



Red Bank Corridor Project

HAM-32F-0.00

PID 86461

APPENDIX E

Red Bank Corridor

Community Partners Committee

(CPC) Meeting

September 10, 2013



The Eastern Corridor

EASTERN CORRIDOR

RED BANK CORRIDOR

Community Partners Committee Meeting

Madisonville Recreation Center

September 10, 2013

www.EasternCorridor.org

EASTERN CORRIDOR PROGRAM

- Create a balance of mobility and access to better serve local communities, businesses and neighborhood.
- Reduce congestion and delays
- Improve accessibility, safety and flow of traffic
- Increase capacity to better support current and future traffic volumes
- Provide accommodations for bicyclists and pedestrians

RED BANK CORRDIOR TIMELINE

- Environmental Screening Spring 2011
- Traffic Counts 2010/2011
- Traffic Modeling Fall/Spring 2011-2013
- Develop Conceptual Alternatives Summer 2012-2013
- Public Involvement 2012-2013
- Refine Conceptual Alternatives Summer/Fall 2013
- Select Preferred Alternative Fall/Winter 2013
- Environmental Documentation Spring 2014
- Develop Plan for Implementation Ongoing

RED BANK PUBLIC INVOLVEMENT

- Cincinnati City Council Committee Meeting August 2011
- Four Madisonville Community Partners Committee Meetings
 - December 2011 – Madisonville Recreation Center
 - February 2012 – Medpace
 - May 2012- Madisonville Recreation Center
 - May 2013 – Madisonville Recreation Center
- Various Stakeholder and Property Owner Meetings

COMMENTS RECIEVED

- **Slow Through Traffic on Red Bank Expressway**
- **Address Congestion between Madison and Erie**
- **Improve Pedestrian Safety at Madison**
- **Improve Old Red Bank Road South of Hetzel including RR Bridge**
- **Address Cut Through Traffic at Hetzel**
- **Provide Separate Bike/Ped Accommodations**
- **Erie/Brotherton Connection is Not Intuitive**
- **No grade separation at Duck Creek or Madison**
- **Minimize Footprint of Any Improvements**

SUMMARY OF PREVIOUS STUDIES

- 2006 Studies by Balke - Tight Diamond Urban Interchange, and Continuous Flow Intersections at both Erie and Madison Intersections
- 2011 URS Project Area Review (Red Flag Summary)
- 2012 Madisonville CAC developed Project Goals
- 2012 URS Proposed Alternatives
- 2013 Review of StructurePoint Roundabout Alternatives
- Technical Committee Review and Matrix Development

CPC and Community Reviews have led us to further development of the Local Roadway Network Improvements (LRNI)

EXISTING INTERSECTION CAPACITY

- **Intersections on Red Bank with Duck Creek and Madison do not operate satisfactorily today or in 2030**
- **Traffic backs up north of Duck Creek and south of Hetzel during rush hours.**
- **Erie Avenue functions satisfactorily today but not in 2030 with Relocated SR-32**
- **Red Bank Expressway functions with three/four lanes (each direction) depending on intersection capacity.**

LOCAL NETWORK ROADWAY IMPROVEMENTS

- **July Community Council Meeting requests local network improvements or “low build” alternative.**
- **Improves access and circulation of local traffic to avoid congested intersection at Madison and Duck Creek.**
- **Serves potential development sites.**
- **Estimated Costs \$16.1 million (not including improvements to Red Bank Expressway)**

