMIT FOR OKI FUNDING

June 2021

BIKE/PEDESTRIAN IMPROVEMENTS - ALTERNATIVE 2

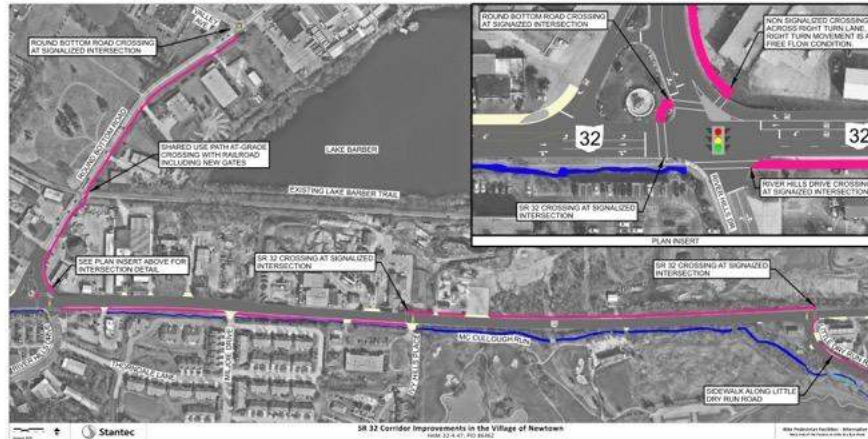


The graphic above provides an overview of Alternative 2 for proposed bicycle and pedestrian improvements, highlighted in **orange**. Click on the image to enlarge the map.

Alternative 2 Description and Considerations:

- Similar to Alternative 1, Alternative 2 includes:
 - A shared-use path on the south side of SR 32 between the SR 32/Round Bottom Road intersection and Ivy Hills Place
 - Two Lake Barber connector paths:
 - One connector would be located between SR 32 and the Lake Barber Trail (the connector path would pass underneath the railroad tracks)
 - One connector would link the west side of the Lake Barber Trail with Valley Avenue
 - Plans for a future extension of the shared-use path on the north side of SR 32, east of Little Dry Run, to connect to the future ANCOR development
 - A reconstructed sidewalk along the east side of Little Dry Run Road
- The primary difference between Alternative 1 and Alternative 2 is that in Alternative 2, the entirety of the main shared-use path would be located on the south side of SR 32 between Ivy Hills Place and Little Dry Run Road.
 - A mid-block crossing of SR 32 would be established to link the shared-use path with the new Lake Barber Trail connector. This SR 32 crossing would not be located at traffic signals as they are in Alternative 1. A raised concrete pedestrian island would be provided in the center of SR 32, providing a refuge location between the single westbound traffic lane and the two eastbound traffic lanes. Pedestrian activated traffic control devices (such as a Rectangular Rapid Flashing Beacon or HAWK) would be considered to help users cross the road (similar to the new pedestrian crossing of Wooster Pike near Fifty West Brewing)

BIKE/PEDESTRIAN IMPROVEMENTS - ALTERNATIVE 3



The graphic above provides an overview of Alternative 3 for proposed bicycle and pedestrian improvements, highlighted in pink. Click on the image to enlarge the map.

Alternative 3 Description and Considerations:

- Alternative 3 is similar to Alternative 1:
 - The shared-use path would be located on the south side of SR 32 between the SR 32/Round Bottom Road intersection and Ivy Hills Place
 - The shared-use path would shift to the north side of SR 32 between Ivy Hills Place and Little Dry Run. Crossings of SR 32 would be located at traffic signals.
 - Plans include an alignment for a future extension of the shared-use path on the north side of SR 32, east of Little Dry Run, to connect to the future ANCOR development
 - A reconstructed sidewalk along the east side of Little Dry Run Road
- Alternative 3 replaces the Lake Barber Trail connector paths proposed in Alternatives 1 and 2 with a shared-use path that would be constructed along the east side of Round Bottom Road, between SR 32 and Valley Avenue.
- Crossing from the shared-use path on SR 32 to a new path along Round Bottom Road would involve a four-step crossing movement at the SR 32/Round Bottom Road intersection:
 - Cross River Hills Drive via crosswalk using a traffic signal
 - Cross SR 32 via crosswalk to the center island with the fountain using a traffic signal
 - Cross Round Bottom Road via crosswalk to a traffic island using traffic signal
 - Cross the continuous right turn lane from SR 32 to Round Bottom Road to the new shared-use path on the east side of Round Bottom Road. There would not be a traffic signal to stop traffic at this crossing.
- The new shared-use path along the east side of Round Bottom Road would impact the size of the storage yard at the Hamilton County Engineer's Office facility.
- The new shared-use path would have an at-grade crossing of the railroad, requiring separate crossing gates.

QUESTION:

Which alternative for bicycle and pedestrian improvements do you prefer most?

- ☐ Alternative 1: A shared-use path split between the north and south sides of SR 32; two connector paths to the Lake Barber Trail.
- ☐ Alternative 2: A shared-use path entirely on south side of SR 32; two connector paths to the Lake Barber Trail using mid-block crossing of SR 32.
- ☐ Alternative 3: A shared-use path split between the north and south sides of SR 32; a shared-use path on east side Round Bottom between SR 32 and Valley.
- ☐ No preference

[Click to view results](#)

Use this space to share any additional comments.

Virtual Public Open House Summary Report
 SR 32 Improvements, Village of Newtown (PID 86462)
 Public Input Platform Exhibits – **RECOMMENDATIONS**

OVERVIEW

ROADWAY

BIKE/PEDESTRIAN

RECOMMENDATIONS

COMPARISON OF ALTERNATIVES

Below is a comparison of the three shared-use path alternatives for bicyclists and pedestrians.

HAM-32-4.47 Village of Newtown Improvements (PID 86462) BIKE/PEDESTRIAN IMPROVEMENTS COMPARISON CHART			
	Alternative 1	Alternative 2	Alternative 3
Length of New Shared Use Path	5,095 ft	5,050 ft	5,775 ft
Shared Use Path Crossings of SR 32	2 signalized crossings	1 mid-block unsignalized crossing	3 signalized crossings
Railroad Crossing	Tunnel under railroad	Tunnel under railroad	At-grade crossing of railroad, requires crossing gates
Property Impacts	<ul style="list-style-type: none"> 1 commercial structure New R/W* for trail connections to Lake Barber Strip R/W takes along roadways 	<ul style="list-style-type: none"> 1 commercial structure New R/W for trail connections to Lake Barber Strip R/W takes along roadways 	<ul style="list-style-type: none"> 1 commercial structure Impacts to storage yard at HCEO's Office facility Strip R/W takes along roadways
Road Drainage System	Minor Impacts	Minor Impacts	Moderate Impacts to drainage along Round Bottom Road
Cost	\$8.8 M	\$9.2 M	\$8.6 M
Recommendations	Preferred Alternative	No Further Study	No Further Study

* R/W: Right-of-Way

** HCEO: Hamilton County Engineer's Office

Note: All three alternatives will have similar impacts to McCullough Run creek. The alternatives have been designed to minimize impacts to McCullough Run by utilizing retaining walls where the shared-use path runs parallel to the stream. Further environmental studies will be conducted as part of the environmental clearance for this project to calculate stream impacts and determine any waterway permitting that may be required.


RECOMMENDATIONS


Based on an analysis of each alternative, Alternative 1 is recommended as the preferred alternative for construction due to its two signalized crossings of SR 32 and its ability to open access to the central business district, Little Miami Trail and Lake Barber from the Little Dry Run area.

Documents

 Fact Sheet SR 32 Improvements in Newtown.pdf

 Letter to Neighbors.pdf

 ODOT NEPA Assignment Brochure.pdf

 Printable Comment Form.pdf

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PLANNED

REVIEW PUBLIC INPUT

Spring 2021

PLANNED

FINALIZE FEASIBILITY STUDY & CONFIRM PREFERRED ALTERNATIVE

PROJECT COST ESTIMATES

The cost estimates provided in the chart above include the cost of the roadway improvements discussed under the Roadway tab combined with the respective proposed bicycle/pedestrian improvement alternatives. These estimates are based on present-day dollars (no inflation added) and do not include right-of-way acquisition costs. Currently, no funding has been secured for construction.

NEXT STEPS

The project elements discussed in this virtual Open House are currently in the design development phase of ODOT's Project Development Process. Using the results of current study efforts and public input received, ODOT's goal is to confirm a preferred alternative (roadway improvements plus one of the bike/pedestrian improvement alternatives) by late spring. ODOT will then work with the Village of Newtown to complete project designs, identify funding, and construct the projects. Following is the approximate timing of key milestones:

Conduct Virtual Open House	Now through March 22, 2021
Compile and Review public comments	Spring 2021
Finalize Feasibility Study and confirm a preferred alternative for bike/pedestrian improvements	Spring 2021

The Village of Newtown will take the lead on implementing these projects and identifying funding for construction. One option the Village is considering is submitting a funding application to the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) later this spring. Pending award of funding, construction could take place as early as 2024 or 2025. It may be necessary to complete the improvements in phases to match available funding opportunities.

**CONFIRM PREFERRED
ALTERNATIVE**

Spring 2021

PLANNED

SUBMIT FOR OKI FUNDING

June 2021



Ohio Department of Transportation FACT SHEET



Eastern Corridor Segments II and III (PID 86462) SR 32 Improvements, Village of Newtown

The Ohio Department of Transportation is currently completing a feasibility study for multiple transportation improvements along SR 32 to ease congestion and make travel within the Village of Newtown easier and safer.

