

MEETING DATE: May 21, 2013
ISSUE DATE: June 10, 2013
NOTES BY: David Wormald, URS Corp.

PROJECT: HAM 32F-0.00 Red Bank Road
PID: 86461
RE: Madisonville CPC Coordination Meeting

Attendance: See the attached sign in sheet. Representatives from ODOT District 8, City of Cincinnati and URS Corporation provided presentation and facilitated discussion of alternatives

THE FOLLOWING REPRESENTS MY UNDERSTANDING OF THE DISCUSSIONS AND DECISIONS MADE IN THIS MEETING. IF CHANGES SHOULD BE MADE, PLEASE NOTIFY URS PROMPTLY SO THAT AN ACCURATE RECORD CAN BE MAINTAINED FOR THE BENEFIT OF ALL.

The following a summary of items discussed at this meeting. Approximately 40 people attended in addition to the design team from URS, ODOT and the City of Cincinnati.

EASTERN CORRIDOR OVERVIEW

Following introductions, some attendees asked about the status of the other Eastern Corridor projects in particular the relocation of SR-32 south of the Little Miami River.

ODOT responded that the purpose of tonight's meeting is to focus on alternatives being considered for the Red Bank Corridor project which extends from I-71 to Fair Lane in Fairfax.

Each of the Eastern Corridor projects has independent utility. This means that though the projects are related and together will provide a comprehensive transportation solution for the Eastern Corridor area, each project is necessary by itself to address specific needs. The Red Bank Corridor project is needed to address current and projected traffic congestion, mobility and access issues along the Red Bank Corridor particularly at the Madison/Duck Creek and Brotherton/Erie intersections. Tonight's meeting is being held to discuss the alternatives that have been developed in consultation with the community to address those issues.

Steve Mary (ODOT) noted that all Eastern Corridor Program projects are discussed at Eastern Corridor Development Team meetings, the most recent of which was held in March. Other opportunities will be coming up and announced. However, ODOT can discuss those projects with attendees at the end of this meeting. Other audience members indicated they would be interested in hearing discussions about the remaining Eastern Corridor projects.

REVIEW OF ALTERNATIVES

URS provided an overview presentation with plan view illustrations of several alternatives which have been developed to date for capacity improvements at the Duck Creek, Madison and Brotherton/Erie intersections with Red Bank Expressway. Also included in the proposed improvements to the mainline are improvements to Red Bank Road and the local road network. The alternatives presented include an alternative for a grade separated tight diamond at Red Bank and Madison Road as well as three roundabout alternatives developed independently by American Structure Point under direction from Madisonville. In addition to the alternative drawings, a hard copy of a comparison matrix table comparing the alternatives against several categories with a red,

yellow, and green rating - intended to generally reflect how well the respective alternatives met the category under discussion - was provided to the meeting attendees.

DESIGN SPEED

Marilyn Wall asked about the speed assumed for the planning used to develop the alternatives being considered. ODOT said that the current posted and design speed is 45 mph for the Red Bank Expressway in Madisonville but noted that the City of Cincinnati is completing an independent speed study and depending on the results of that study, it is possible the posted speed limit and design speed may be changed to 35 mph. It was also noted that the change from 45 mph to 35 mph is likely to have little impact on what people perceive visually, however, the geometric design criteria could change. It was noted by the design team that the project is assuming use of 11 ft lanes and that the free flow speed between signals or roundabouts may be limited below 45 mph. The design speed on cross streets including Madison Road and Erie Ave would be lower. Landscaping and aesthetics can also be used to influence speed.

Bill Collins asked what the Eastern Corridor Record of Decision (ROD) says regarding the design speed. The ROD does not address a specific Design Speed

BIKE/PED PATHS

Bill Collins noted that all proposals being shown call for a shared use path on the west side Red Bank. He requested that ODOT consider inclusion of a shared use path on the east side as well because the bulk of the area's population is on the east side. Others concurred with this request.

Bill also continued on to say that the work being done in Clermont County is critical and Red Bank needs to be improved and done no matter what. However, he feels that the relocation of SR 32 and the Oasis Rail project are not feasible ideas. He suggested that ODOT, Program Partners and the community reconsider the currently proposed program and look at other options -- particularly public transit that will serve reverse commute needs.