LOCAL NETWORK ROADWAY IMPROVEMENTS

Phase 1

Reconstruct “Old” Red Bank Road

Phase 2

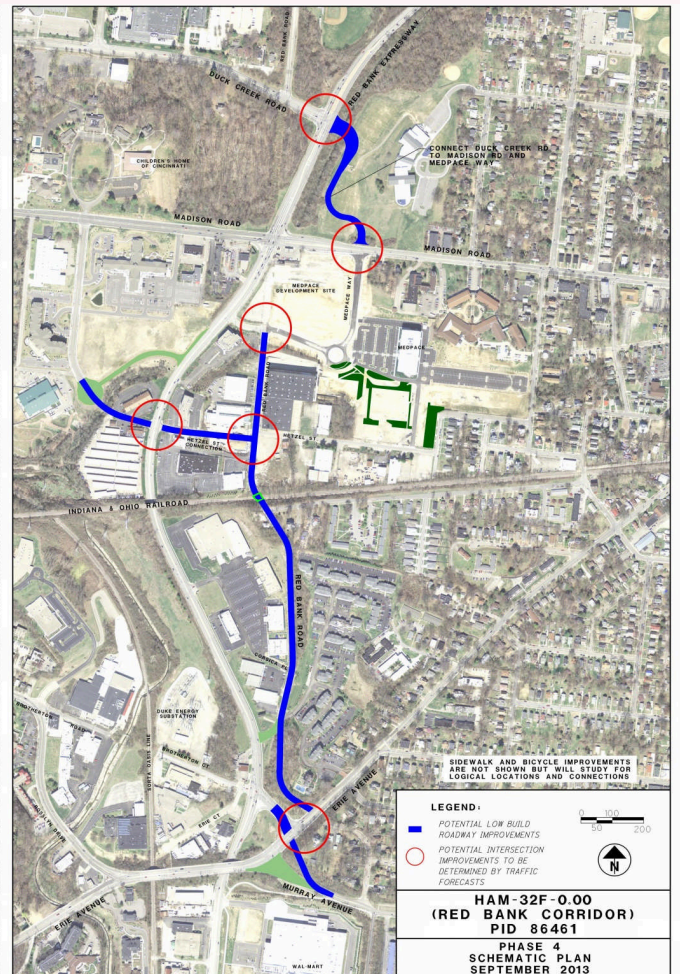
Hetzel/Babson Connection

Phase 3

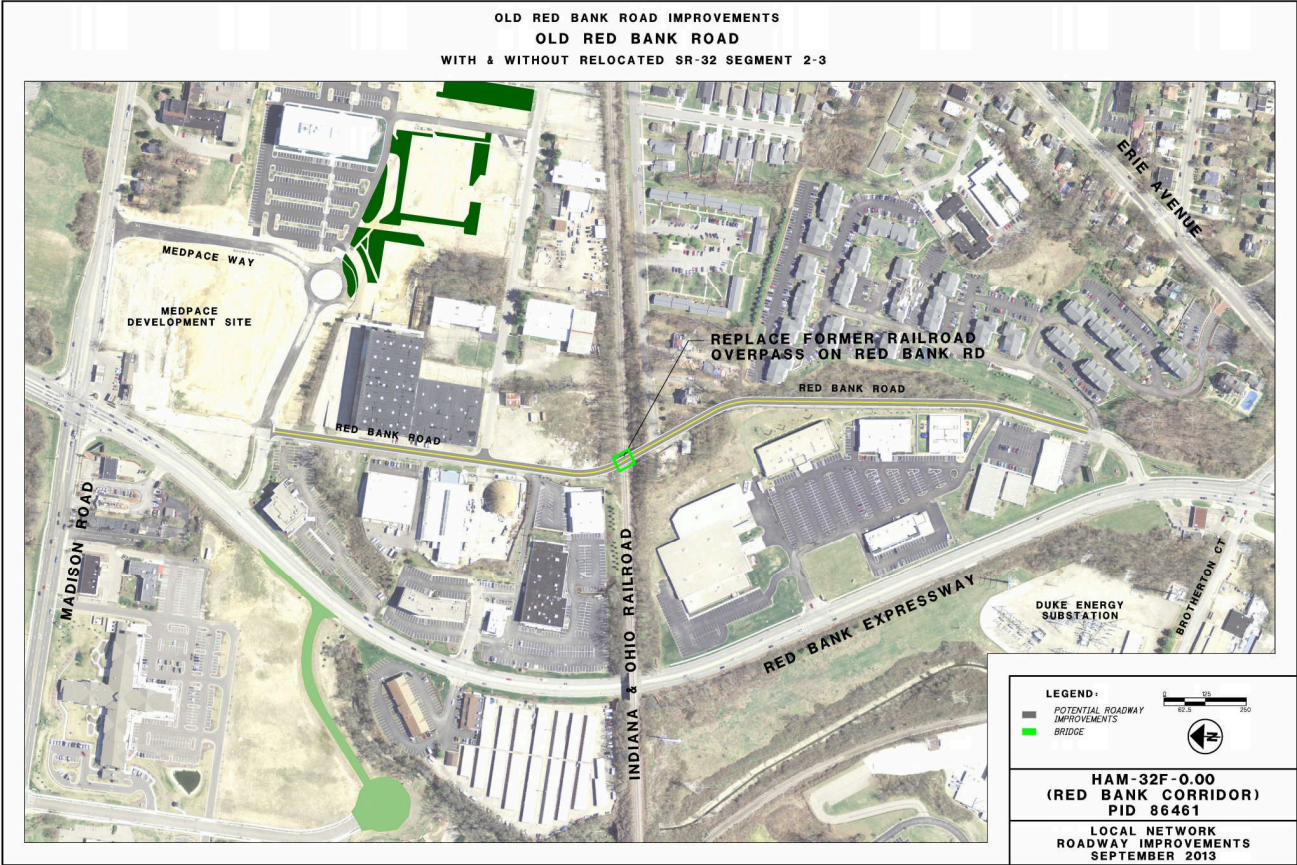
Brotherton/Erie/Murray Improvements

Phase 4

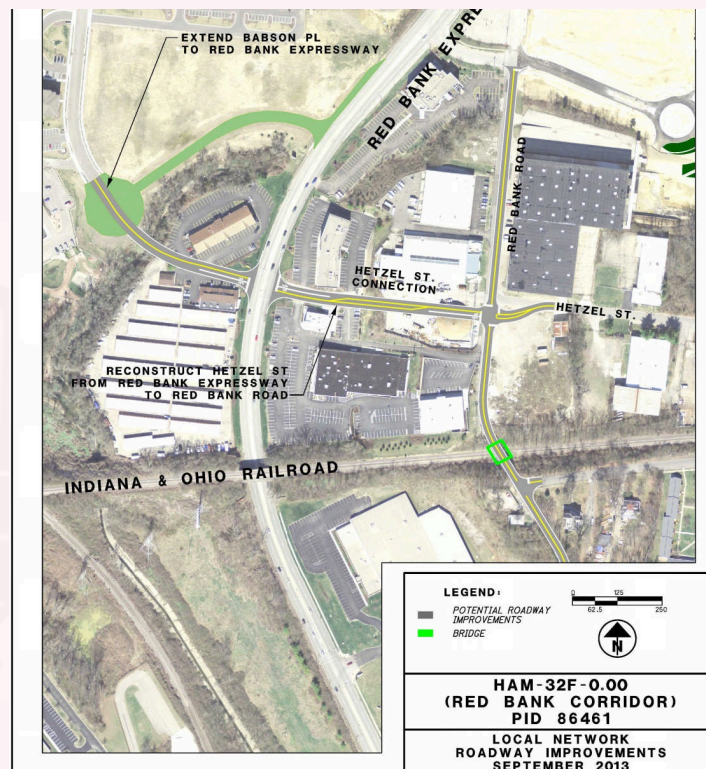