The initial concepts for these improvements grew out of an extensive effort conducted in close coordination with community representatives, planners and interest groups to identify and prioritize transportation needs and proposed solutions. The proposed improvements include:

- Modifying the SR 32/Round Bottom Road and SR 32/Little Dry Run Road intersections to make turning easier and better separate turning vehicles from the path of through traffic
- Adding a second eastbound lane on SR 32 between Round Bottom Road and Little Dry Run Road
- Adding a center turn lane on SR 32, east of Little Dry Run Road
- Expanding shared-use path options along SR 32 to provide safe travel alternatives for walkers, runners, and bicyclists and to provide an improved connection towards the Little Miami Trail via existing sidewalks along Valley Avenue

These projects were included in the *2019 Conceptual Alternatives Implementation Plan* prepared for Eastern Corridor Segments II and III and were identified as high priorities due to existing congestion and safety concerns. As part of the feasibility study process, ODOT is seeking further input from the community on the proposed roadway improvements and community preferences regarding the shared-use path options.

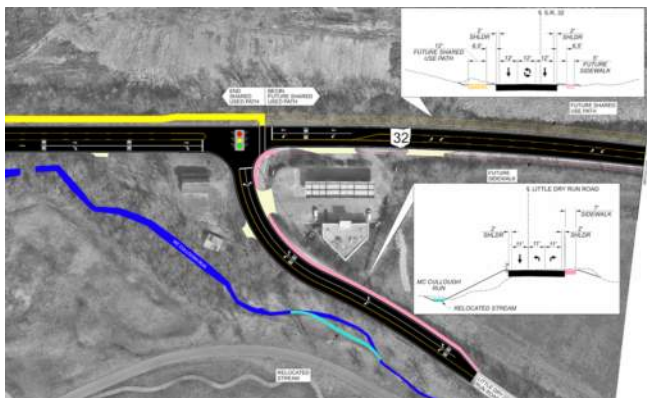
SR 32/Round Bottom Intersection Improvements



Additional graphics illustrating additional elements of this improvement are available at www.publicinput.com/K5746.

- Create two left turn lanes from Round Bottom Road to eastbound SR 32
- Add a second eastbound through lane from just west of the SR 32/Round Bottom Road intersection to Little Dry Run Road
- Increase the turn lane length for vehicles turning from SR 32 eastbound to Round Bottom Road so they are not blocked by stopped westbound traffic
- Improvements would reduce AM peak delays by approximately 25%
- Improvements would reduce PM peak delays by approximately 60%

SR 32/Little Dry Run Intersection Improvements



- Lengthen the turn lanes on Little Dry Run Road as it approaches SR 32
- Modify the curve on Little Dry Run Road to improve visibility at the intersection with SR 32
- Add a dedicated right turn lane on eastbound SR 32 to Little Dry Run Road to prevent turning traffic from blocking traffic continuing east
- Improvements would reduce PM peak delays by approximately 45%

SR 32 WIDENING TO ADD CENTER TURN LANE

- Add a center turn lane from Little Dry Run Road to the Village's east corp. limit (approximately 500 ft east of the Valley Asphalt entrance)
- Provides easier left-turn access to residences and businesses while allowing through traffic to keep moving (reduces the need to stop behind turning vehicles)
- Illustrations of this improvement are available at www.publicinput.com/K5746

SHARED USE ALTERNATIVES FOR BIKES & PEDESTRIANS



- Shared-use path is split between the north and south sides of SR 32. South side provides access to businesses and residential areas; north side provides access to a new Lake Barber Trail connector to access the Little Miami Trail.
- Estimated cost: \$8.8 million (includes roadway improvements)



- Shared-use path is entirely on the south side of SR 32. Would require a mid-block crossing (no traffic signal) to a new connector to the Lake Barber Trail.
- Estimated cost: \$9.2 million (includes roadway improvements)



- Shared-use path is split between the north and south side of SR 32.
- Path would be extended along Round Bottom Road to Valley Avenue
- Estimated cost: \$8.6 million (includes roadway improvements)

NEXT STEPS

These projects are currently in the design development phase of ODOT's Project Development Process. Using the results of current study efforts and public input received, ODOT's goal is to confirm a preferred alternative for the shared-use path by late spring. ODOT will then work with the Village of Newtown to identify funding, complete designs, and construct the projects.

FUNDING

The Village of Newtown will take the lead on the implementation of these projects.

To date, no funding has been identified for construction. One option the Village is considering is submitting a funding application to the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Pending an award of funding, construction could take place as early as 2024 or 2025.

It may be necessary to complete the improvements in phases to match available funding opportunities.

QUESTIONS AND COMMENTS

Public input is an important part of the project development process and provides valuable feedback that helps inform decision-making throughout all phases of development. We welcome your questions and comments any time and can be reached online, through mail, email, and by phone:

Tom Arnold, Project Manager

ODOT District 8
 505 South State Route 741
 Lebanon, Ohio 45036

Tom.Arnold@dot.ohio.gov
 513.933.6588

Comments on the proposed alternatives should be submitted by March 22, 2021 to be documented in the Public Input Summary Report. ODOT will respond to all comments received. Please reference PID 86462 in emails and in letters.

FOR MORE INFORMATION

Visit www.publicinput.com/K5746

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 06/06/2018, and executed by FHWA and ODOT.

The Ohio Department of Transportation (ODOT) has assumed the Federal Highway Administration's responsibilities under the National Environmental Policy Act (NEPA).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated June 6, 2018, and executed by FHWA and ODOT.

If you have questions or concerns, please contact:

Jacque Annarino
NEPA Assignment Coordinator
Ohio Department of Transportation
Office of Environmental Services
1980 W Broad St, Mail Stop 4170
Columbus, OH 43223
614-466-1484
OES@dot.ohio.gov

Or visit the NEPA Assignment webpage at:

<http://www.dot.state.oh.us/NEPA-Assignment/>

Last Updated: 7/16/18

NEPA Assignment and ODOT

What you need to know about ODOT's Assumption of the Federal Highway Administration's responsibilities under the National Environmental Policy Act





What is NEPA Assignment?

Under NEPA Assignment, ODOT is responsible for all environmental decisions, regulations, and laws that require review, reevaluation, consultation, or other actions related to the approval of highway projects in Ohio.

Since ODOT was granted this responsibility by the Federal Highway Administration (FHWA), ODOT now acts as a federal agency from an environmental standpoint.

Environmental review will take less time to complete since documents will no longer be sent to FHWA for review and approval.

Under the NEPA Assignment program, ODOT has assumed all of FHWA's responsibilities for environmental review, interagency consultation, and other environmental related actions in Ohio.

ODOT is now the contact for all environmental transportation issues in Ohio.

Who will make sure ODOT is in compliance?

FHWA will perform audits twice a year for the first two years, and once a year the following two years (or as defined by FHWA) to ensure ODOT is complying with NEPA laws/regulations and the Memorandum of Understanding.

Benefits of NEPA Assignment

- Less taxpayer money will be spent per project due to a faster environmental review process
- Projects can begin construction sooner, meaning the public can benefit from transportation improvements sooner
- Lower inflation costs due to earlier construction dates
- Environmental coordination can be completed in less time without compromising compliance with federal and state laws
- The money saved annually can be rolled back into the transportation program in Ohio for more improvements



SR 32 Improvements in the Village of Newtown (PID 86462) PUBLIC COMMENT FORM

Name: _____

Mailing address: _____

Email address: _____ Phone: _____

Contact information is not required but will ensure you receive a response.

Do you live in the Village of Newtown?

☐ Yes ☐ No

How did you hear about the SR 32 Improvements Open House? (Select all that apply)

☐ Newspaper ☐ Mailed letter ☐ TV or radio ☐ Church ☐ Word-of-mouth
☐ ODOT website ☐ Social media ☐ Email ☐ Other:

What is your interest in the proposed improvements? (Select all that apply)

☐ I am an area resident ☐ I am an area business owner or employee ☐ Other:
☐ I am a commuter through the area

How often do you travel in the project area?

☐ Daily ☐ A few times per week ☐ Once a month ☐ Other:

How do you usually travel through the project area? (Select all that apply)

☐ Automobile ☐ Bicycle ☐ Walk ☐ Other:

Please indicate how well you like the proposed improvements for the SR 32 and Round Bottom Road intersection:

☐ Love them! ☐ Like ☐ No preference ☐ Dislike ☐ Don't like them at all

Please indicate how well you like the proposed improvements for the SR 32 and Little Dry Run Road intersection:

- ☐ Love them! ☐ Like ☐ No preference ☐ Dislike ☐ Don't like them at all

Please indicate how well you like the concept of adding a center turn lane on SR 32 between Round Bottom Road and the Village's east corp. limit. This change will remove turning vehicles from primary travel lanes.

- ☐ Love them! ☐ Like ☐ No preference ☐ Dislike ☐ Don't like them at all

Would you be interested in adding a sidewalk along the south side of SR 32, east of Little Dry Run Road, at some point in the future?

- ☐ Yes ☐ No ☐ No preference

Which alternative for bicycle and pedestrian improvements do you prefer most?

- ☐ Alternative 1: A shared-use path split between the north and south sides of SR 32; two connector paths to the Lake Barber Trail.
- ☐ Alternative 2: A shared-use path entirely on south side of SR 32; two connector paths to the Lake Barber Trail using mid-block crossing of SR 32.
- ☐ Alternative 3: A shared-use path split between the north and south sides of SR 32; a shared-use path on east side Round Bottom between SR 32 and Valley.
- ☐ No preference

What is your age?

- ☐ 20s or younger ☐ 30s and 40s ☐ 50s and 60s ☐ 70s or older

- ☐ Please sign me up to receive periodic email updates (be sure to provide your email address).

Please use this space to share any additional comments or questions.