CROSS SECTIONS

Susan McDaniel suggested it would be helpful if the team can provide cross-sections and elevations for the alternatives. This will help people better envision what these options may look like, and be of better use for those who have trouble understanding the plan view representations. ODOT responded that additional information to illustrate the concepts that have been developed to date can be provided.

TRAFFIC COUNTS

Marilyn Wall asked what traffic count numbers were used in developing these alternatives. ODOT and URS confirmed that the traffic volume used for the design are based on traffic counts conducted in 2010/2011 as well as forecasted future traffic volumes from the regional travel demand model developed and maintained by the Ohio Kentucky Indiana Regional Council of Governments. The volumes had previously been shared with the CPC in February 2012. The forecasted traffic volumes take into account future Medpace build out as well as regional projects such as the Kennedy Avenue Connector and work on I-75/471. ODOT noted that traffic count data and design volumes can be provided if desired.



HETZEL AVE ACCESS

Sarah Sheets (Madisonville CURC) emphasized that access to Hetzel is important and needs to be maintained regardless of the changes to the Madison/Redbank intersection. Any alternatives to be considered should not make that access more difficult. Further discussion about Hetzel access and alternatives ensued and it was noted that this is an issue that should be evaluated further. Connections to “Old Red Bank Road” should be improved and the Red Bank Road connection across the I&O railroad should be restored as shown on the alternatives. Cut through traffic on Hetzel and impacts to the adjacent properties on Hetzel should be evaluated in more detail.

MADISONVILLE ACCESS

Madisonville community representative Luke Brockmeier (Madisonville Community Council) stated that many of the alternatives (especially grade separated roundabout alternatives) seem to make access and wayfinding to Madisonville less intuitive and was concerned about difficulties in getting there easily if people had to make more turns. Others agreed with his comments and some time was spent discussing this issue and how specific alternatives impacted Madisonville access.

ROUNDAOBT ALTERNATIVES

Some discussion was held about roundabout alternatives. Some participants indicated initial hesitation regarding the roundabout concept. Ted Hubbard shared his initial skepticism as well, but after seeing roundabouts in action in Carmel, IN and Dublin, OH, he said he has come to realize that these can be a viable, effective option for this area, though some education on how to use them would be needed. The group further discussed roundabouts and suggestions were made about where people can experience roundabouts in an urban setting located closer than Dublin and Carmel. Suggestions included:

- Rt 237, near North Bend Road (Hebron Boone County, Kentucky)
- Northern Kentucky University campus, (Highland Heights, Kentucky)

Near the conclusion of the meeting, Madisonville representatives discussed a potential alternative that is currently being considered by Medpace to extend Duck Creek Road through the western portion of Parker Elementary property and intersecting Madison Road near Medpace Way. The alternative would include a four-way intersection at Duck Creek and Red Bank Expressway. This is similar to an alternative developed in spring 2012 but rejected by the community at that time. The 2012 alternative differed in that it had a grade separated intersection at Red Bank. ODOT inquired if traffic analysis had been done and it has not been conducted to date. ODOT noted that if this alternative is desired by the community, that it could be evaluated further.

GENERAL COMMENTS

A meeting participant stated that she doesn't want this project overdesigned based on current information and knowledge.

Dennis Wolter, Mariemont, stated that he felt that the grade separated Madison/Red Bank alternative developed by the City of Cincinnati appeared to be the best alternative based on the matrix distributed by the design team. It appears to have the least amount of impact, least cost, and he stated additional reasons (not captured). ODOT agreed that the option had merit, but there were also some challenges with the option to be considered as well before any decisions are made.



CONCLUSION

The meeting concluded with ODOT stating that the presentation, alternative design and evaluation matrices will be posted on an FTP site and made available to meeting participants. Participants will be notified when and where the materials are available via email. A new comment deadline date will also be sent out with that email.

NEXT STEPS

ODOT and the project design team will use feedback gained from this meeting to refine alternatives to be shared and discussed at a future public meeting. A time and date for this meeting has not yet been set, but will be coordinated and communicated at a later date. Expected timing is to be in late summer.

Keith Smith requested that the CPC representatives provide comments back to ODOT within two weeks of distribution of the meeting materials.

Sarah Sheets mentioned that it may be difficult to get comments back to ODOT within two weeks and requested additional time. ODOT said that that was possible.