Duck Creek Medpace Connector



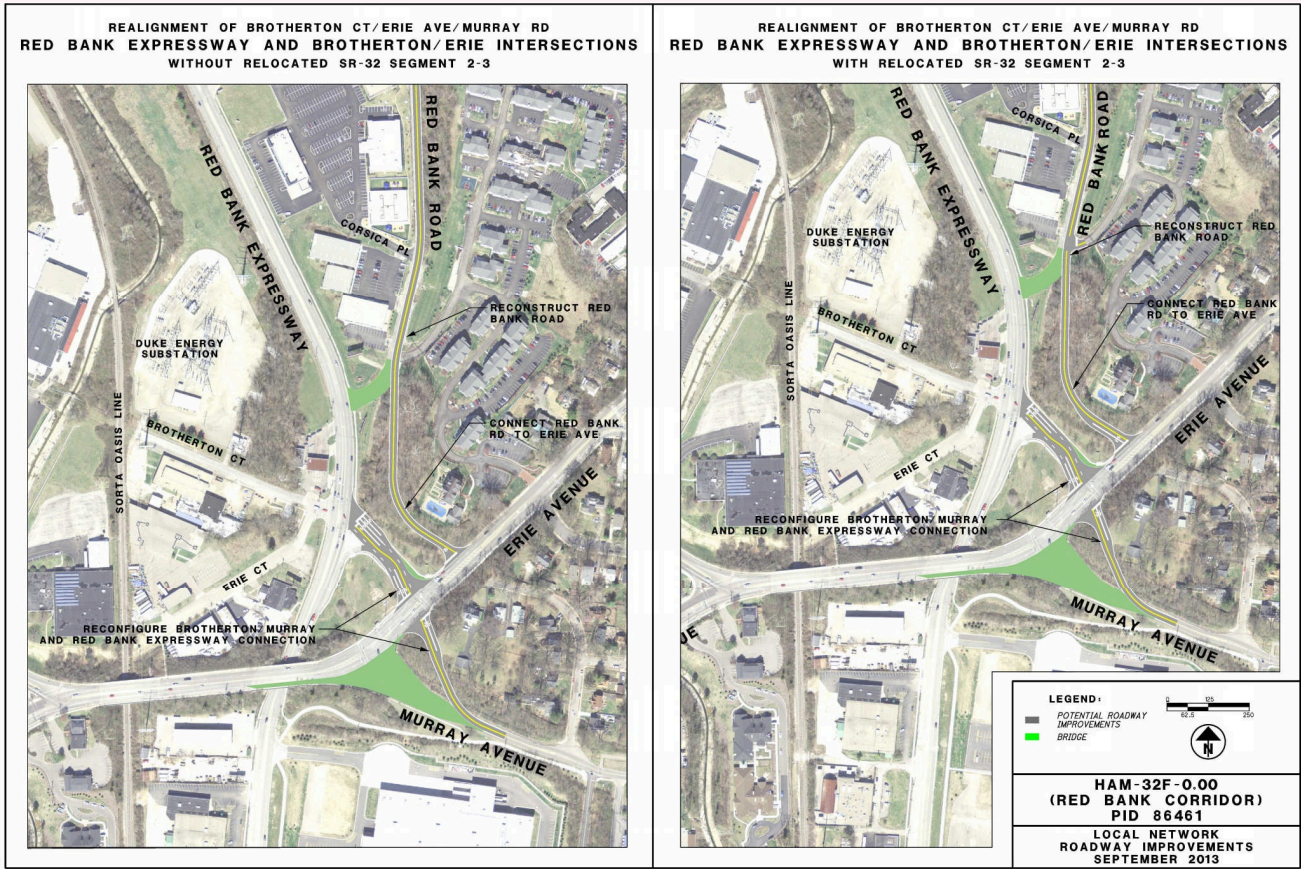
Phase 1 “Old” Red Bank Improvements



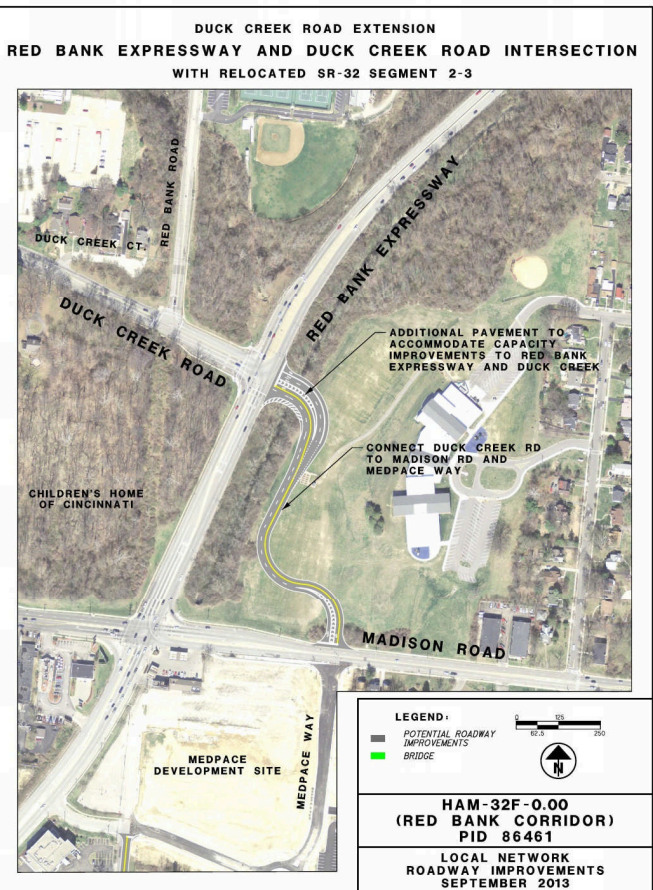
Phase 2 Hetzel/Babson Connection



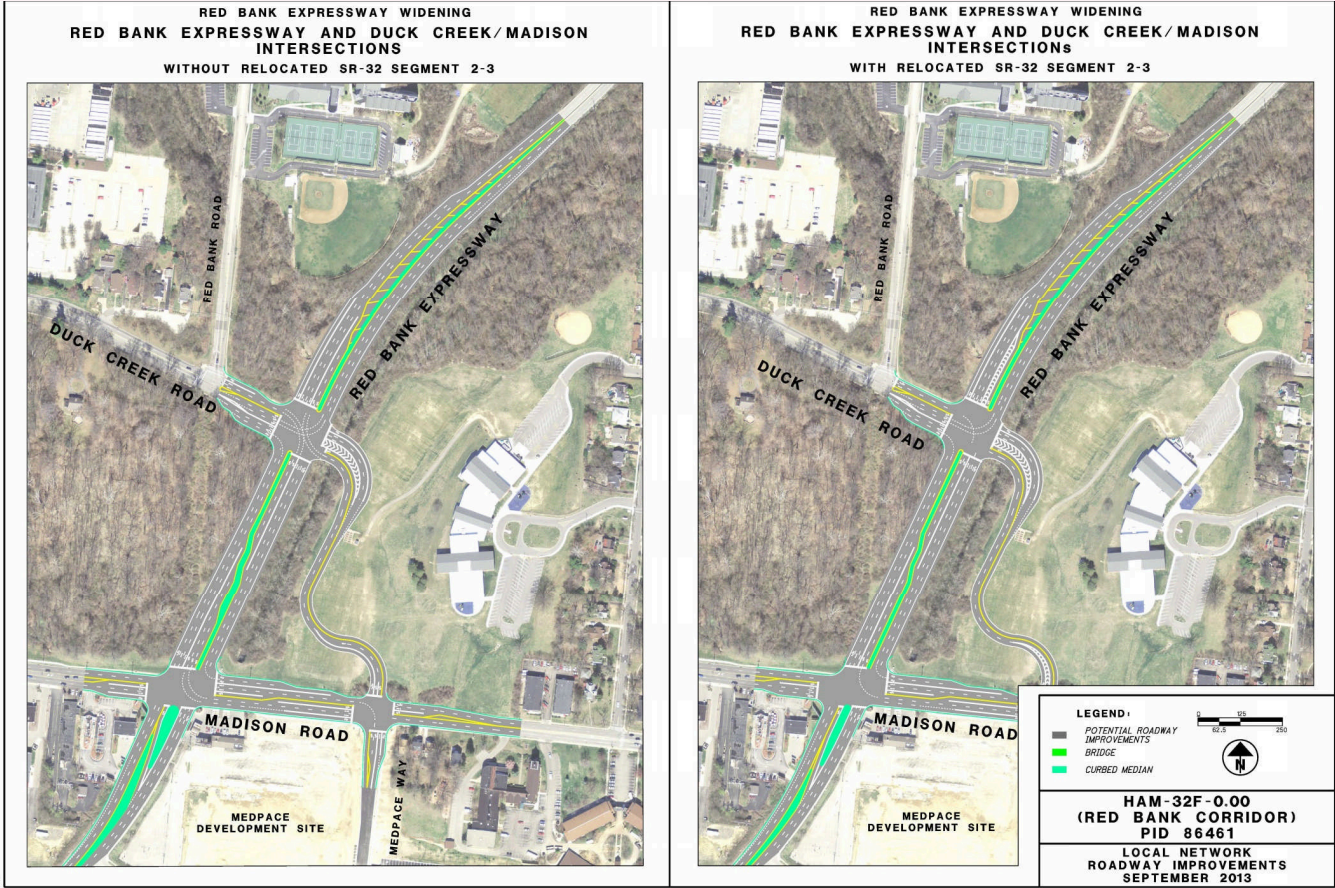
Phase 3 Brotherton/Erie/Murray Improvements