**COMMENTS DUE BY
March 22, 2021**

Comments may be submitted by:

- Mailing this completed form to Tom Arnold, Project Manager, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036, or
- Completing the online comment form at www.PublicInput.com/K5746, or
- Sending an email to Tom.Arnold@dot.ohio.gov, or
- Calling Tom Arnold at 513.933.6588

FOLD HERE

PLACE
POSTAGE
HERE

Ohio Department of Transportation District 8
ATTN: Tom Arnold
505 South SR 741
Lebanon, OH 45036-9518

FOLD HERE

Appendix B: Public Input Documentation

Comment & Response Tables

Public Input Site Report

Phone Logs

Letters Returned to Sender

Letter from Ken Burger

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 routeFocus 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 laneLikes bike trail connect to Lake BarberLoves widening ideaEnhance 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	<p>"Narrower and slower" is not necessarily "safer."</p> <p>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.</p>	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	<p>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)?</p> <p>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.</p>	<p>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.</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
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.	<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>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
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 speedingWider 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 speedingProject will encourage more traffic to use routeWaste 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 speedingWider lanes will encourage more traffic to use routeNeed 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 safetyWaste 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 itMuch 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 sidewalkProtect 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

PUBLIC INPUT SITE REPORT

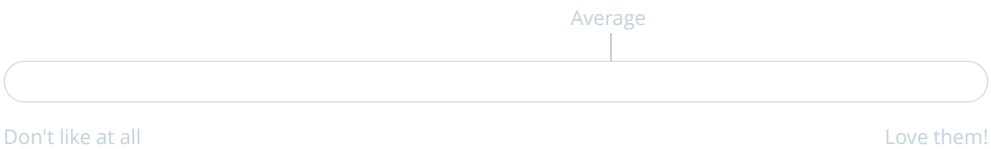
HAM-32-4.47 - SR 32 Improvements, Village of Newtown (PID 86462)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,196	100	448	96	18

QUESTION:

Please use the slider to indicate how well you like the proposed roadway improvements (discussed above) for the SR 32 and Round Bottom Road intersection.



Expanding Lanes=expanding traffic. Current "bottlenecks" are not a big issue. Proposed changes will increase traffic thru to streets that can not handle more (Main St and Valley Ave) and lead to new proposals for those streets. Bad idea. Focus on mass transit solutions.

⊕ 8 Agree

The demand is not there for mass transit into Cincinnati.

⊕ 1 Agree

The demand is not there because we keep spending gozillions of dollars on adding more lanes for cars. Everywhere.

⊕ 1 Agree

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.

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.

The traffic count is low enough to suggest that the number of travel lanes is not the problem.

⊕ 6 Agree

"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.

⊕ 1 Agree

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.

[5 Agree](#)

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 mucollough 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 waste water drain underground pipe (thus adding space for widening) because that is essentially what it is now.

[1 Agree](#)

It looks like you can still go straight, but there is the option of also turning left now?

[1 Agree](#)

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.

[3 Agree](#)

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 Tuscolum, 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.

[1 Agree](#)

Like the new shared use path.

[2 Agree](#)

Not really fixing issue. Fix signals.

[2 Agree](#)

Widening of 32 will make have impacts on the stream/ditch running along side it.

[1 Agree](#)

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.

[1 Agree](#)

Not a big fan, but they are a necessary evil. The proposed changes appear to offer significant improvements.

[1 Agree](#)

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.

Necessary to move more traffic and this appears to be the best option.

I support increased infrastructure for pedestrian and bike traffic

The shared use path going into the Village and to Lake Barber is very important and will connect the community of Newtown.

This

Not Enough capacity added and will not resolve choke points further west in the village.

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.

Shared use path is a waste of money.

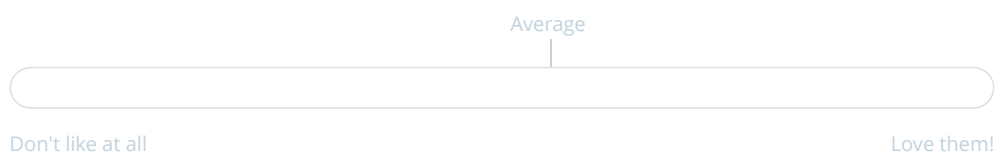
Love this, so needed. Newtown is a major bottleneck.

Is there anything to be done about the right turn onto Roundbottom Rd where people are supposed to Yield but they do not? There is also not a lot of room for the semis and Dump Trucks to merge.

Do not know what improvement is made for the right turn onto Round Bottom. Does not appear that this is a significant backup area.

QUESTION:

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.



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.

[1 Agree](#)

wrong, congestion causes accidents.

[1 Agree](#)

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.

[1 Agree](#)

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.

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?

[2 Agree](#)

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.

[2 Agree](#)

Are signage improvements included? Little Dry Run comes up quickly when coming westbound.

[1 Agree](#)

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.

[1 Agree](#)

This intersection is difficult and dangerous. These changes are much needed and appreciated, especially the right hand turn lane onto LDR.

[1 Agree](#)

The purported "benefits" of this proposed change do not justify the related impacts to McCullough Run.

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.

I support pedestrian and bike improvements.

These changes seem to make sense. I strongly endorse adding the bike lane.

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.

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

Looks great!

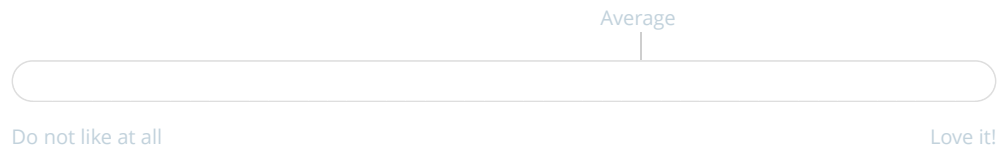
Not a problem.

This looks great!

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?

QUESTION:

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.



Very much needed to eliminate backup at Valley Asphalt, Burger Farms, Landfill areas. Very dangerous left turns east or west.

👍 2 Agree

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.

👍 5 Agree

This doesn't seem to really address any issue. It seems like we are looking to waste money.

👍 3 Agree

Long overdue!

👍 3 Agree

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.

[+ Agree](#)

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.

[+ Agree](#)

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.

[+ Agree](#)

See previous comment(s).

This is the improvement that is most needed to address the road safety concerns of Rt 32. This is a must for the village.

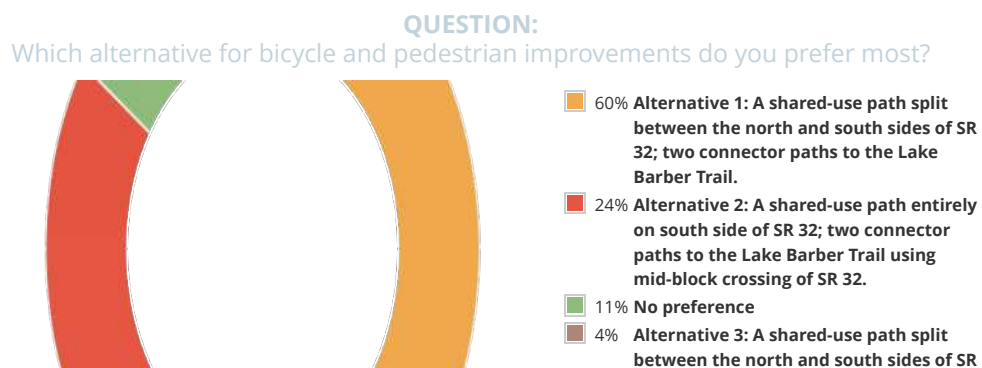
Wider lanes is not a good idea.

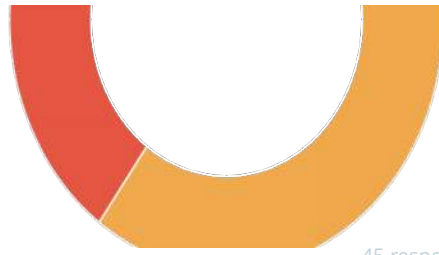
Anderson Township is supportive of the proposed roadway changes to SR 32/Main Street. Increased capacity throughout the Eastern Corridor area is a key goal of the Eastern Corridor study and these improvements help achieve that goal

Side path extension waste of money.

More big government spending that we will not be able to maintain.

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?





32; a shared-use path on east side
Round Bottom between SR 32 and
Valley.

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.

⊕ [1 Answer](#)

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.

⊕ [1 Answer](#)

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?

I don't like the idea of crossing Rt 32 twice if you intend of walking/riding to the heart of the village.

Alt 2 also provides for the tunnel access to Lake Barber and beyond.

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.

Alternative 1 is the only viable and safe option. A mid-block crossing presents a potentially dangerous situation.

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.

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.

This is an incredible waste of money.

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.

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)

Would you be interested in the future addition of a sidewalk along the south side of SR 32 east of Little Dry Run Road?

67%	Yes	22 ✓
24%	No	8 ✓
9%	No preference	3 ✓

33 Respondents

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.

[+ 1 Agree](#)

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.

[+ 1 Agree](#)

sidewalk would be better on the north side as no real impacts on residences or business. 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.

[+ 2 Agree](#)

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.

[+ 2 Agree](#)

And also more shared use. Lets create alternative mode paths for people to get around.

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.

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.

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.

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.

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.

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.

[1 Reply](#)

Sounds selfish. Safety of people trying to use the road should take priority over decorative signage.

[1 Reply](#)

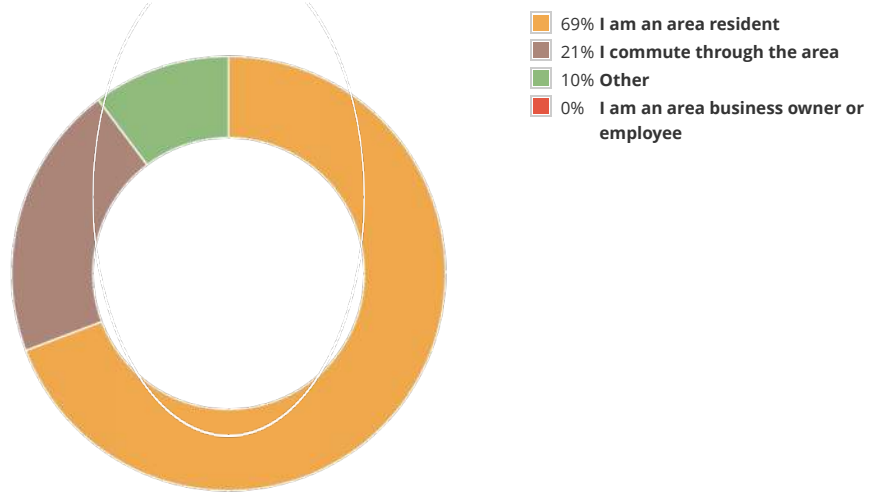
I'm not familiar with the relative elevation of the railroad and the trail. I wouldn't be in favor of the tunnel if it would be below grade. It seems that it would be a greater safety hazard than a surface crossing.

Do you live in the Village of Newtown?

58% Yes	14 ✓
42% No	10 ✓

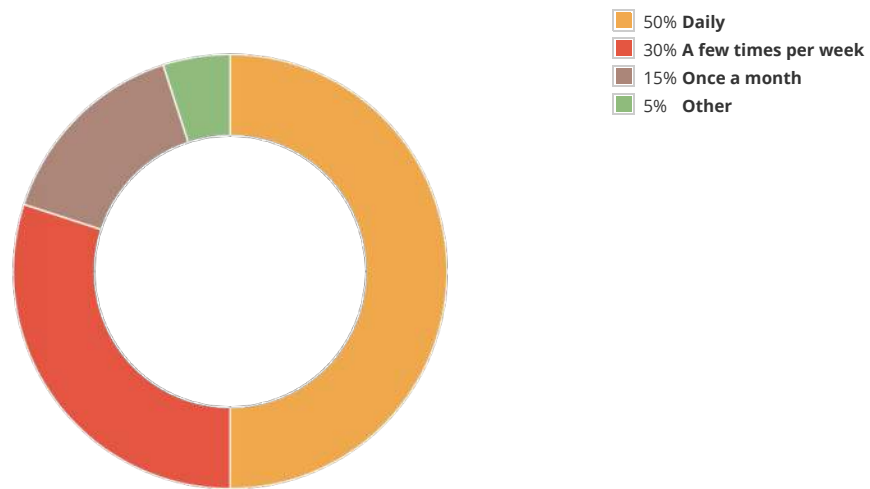
24 Respondents

What is your interest in the proposed improvements?



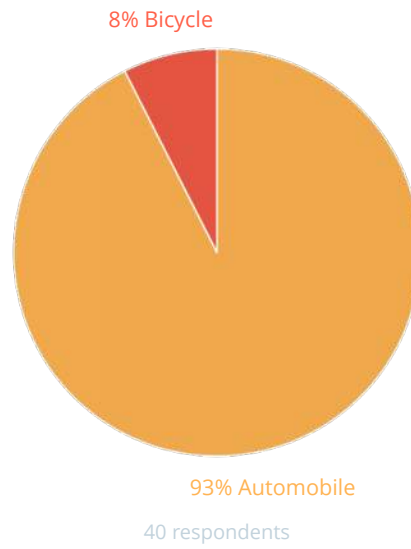
39 respondents

How often do you travel in the project area?



40 respondents

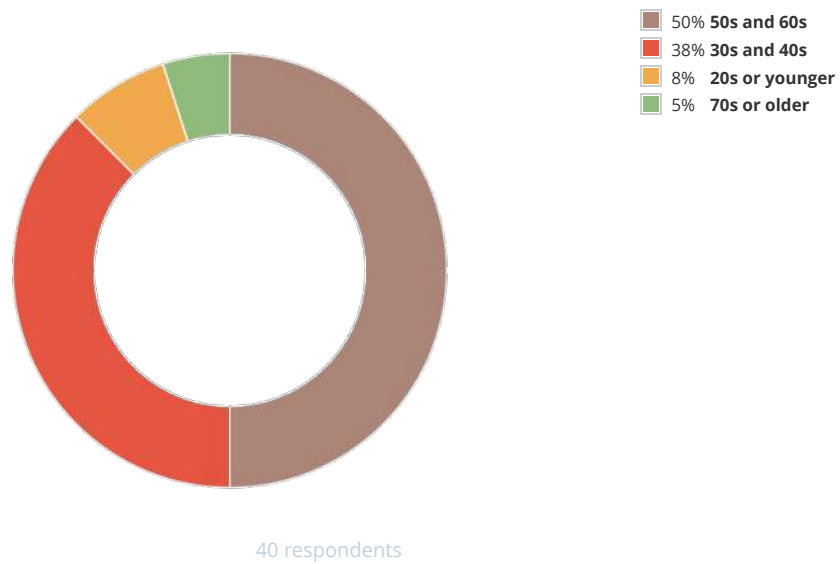
How do you usually travel through the project area?



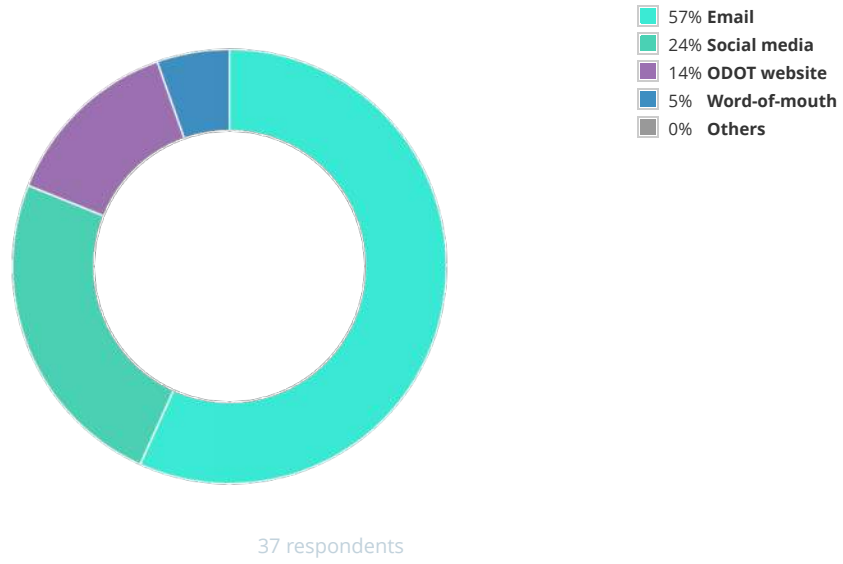
Please help us learn a little more about you by filling out the following information so we can keep you up to date about the project, or answer any questions you may have.

No data to display...

What's your age?



How did you hear about this virtual open house?



Please use this space to share any additional comments or questions you may have.

Consider public transit/mass transit options in your eastern corridor proposals

 1 Agree

I am certain the residents of Newtown would reject this too if it went through their town.

 1 Agree

More focus on the eastern corridor rail line.

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.

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.

Safety, volume, cost, and speed are all factors for road design. Safety should always come first.

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?

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.

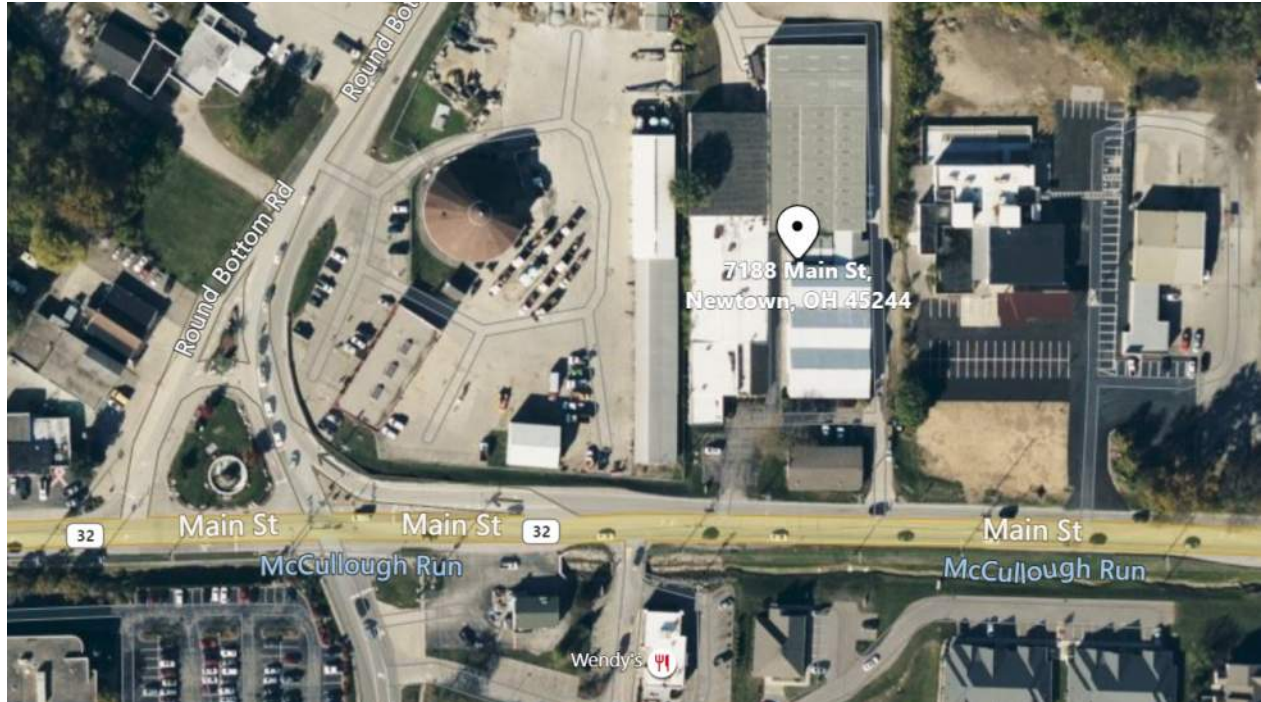
There needs to be multi purpose trail along Valley Ave. to connect the proposed trails to the Little Miami Trail at Church and Valley.