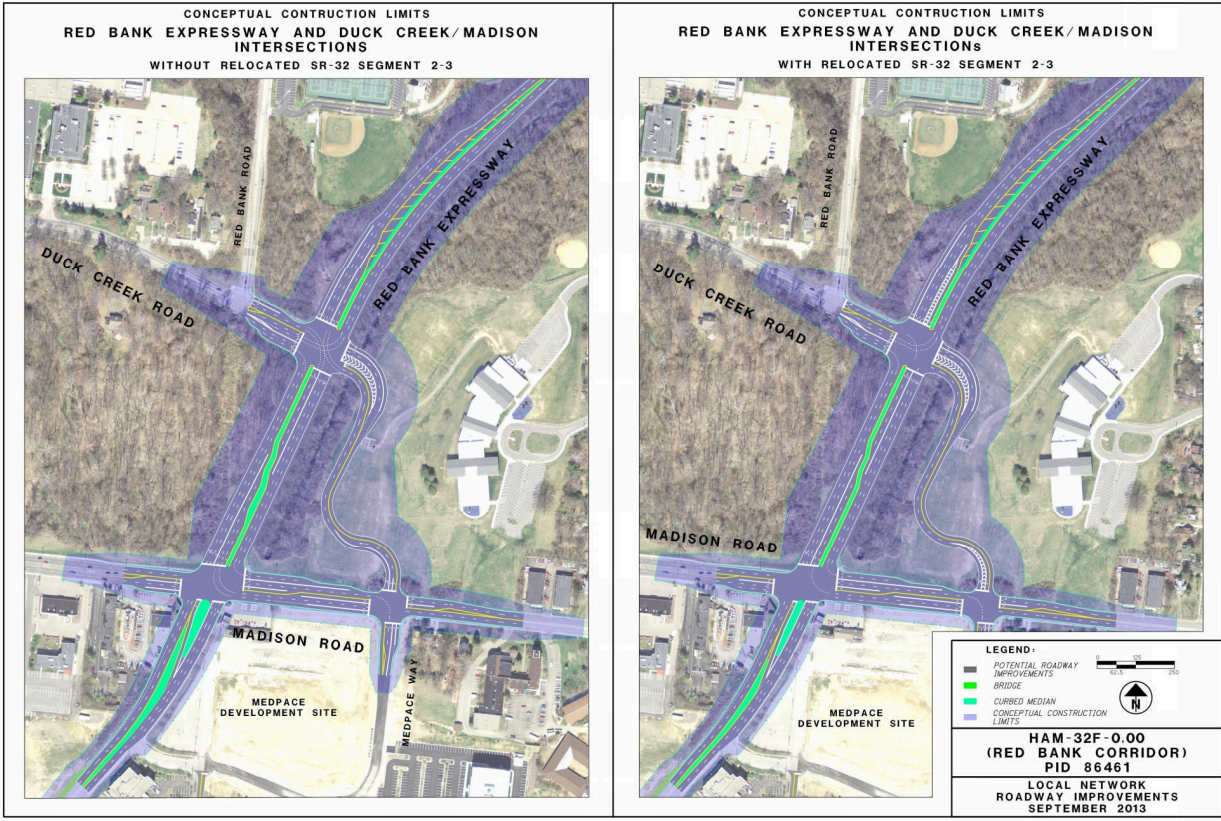
Phase 4 Duck Creek Medpace Connector



Phase 5 Red Bank Expressway Improvements



Red Bank Exp. Conceptual Construction Limits

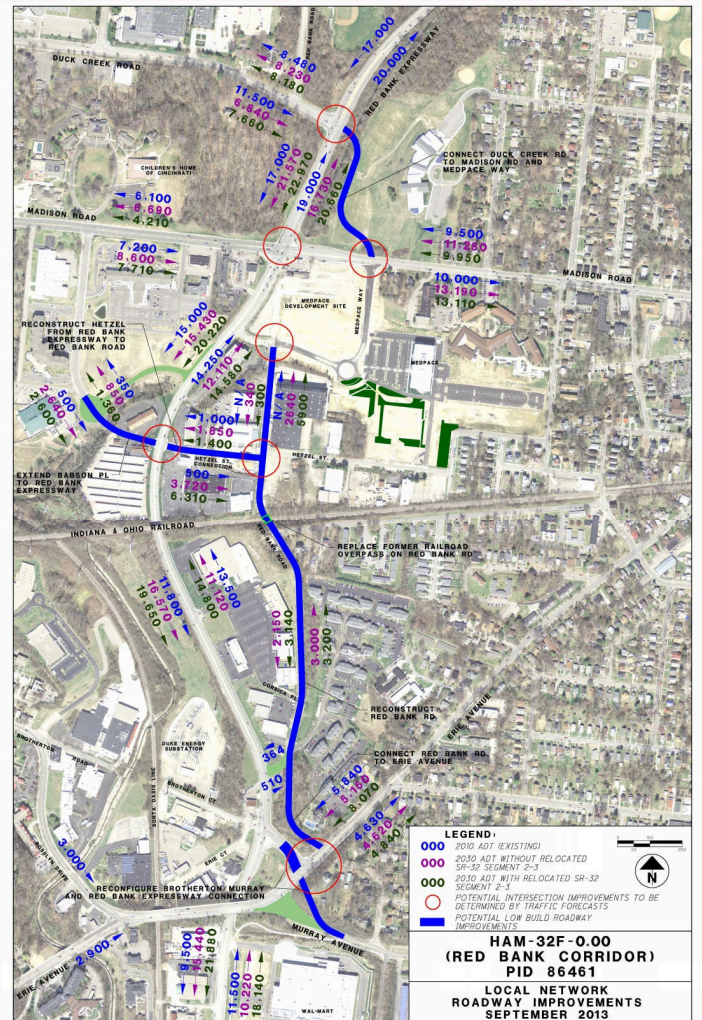


TRAFFIC FORECASTS

- **2010 Traffic Counts Establish Current Volumes**
- **Traffic Forecasted for 2030 as Basis for Design**
- **2030 Forecasts Developed with and without Relocated SR-32 Connection to Eastgate Area**
- **Volumes increase on Red Bank and decrease on Madison and other east west corridors with Relocated SR-32**
- **Some relocation to local network but Red Bank Expressway mainline congestion remains issue.**
- **Adjustments have been made to account for future build out of Medpace Development**

Traffic Forecast for Local Network Improvements

- 2030 Forecasts without Relocated SR-32 similar to existing
- Shift of 10-20% of mainline volumes shift to local streets
- 2030 forecasts with relocated SR-32 increase in mainline volumes



TRAFFIC FORECASTS

- **Existing Conditions - [Link](#)**
- **Insert Link to 2030 w/o Segment 2-3 - [Link](#)**
- **Insert Link to 2030 with Segment 2-3 - [Link](#)**



GOALS FOR PUBLIC MEETING

- **Community approval of LRNI and overall Plan (including bikeway plan development in next phase)**