PHONE LOGS



PHONE LOG

Tommy Arnold and Owner of 7188 SR-32 (513-241-1956)



- I spoke with the owner on 3/11/21
- He understood that we were impacting his building, which he wasn't happy because he does rent it out but he understood the project
- His bigger question was if we were going to impact the connection behind that building that connects his two driveways. I told him that we were not.
- He asked about timing, and I told him construction would likely be in 2025, though we don't have RW or construction funding at this time.
- I asked that he put his comments into our site at his earliest convenience.



PHONE LOG

Tommy Arnold and Bill Teater (513-675-8426)

- Bill owns a business at 7853 SR-32, next to Berger farm
- His main question is how much frontage is needed?
 - I showed him the diagram online that shows the back of the sidewalk impacting his landscaped island
 - He was concerned about his sign
- His second question was how much we were widening to the other side as well; he wants to make sure that his business is not impacted too much
 - I told him that we were balancing impacts but would need to get measurements from the design team
- He asked about schedule, and I told him that construction would likely be in 2025 if funds became available
- He was very thankful for our conversation and was in agreement with the project overall

LETTERS RETURNED TO SENDER

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Public Input Documentation – **LETTERS RETURNED TO SENDER**



OHIO DEPARTMENT OF TRANSPORTATION
District 8
505 S. State Route 741, Lebanon, OH 45036

CINCINNATI OH 452

16 FEB 2021 PM 2 L



FIVERIVERS OIL LLC
2755 MARS HILL ST.
INDIANAPOLIS, IN 46241

NIXIE 462 FE 1 0002/28/21

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OHIO DEPARTMENT OF TRANSPORTATION
District 8
505 S. State Route 741, Lebanon, OH 45036

CINCINNATI OH 452

16 FEB 2021 PM 5 L



SCF RC FUNDING
315 THE COMMONS
COLUMBUS, IN 47201

NIXIE 462 DE 1 0003/03/21

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NOT DELIVERABLE AS ADDRESSED
UNABLE TO FORWARD

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03/12/2021 done*
Rec 03-05-2021
SCAN & SENT ✓
Done ✓
Wrong Address

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Public Input Documentation – **LETTERS RETURNED TO SENDER**



OHIO DEPARTMENT OF TRANSPORTATION
District 8
505 S. State Route 741, Lebanon, OH 45036

CINCINNATI OH 452

16 FEB 2021 PM 2 L



FIVERIVERS OIL LLC
2755 MARS HILL ST.
INDIANAPOLIS, IN 46241

*Rec. 03-03-2021
Scan & Sent ✓
done ✓*

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46241-57155

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OHIO DEPARTMENT OF TRANSPORTATION
District 8
505 S. State Route 741, Lebanon, OH 45036

CINCINNATI OH 452

16 FEB 2021 PM 2 L



FMCA CAMPGROUND
3590 ROUND BOTTOM RD.
CINCINNATI, OH 45244

*Return mail
03-08-2021
Scan & Sent ✓
Done*

ANK

45036>9547
45244-300099

-R-T-S- 452444321-1N 009 03/03/21

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UNABLE TO FORWARD
RETURN TO SENDER



LETTER FROM KEN BURGER

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Public Input Documentation –**LETTERS**

To: Tom Arnold, ODOT

From: Ken Burger

Date: November 16, 2020

Regarding: Updated ODOT Exhibits

Hello Tom,

I had a chance to look through the two exhibits from ODOT that Mayor Kobasuk kindly shared me on the Newtown sections in preparation of tomorrow's presentation and I have a few comments and questions.

- 1) Question - On the Little Dry Run Rd turn lane addition onto RT 32; why is a 7ft wide sidewalk planned for versus a continuation of the current sidewalk size?
- 2) Comment – In this same area, it should be noted that Burger Environmental, Inc. still has the capacity to fill in the designated landfill area where the turn lane and sidewalk addition are planned with C&DD per our operating license. Our landfill facility is still active and any work contemplated in this area must go through an approval process with the property owner Burger Environmental, Inc. and Ohio EPA due to site closure engineered plans, surface water management engineered plans and final cap engineered plans per OAC 3745-400-07, OAC 3745-400-11, OAC 3745-400-12 and OAC 3745-400-15. In addition, it should be noted that OEPA rules would require a fence to be installed along the sidewalk area with panels to prevent see through per the above OAC rules. Vegetation like what currently exist would not be an option because the road widening would put the sidewalk over debris area and you cannot grow vegetation over debris per OAC rules.
- 3) Question – On the RT32 lane widening section; why is there now a planned sidewalk, (some parts 5ft wide and some parts 7ft wide), on the south side of RT32 from Little Dry Run up to the end of the project on the east side? Where did this ridiculous idea come from?
- 4) Comment – Adding a sidewalk on the south side of RT32 from Little Dry Run Rd to the end of the project has no merit. There are four businesses located in this area and none of them warrant the added expense of a sidewalk to improve their business or make their businesses more accessible to pedestrian traffic. Based on the types of businesses, no one in my opinion is going to shop them from a walking perspective because they would have to carry home heavy or bulky items. We have Burger Farm, Great Day Productions, Ace Gasket and Meineke TV; none of which are traditional “walk to” businesses. In my opinion, the money designated for the sidewalk should be reallocated to the addition of a shared use path on the north side of RT 32 that makes more sense for the following reasons:
 - a. It would be a continuation of the proposed shared use path on the north side of RT32 up to Little Dry Run Rd.
 - b. The north side of RT32 is a safer option for pedestrian/bicycle traffic as there is only one drive way on the north side of RT 32, Newtown Fill that pedestrians would encounter versus the many driveways, mailboxes, delivery truck points of ingress and egress on the

south side. In addition, even if the sidewalk was placed on the south side, pedestrians would need to once again cross RT32 to get to the north side of RT32 to either get to the proposed ANCOR district or continue along RT32 as the existence and route of McCulloughs Run east of the Village line does not allow for the addition of a shared use path on the south side while there is room on the north side.

- c. Driver sight lines for vehicles trying to safely pull out onto RT32 from the south side from the many points of egress and ingress could easily be obstructed by pedestrians on a south side sidewalk. It would be one more obstacle drivers would have to safely navigate around when trying to pull out onto and also in from RT32.
- d. There are no underground utilities running parallel to the north side of RT 32 from Little Dry Run Rd to almost the east end of the project area. Conversely, the south side of RT 32 has natural gas and water pipes and services to homes and businesses that would need to be contended with.
- e. In addition to utility pipes on the south side of RT32, storm water management structures exist on the south side of RT32 from Little Dry Run to the east end of the project. There is storm water piping from in front of Burger Farm and going west towards the end of their property line and then there is a surface water control ditch along RT32 from Burger Farm and Burger Environmental towards Little Dry Run Rd. It should be noted that this ditch is part of the engineered surface water control plans for Burger Environmental per OAC 3745-400-xx. In addition, there is an underground storm water drain pipe that runs from the east end of Burger Farm property line to the end of the east project area and continues to Eight Mile Creek. This storm drain is planned to be replaced by the Village of Newtown and I believe they wanted to coordinate any such construction with ODOT to minimize traffic restrictions.
- f. Question – Why don't these plans include the replacement of the existing storm drain? I know representatives of ODOT, The Village of Newtown and myself met together on site a couple years ago to discuss such items. In my opinion, it doesn't make any sense to build any type of pedestrian or shared use path on the south side of RT32.
- g. Comment – A note should be added to the scope of the project from Little Dry Run Rd. going east to the east end of the project area to remove the high soil/gravel berms that have developed over many years from the north and south roadway edges of RT32.

Cc: Mayor Mark Kobasuk

Appendix C: Notification Materials

Newspaper Ad

Eblasts

Letter to Adjacent Property Owners

Website Announcements

Social Media Calendar

News Release

Eastern Corridor Segments II and III Village of Newtown Transportation Improvements

VIRTUAL OPEN HOUSE

February 14, 2021 - March 22, 2021

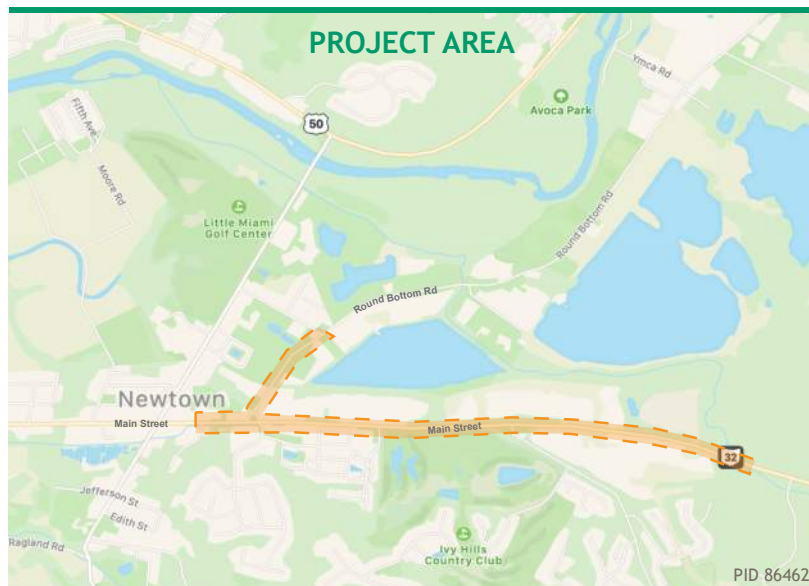
To participate, go to:
www.EasternCorridor.org

ODOT has been working with local community representatives, planners, and interest groups to develop plans that will make travel easier and safer within the Village of Newtown. Several recommended roadway and shared-use path projects have been advanced in design. ODOT is sharing them with the community in an Open House for further review and input.

Due to COVID-19 public gathering restrictions, the Open House will be held virtually. The Open House is a self-guided tour through a series of exhibits highlighting each of the planned improvements. To participate, visit the Eastern Corridor website at your convenience and click on the Open House link provided.

Questions and comments can be submitted through March 22, 2021, using the online comment form provided on the website. Comments can also be shared with ODOT's Eastern Corridor Segments II and III Project Manager via mail, email, or phone by contacting:

Tom Arnold, Jr. P.E. | ODOT District 8
505 South State Route 741 | Lebanon, OH 45036
Tom.Arnold@dot.ohio.gov | (513) 933-6588



Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

An additional Virtual Open House is currently being held to discuss planned improvements for the SR 32 and Eight Mile intersection. Visit www.EasternCorridor.org for more information.



Join us for a
VIRTUAL OPEN HOUSE
February 14, 2021 - March 22, 2021
to learn more about
**SR 32 Improvements within
the Village of Newtown**

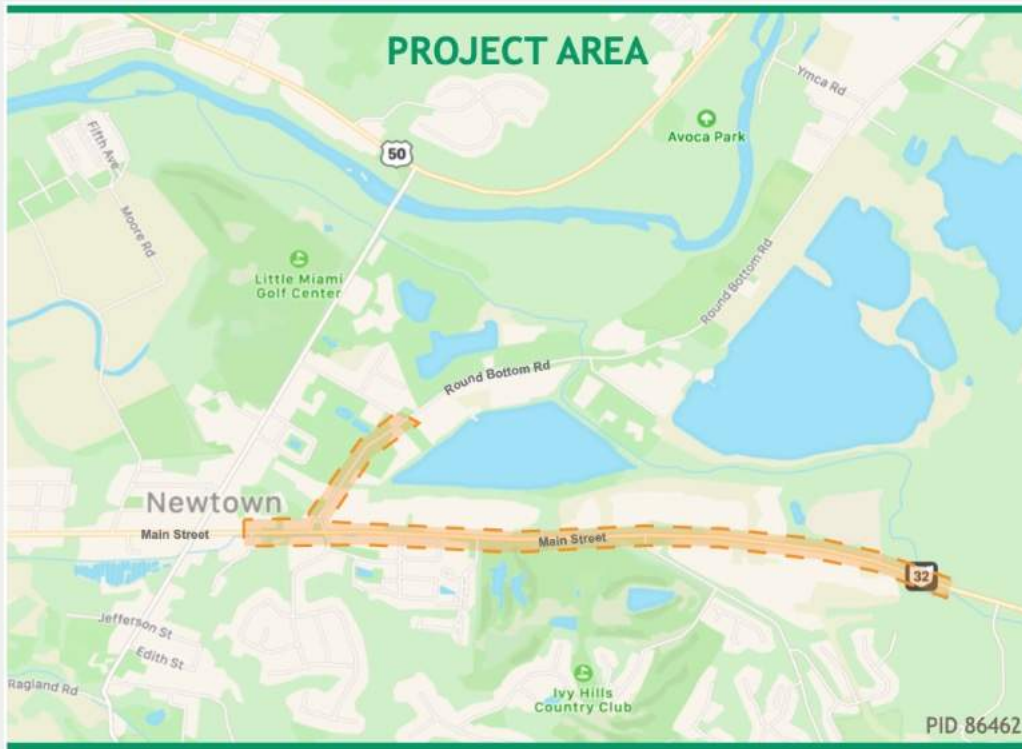
[Click here to visit the Open House](#)

The Ohio Department of Transportation (ODOT) is hosting a Virtual Open House to share information and gather input about transportation improvements being planned within the Village of Newtown.

The improvement concepts were developed by ODOT in close coordination with community representatives, planners, and interest groups to address congestion and safety concerns in the area. Initial recommendations were vetted during a public meeting held in October 2018 and were subsequently identified as a high priority in ODOT's [2019 Conceptual Alternatives Implementation Plan for Eastern Corridor Segments II and III](#).

ODOT has further developed its recommendations and is seeking the community's input on the refined improvements, including several shared-use path options that have been identified.

Once project designs are complete, the Village of Newtown will take the lead on implementing these projects and identifying funding for construction. One option the Village is considering is submitting a funding application to the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) later this spring. Pending award of funding, construction could take place as early as 2024. It may be necessary to complete the improvements in phases to match available funding opportunities.



(Click map to enlarge)

Improvements under consideration include: modifications to the SR 32/Round Bottom Road and SR 32/Little Dry Run intersections; the addition of a second eastbound lane on SR 32 between Round Bottom Road and Little Dry Run Road; and the addition of a center turn lane on SR 32 east of Little Dry Run Road. These improvements will make turning easier and safer, and reduce congestion in the area.

Also included are several shared-use path options that would provide safe travel alternatives for walkers, runners, and bicyclists and provide an improved connection towards the Little Miami Trail.

ABOUT THE OPEN HOUSE

ODOT is hosting the Open House online due to current public-gathering restrictions. The event is organized as a self-guided tour through exhibits highlighting the planned improvements and construction process. Visit at your convenience anytime between now and March 22 by clicking on the link below.

[Visit the Open House](#)

YOUR INPUT IS IMPORTANT

Feedback can be submitted by completing an online comment form available on the Open House site. Questions and comments can also be shared by email, mail, or phone.

Contact:

Tom Arnold, P.E., Project Manager
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
Tom.Arnold@dot.ohio.gov
(513) 933-6588

**Comments should be submitted by
March 22, 2021.**

Individuals needing interpretation or translation services or other reasonable accommodations to participate in the Open House, review project materials, or provide comment should contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

AN EASTERN CORRIDOR PROJECT

The SR 32 improvements being planned within the Village of Newtown grew out of the Eastern Corridor Program. The Eastern Corridor Program is a series of integrated transportation improvements designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County. Eastern Corridor projects are also designed to support local goals for community enhancement, economic development, and sustainable regional growth.



For more information, visit www.EasternCorridor.org.





VIRTUAL OPEN HOUSES CLOSING SOON

ODOT is currently hosting two virtual open houses for transportation improvements in the central Eastern Corridor; there's still time to submit comments

SR 32 and Eight Mile Road Intersection Improvements

[**Visit the Open House**](#)

Virtual Open House Ends March 15

The focus of this Virtual Open House is to share information about improvements being planned for the SR 32 and Eight Mile Road intersection in Anderson Township and to gather public input. The proposed improvements are designed to address congestion and the high number of crashes that occur in the vicinity of the intersection. The Open House also includes information about the project's environmental impacts, and anticipated road closures and traffic impacts during construction.

SR 32 Improvements in the Village of Newtown

[**Visit the Open House**](#)

Virtual Open House Ends March 22

This purpose of this Virtual Open House is to share information and gather input about transportation improvements being planned along SR 32 within the Village of Newtown. The improvement concepts were developed to address congestion and safety concerns. Also included are several shared-use path options that would provide safe travel alternatives for walkers, runners, and bicyclists, and provide an improved connection towards the Little Miami Trail.

Feedback can be submitted by completing an online comment form available on the Open House site. Questions and comments can also be shared by email, mail, or phone by contacting:

Charles Rowe, P.E., Project Manager
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
Charles.Rowe@dot.ohio.gov
(513) 933-6596

Comments are due
March 15, 2021.

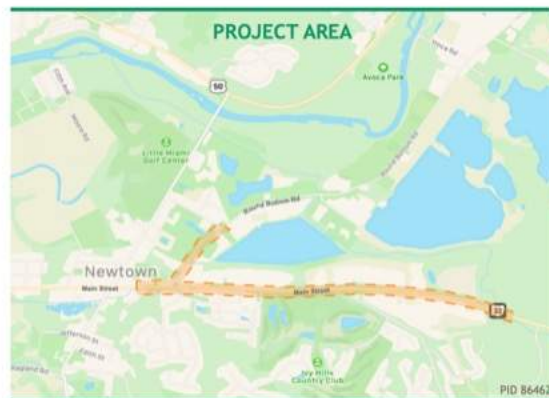


Click map to enlarge

Feedback can be submitted by completing an online comment form available on the Open House site. Questions and comments can also be shared by email, mail, or phone by contacting:

Tom Arnold, P.E., Project Manager
ODOT District 8
505 South State Route 741
Lebanon, OH 45036
Tom.Arnold@dot.ohio.gov
(513) 933-6588

Comments are due
March 22, 2021.



Click map to enlarge

ABOUT THE OPEN HOUSES

ODOT is hosting these Open Houses online due to current public gathering restrictions. The events are organized as a self-guided tours through exhibits highlighting the planned improvements. Visit the Open House meeting sites at your convenience. All questions and comments received will receive responses. Comments submitted by the due dates identified above will be included in the public input documentation for the projects.

Individuals needing interpretation or translation services or other reasonable accommodations to participate in the Open House, review project materials, or provide comment should contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

AN EASTERN CORRIDOR INITIATIVE

The improvements at SR 32 and Eight Mile Road and along SR 32 in the Village of Newtown are Eastern Corridor projects. The Eastern Corridor Program is a series of integrated transportation projects designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County. Eastern Corridor projects are also designed to support local goals for community enhancement, economic development, and sustainable regional growth.



For more information, visit www.EasternCorridor.org.