- **Community input of Phasing**
- **Ensure that community and businesses understand that the LRNI is only a short term solution to the traffic issues.**
- **LRNI will provide long term improvements for pedestrians and local traffic circulation.**
- **Capacity improvement to Red Bank Expressway will be needed to address long term congestion.**

ESTIMATED COSTS

Local Network Roadway Improvements

Roadway	Estimated Cost
"Old" Red Bank Road Reconstruction	\$ 6,200,000
Babson Extension	\$ 2,500,000
Hetzel Connection	\$ 2,100,000
Brotherton Reconstruction	\$ 700,000
Murray Realignment	\$ 1,900,000
Duck Creek to Madison Connector	\$ 2,700,000
TOTAL	\$16,100,000

Mainline Capacity Improvements

Roadway	Estimated Cost
Red Bank Exp./Madison/Duck Creek Impr.	\$ 9,800,000

NEXT STEPS

- **CPC provide feedback by September 20th**
- **Public Meeting (October 1, 2013)**
- **Select preferred alternative by Fall of 2013**
- **Complete environmental studies/documentation
Spring 2014**
- **Include phasing plan for implementation**
- **Seeking construction funding**
- **Implement projects in accordance with phasing plan
and other Eastern Corridor improvements**



The Eastern Corridor

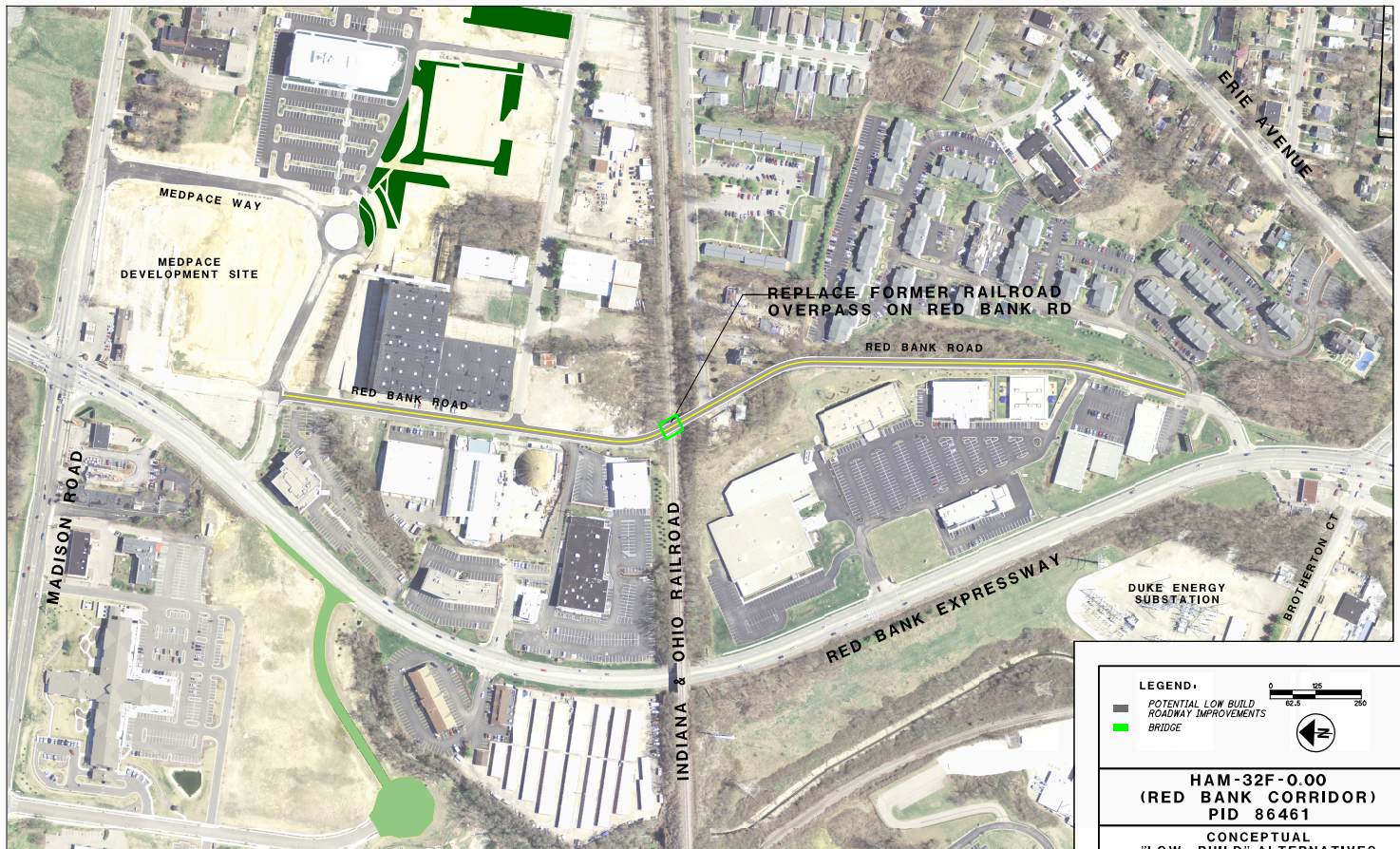
Questions ?

See

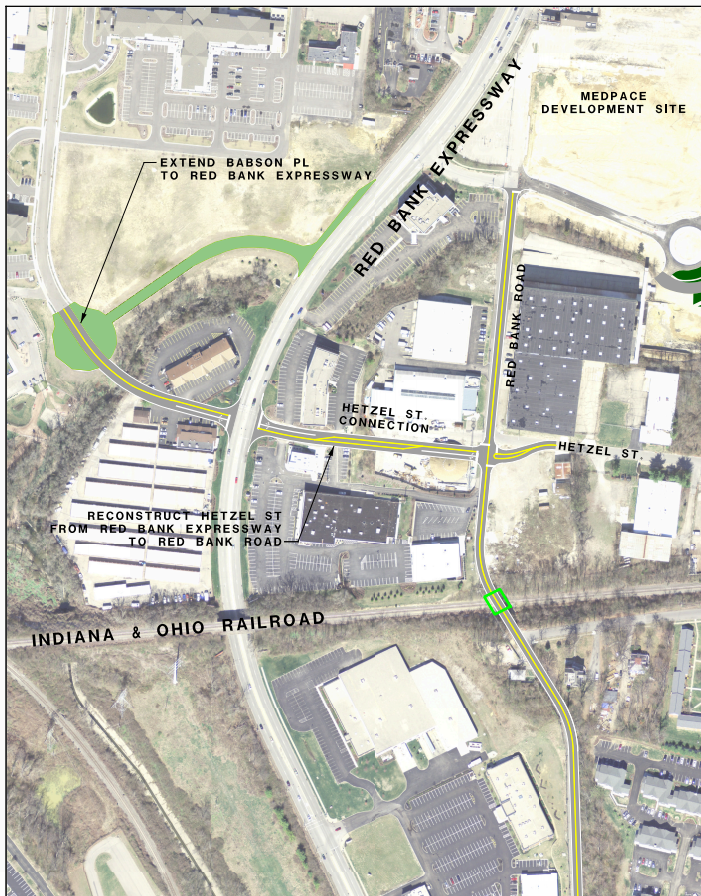
www.EasternCorridor.org

For additional information

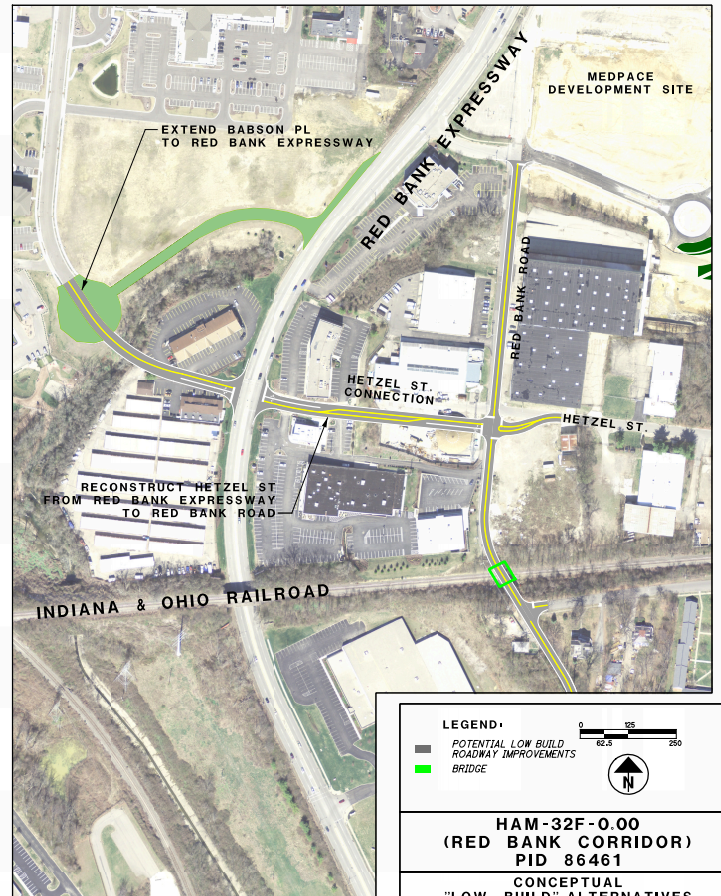
OLD RED BANK ROAD IMPROVEMENTS
OLD RED BANK ROAD
WITH & WITHOUT RELOCATED SR-32 SEGMENT 2-3



BABSON PLACE AND HETZEL STREET EXTENSIONS
RED BANK EXPRESSWAY AND HETZEL STREET INTERSECTION
WITHOUT RELOCATED SR-32 SEGMENT 2-3



BABSON PLACE AND HETZEL STREET EXTENSIONS
RED BANK EXPRESSWAY AND HETZEL STREET INTERSECTION
WITH RELOCATED SR-32 SEGMENT 2-3



LEGEND:

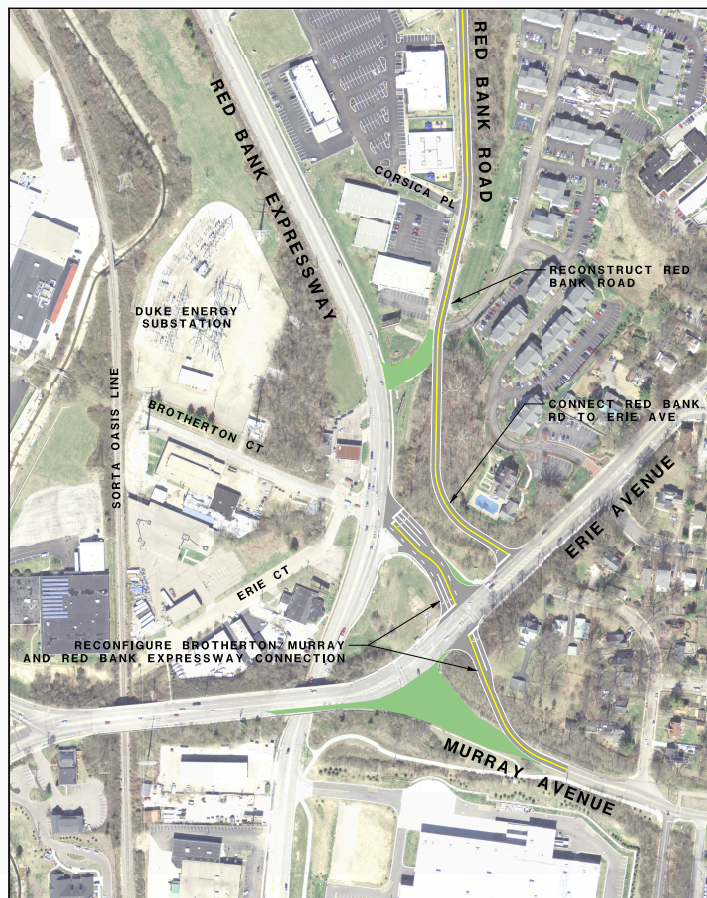
- POTENTIAL LOW BUILD ROADWAY IMPROVEMENTS
- BRIDGE

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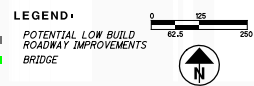
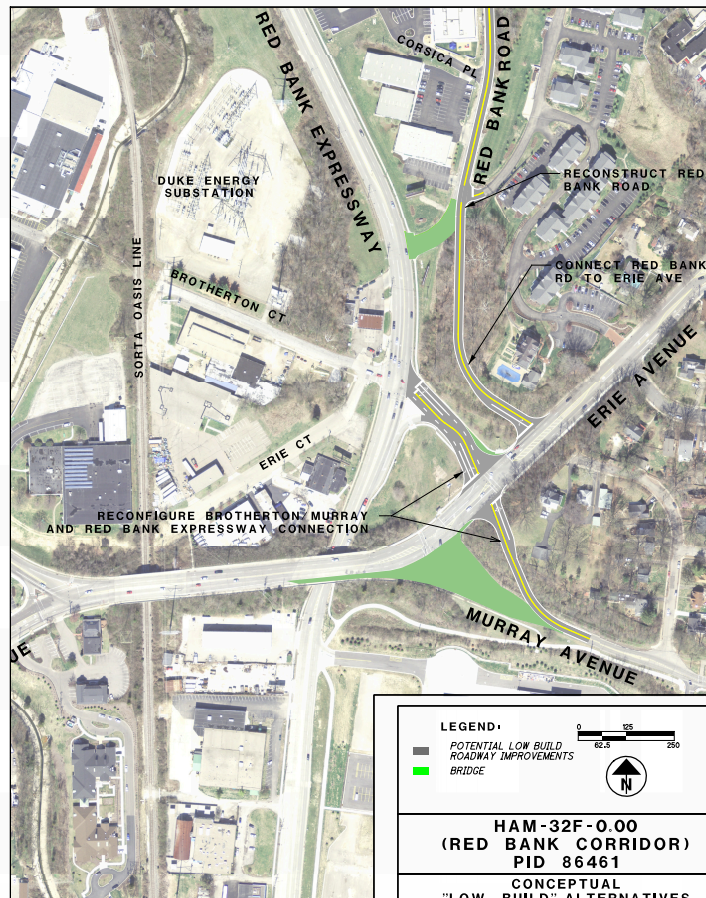
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CONCEPTUAL
"LOW BUILD" ALTERNATIVES
SEPTEMBER 2013

REALIGNMENT OF BROTHERTON CT/ERIE AVE/MURRAY RD
RED BANK EXPRESSWAY AND BROTHERTON/ERIE INTERSECTIONS
WITHOUT RELOCATED SR-32 SEGMENT 2-3



REALIGNMENT OF BROTHERTON CT/ERIE AVE/MURRAY RD
RED BANK EXPRESSWAY AND BROTHERTON/ERIE INTERSECTIONS
WITH RELOCATED SR-32 SEGMENT 2-3



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CONCEPTUAL
"LOW BUILD" ALTERNATIVES
SEPTEMBER 2013

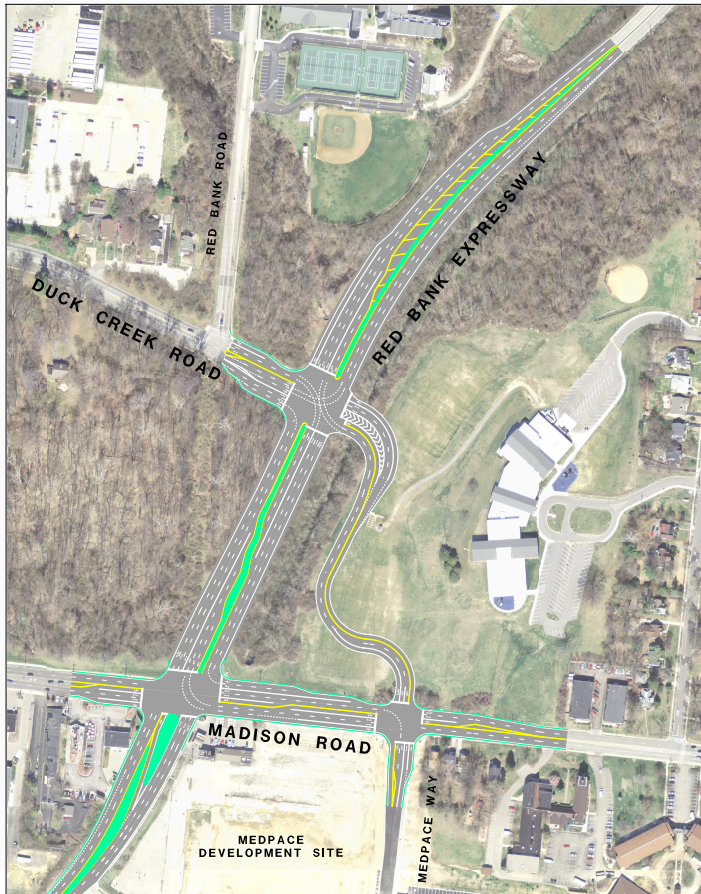
DUCK CREEK ROAD EXTENSION
 RED BANK EXPRESSWAY AND DUCK CREEK ROAD INTERSECTION
 WITHOUT RELOCATED SR-32 SEGMENT 2-3