PID 110991 & 86462

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Notification – **LETTER TO ADJACENT PROPERTY OWNERS**



OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor Jack Marchbanks, Ph.D., Director

District 8
505 S. State Route 741, Lebanon, OH 45036
513-933-6568
transportation.ohio.gov

February 12, 2021

RE: Virtual Open House for SR 32 Improvements in the Village of Newtown
PID 86462

Dear Neighbor:

The Ohio Department of Transportation (ODOT) invites you to participate in a virtual Open House to learn about and provide comment on roadway and bike/pedestrian improvements being planned for the SR 32 corridor in the Village of Newtown. The virtual Open House is accessible online at www.EasternCorridor.org and can be visited any time between February 14, 2021 and March 22, 2021. To comply with Governor DeWine's guidelines regarding limiting social gatherings in response to COVID-19, the Open House will be conducted online only.

ODOT and the Village of Newtown are currently completing a feasibility study for these improvements, which are designed to ease congestion and make travel within the Village of Newtown easier and safer. The initial concepts grew out of an extensive effort conducted in close coordination with community representatives, planners and interest groups to identify and prioritize local transportation needs and proposed solutions. The proposed improvements include:

- Modifying the SR 32/Round Bottom Road and SR 32/Little Dry Run Road intersections to make turning easier and better separate turning vehicles from the path of other traffic
- Adding a second eastbound lane on SR 32 between Round Bottom Road and Little Dry Run Road
- Adding a center turn lane on SR 32, east of Little Dry Run Road
- Expanding shared-use path options along SR 32 to provide safe travel alternatives for walkers, runners, and bicyclists and to provide an improved connection towards the Little Miami Trail via existing sidewalks along Valley Avenue

These projects were included in the 2019 Conceptual Alternatives Implementation Plan prepared for Eastern Corridor Segments II and III, and were identified as high priorities due to existing congestion and safety concerns. As part of the feasibility study process, ODOT is seeking further input from the community on the proposed roadway improvements and community preferences regarding the shared-use path options.

We hope you can join us for the virtual Open House where you can view a series of exhibits which highlight the proposed improvements. We also encourage you to share your questions and comments using the enclosed Comment Form or an online Comment Form that's provided on the Open House site. Responses to all input received will be posted on www.EasternCorridor.org. Questions and comments can also be directed to Tom Arnold, ODOT Project Manager, by email, mail, or phone:

E. Thomas Arnold, Jr., P.E., Project Manager
ODOT District 8 • 505 State Route 741 • Lebanon, OH 45036
Tom.Arnold@dot.ohio.gov
(513) 933-6588

We ask that comments be submitted by March 22, 2021.

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Notification – **LETTER TO ADJACENT PROPERTY OWNERS**

If you do not have internet access and would like meeting materials mailed to you, please contact Tom Arnold at the address above. Individuals who require interpretation services or other reasonable accommodations to participate in this meeting should contact Kathleen Fuller at (513) 932-3030. Public participation in the Open Houses is solicited without regard to race, color, sex, age, national origin, or disability.

Si desea que los materiales para esta reunión son traducidos a español, contacte a Kathleen Fuller tan pronto que sea posible a Kathleen Fuller@dot.ohio.gov o por teléfono a (513) 932-3030.









We sincerely appreciate your involvement!


Respectfully,

A handwritten signature in black ink, appearing to read "E. Thomas Arnold, Jr." with a stylized flourish at the end.

E. Thomas Arnold, Jr., P.E.
ODOT District 8 Planning Engineer

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Notification – **EASTERN CORRIDOR WEBSITE ANNOUNCEMENTS**

 HOME  Overview  Background  Projects  Documents  Public Involvement  News  Contact Us





The Eastern Corridor

RED BANK CORRIDOR
(SEGMENT I)

RED BANK TO I-275/SR 32
(SEGMENTS II AND III)

EASTGATE AREA TO BATAVIA
(SEGMENTS IV AND IVa)

OASIS RAIL TRANSIT

Contact Us  
(513) 932-3030

HOME









**VIRTUAL OPEN HOUSE –
SR 32 IMPROVEMENTS, VILLAGE OF NEWTOWN**
February 14, 2021 – March 22, 2021
Visit our Virtual Open House to learn more about transportation improvements currently being planned within the Village of Newtown.
[Click here to participate](#)


THE EASTERN CORRIDOR PROGRAM

Providing essential east-west connectivity for the Greater Cincinnati region

The Eastern Corridor Program is a regional effort that integrates roadway network improvements, new rail transit options, expanded bus service, bikeways and walking paths to improve travel and access between Greater Cincinnati's eastern communities and its central employment, economic and social centers.

Comprised of a comprehensive series of [projects](#), the Eastern Corridor Program is addressing critical congestion issues and making travel between and among the eastern communities and the region's core easier and safer. The Program's multi-modal solutions are working to address long-standing

 HOME  Overview  Background  Projects  Documents  Public Involvement  News  Contact Us



The Eastern Corridor

RED BANK TO I-275/SR 32
(SEGMENTS II AND III) OVERVIEW

STATUS

PROJECT DOCUMENTS

PUBLIC INVOLVEMENT

PROJECT CONTACTS

[Eastern Corridor](#) / [Projects](#) / [Red Bank to I-275/SR 32 \(Segments II and III\)](#)

Red Bank to I-275/SR 32 (Segments II and III) Overview


**VIRTUAL OPEN HOUSE –
SR 32 IMPROVEMENTS, VILLAGE OF NEWTOWN**
February 14, 2021 – March 22, 2021
Visit our Virtual Open House to learn more about transportation improvements currently being planned within the Village of Newtown.
[Click here to participate](#)

Eastern Corridor Segments II and III, located at the center of the Eastern Corridor region, extend between the Red Bank Corridor (Segment I) and the I-275/SR 32 interchange in the Eastgate area of Clermont County (Segment IV) and include US 50/Wooster Pike, SR 125 (Beechmont Levee), and SR 32.

Previous recommendations for transportation improvements through 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 currently feasible due to potentially significant environmental impacts, and high construction costs.


ODOT has since turned its focus toward improving access and connectivity for motorists, bicyclists, and pedestrians using improvements to the existing network that balance transportation needs with community values and available resources. These improvements are smaller in scale and, consequently, would result in fewer environmental impacts.

Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Notification – **VILLAGE OF NEWTOWN WEBSITE ANNOUNCEMENT**



The Village of
Newtown, Ohio

Police DepartmentContact Us

I Am Looking For...

HomeEventsMayor & CouncilDepartmentsPublic WorksCommunityBusinesses

Eastern Corridor SR 32 Road Improvements Info – Citizen Input Requested

Posted by The Village of Newtown On February 1, 2021 at 8:31 pm

Eastern Corridor – SR 32 Road Improvements – Citizen Input Requested

The Ohio Department of Transportation (ODOT) unveiled preliminary plans for road improvements in the Village. The preliminary plans are posted on the Village website and envision (i) a dual southbound left turn lane at the Round Bottom and Main (SR 32) intersection and two east bound lanes to Little Dry Run Road, (ii) a right turn lane onto Little Dry Run Road and intersection improvements, and (iii) a widening of SR 32 from Little Dry Run Road to the eastern edge of the Village for a center turn lane, and (iv) a shared use path for pedestrians and bicycles connecting Little Dry Run to the Village center and the Lake Barber trail. Construction would not commence until 2024 or 2025, and no funds have been secured for the actual road construction at this time. Preliminary plans can be viewed and commented upon at a virtual open house using the link publicinput.com/K5746. This open house will be open for comments between February 14 and March 22, 2021. Additionally, a separate virtual open house is available for planned intersection improvements at SR 32 & Eight Mile Road and can be found at publicinput.com/N4648 (The Eight Mile Road intersection open house will be open for comments between February 7 and March 15, 2021). ODOT would appreciate comments and feedback on both projects.

*Proposed ODOT improvements in the Village of Newtown on SR-32 from Round Bottom to the eastern Village corp. limit.

<https://newtownohio.gov/wp-content/uploads/2020/11/PID-86462-Newtown-Exhibits-for-11-17-2020-Advisory-Committee-Meeting.pdf>

Council	Departments	Public Works	Municipal Offices
<ul style="list-style-type: none">• Mayor's Welcome• Council Members• Upcoming Meetings• Council Minutes	<ul style="list-style-type: none">• Administration• Police• Fire Dept• Finance/Income Tax• Building & Zoning• Property Management• Mayor's Court	<ul style="list-style-type: none">• Streets & Maintenance• Utilities• Trash & Recycling• Leaf Tree & Branch Pick-up	3537 Church Street Newtown, Ohio 45244 (513) 561-7097

VILLAGE OF NEWTOWN – SOCIAL MEDIA CALENDAR

FEB. 17 – MAR. 15

Feb. 15 – Feb. 20	
	[SHARE ODOT'S POST ABOUT PROJECT]
	<p>For Facebook:</p> <p>ODOT and the Village of Newtown are planning transportation improvements to make travel within the village easier and safer. Find out more at our Virtual Open House and share your thoughts. Visit www.EasternCorridor.org for more information.</p> <p>For Twitter (character limit is 280):</p> <p>@ODOT_Cincinnati & the Village of Newtown are planning improvements to make travel within the village easier and safer. Find out more at our Virtual Open House and share your thoughts. Visit www.EasternCorridor.org</p> <div style="background-color: #4CAF50; color: white; padding: 10px; text-align: center; border-radius: 10px;"> <p>VIRTUAL OPEN HOUSE – SR 32 IMPROVEMENTS, VILLAGE OF NEWTOWN <small>February 14, 2021 – March 22, 2021</small></p> <p><small>Visit our Virtual Open House to learn more about transportation improvements currently being planned within the Village of Newtown.</small></p> <p>Click here to participate</p> </div>
Feb. 21 – Feb. 27	
	<p>For Facebook:</p> <p>#ICYMI – We launched a Virtual Open House last week focused on roadway and bike/pedestrian improvements along SR 32 within the Village of Newtown. Visit www.EasternCorridor.org and click on the Village of Newtown Virtual Open House button to learn more.</p> <p>For Twitter (character limit is 280):</p> <p>#ICYMI – @ODOT_Cincinnati launched a Virtual Open House last week focused on roadway and bike/ped improvements along SR 32 within the Village of Newtown. Visit www.EasternCorridor.org and click on the Virtual Open House button for the Village of Newtown to learn more.</p> <div style="text-align: center;">  <p><small>The Eastern Corridor</small> Eastern Corridor Segments II/III Virtual Public Open House – SR32 Improvements, Village Of Newtown</p> </div>



ODOT District 8 Holding Virtual Open House

Open house will highlight S.R. 32 Improvements in Newtown

Hamilton County (Wednesday, February 17, 2021) - The Ohio Department of Transportation (ODOT) is hosting a Virtual Open House about planned transportation improvements within the village of Newtown, and the open house is accessible online at www.EasternCorridor.org now through March 22, 2021.