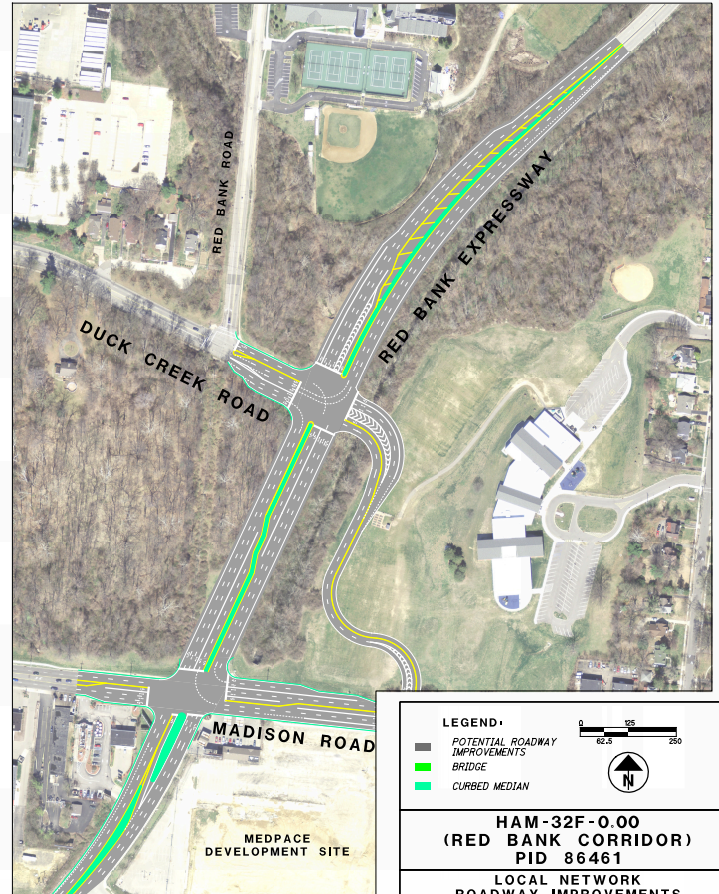
DUCK CREEK ROAD EXTENSION
 RED BANK EXPRESSWAY AND DUCK CREEK ROAD INTERSECTION
 WITH RELOCATED SR-32 SEGMENT 2-3



RED BANK EXPRESSWAY WIDENING
RED BANK EXPRESSWAY AND DUCK CREEK/MADISON
INTERSECTIONS
WITHOUT RELOCATED SR-32 SEGMENT 2-3



RED BANK EXPRESSWAY WIDENING
RED BANK EXPRESSWAY AND DUCK CREEK/MADISON
INTERSECTIONS
WITH RELOCATED SR-32 SEGMENT 2-3



LEGEND:

- POTENTIAL ROADWAY IMPROVEMENTS
- BRIDGE
- CURBED MEDIAN

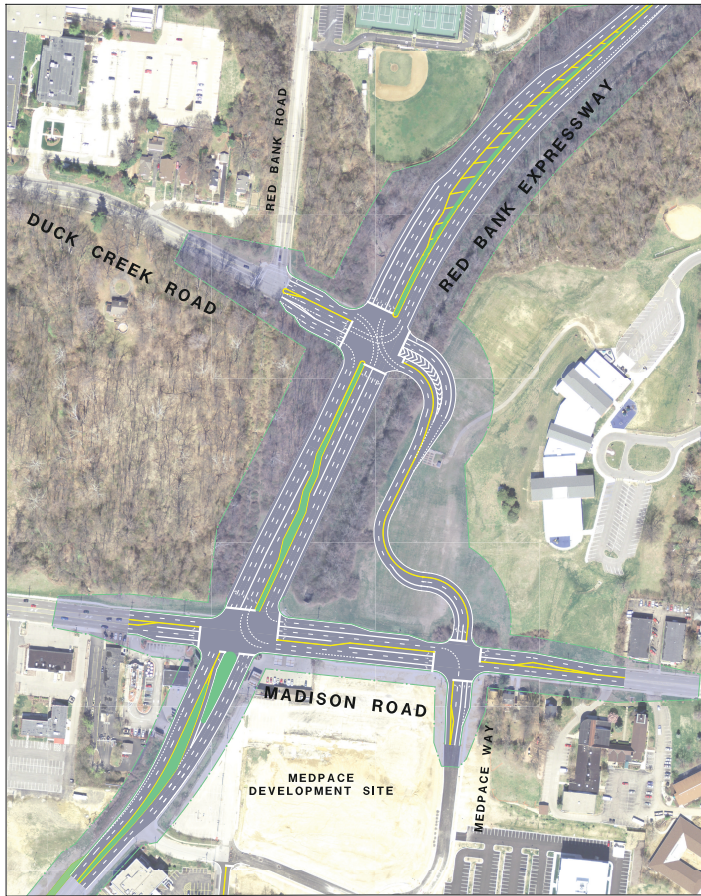
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LOCAL NETWORK
ROADWAY IMPROVEMENTS
SEPTEMBER 2013

CONCEPTUAL CONTRUCTION LIMITS
 RED BANK EXPRESSWAY AND DUCK CREEK/MADISON
 INTERSECTIONS
 WITHOUT RELOCATED SR-32 SEGMENT 2-3



CONCEPTUAL CONTRUCTION LIMITS
 RED BANK EXPRESSWAY AND DUCK CREEK/MADISON
 INTERSECTIONS
 WITH RELOCATED SR-32 SEGMENT 2-3