Improvements under consideration include modifications to the S.R. 32/Round Bottom Road and the S.R. 32/Little Dry Run intersections, the addition of a second, eastbound lane on S.R. 32 between Round Bottom and Little Dry Run roads, and the addition of a center-turn lane on S.R. 32 east of Little Dry Run Road to make turning easier and safer and reduce congestion in the area. Also included are several shared-use path options that would provide safe travel alternatives for walkers, runners, and bicyclists and provide an improved connection toward the Little Miami Trail.

“We’ve worked in close coordination with the village of Newtown to identify solutions to address delays and safety concerns when traveling through the area,” said Tom Arnold, District Planning Engineer for ODOT District 8. “Currently, we’re wrapping up a feasibility study for several high-priority improvements projects identified through this effort. Our goal for the open house is to share more details about the concepts and give the community a chance to weigh in before additional decisions are made.”

Due to current public-gathering restrictions, the open house is being held online. The month-long event is organized as a self-guided tour through exhibits highlighting the proposed improvements. Participants can access the meeting at their convenience by visiting www.EasternCorridor.com and clicking on the link provided. Feedback is encouraged and can be submitted through an online comment form posted on the site.

Questions and comments may also be directed by email, mail, or phone to:

Tom Arnold, P.E.
ODOT District 8
505 South State Route 741
Lebanon, OH 45036

Tom.Arnold@dot.ohio.gov; (513) 933-6588

Comments must be submitted by March 22, 2021, to be included in the public input summary report documentation. Individuals needing interpretation or translation services or other reasonable accommodations to participate in the open house, review project materials, or provide comment should contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

The transportation improvements being proposed within Newtown are elements of the Eastern Corridor Program, which is a series of integrated transportation projects designed to make travel easier and safer between Greater Cincinnati's urban core and the communities in eastern Hamilton County and western Clermont County.

ODOT has worked in close coordination with community representatives, planners, and interest groups throughout the central Eastern Corridor area to identify and prioritize transportation needs and proposed solutions. The resulting recommendations were vetted during community meetings held in October 2018 and subsequently documented in ODOT's [2019 Conceptual Alternatives Implementation Plan for Eastern Corridor Segments II and III](#). More information is available at www.EasternCorridor.org.

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For more information, contact:

[Kathleen Fuller](#), 513-933-6517

[Liz Lyons](#), 513-933-6534



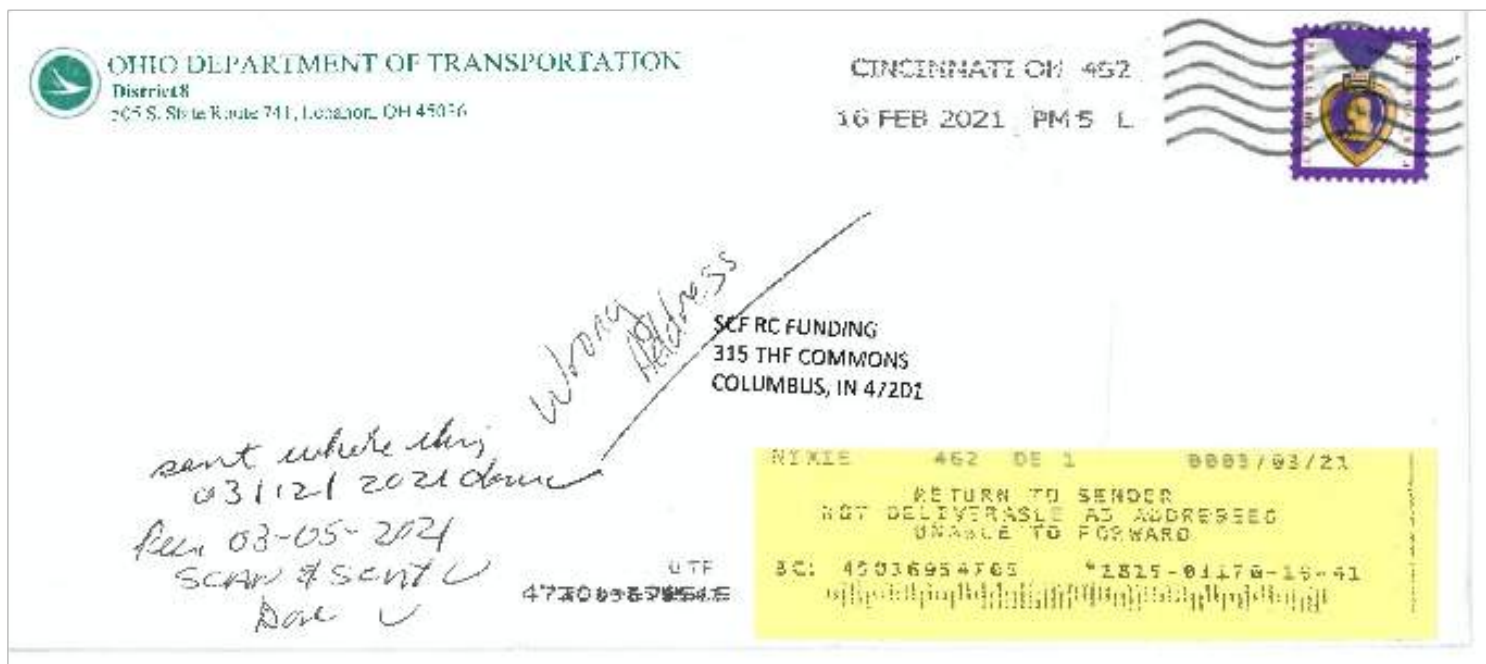
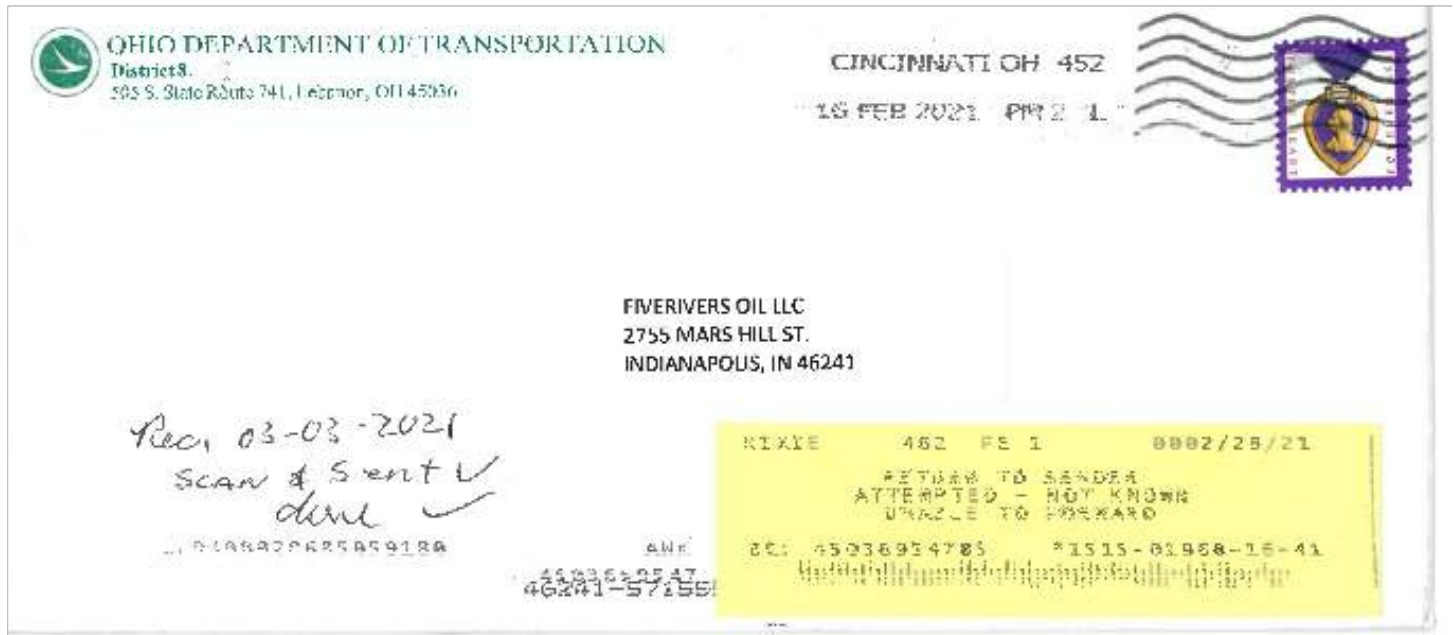
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Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Notification – **LETTERS RETURNED TO SENDER**



Virtual Public Open House Summary Report
SR 32 Improvements, Village of Newtown (PID 86462)
Notification – **LETTERS RETURNED TO SENDER**

