



Red Bank Corridor Project

HAM-32F-0.00

PID 86461

APPENDIX F

Red Bank Corridor

Community Partners Committee

(CPC) Meeting

May 21, 2013



RED BANK CORRIDOR

Community Partners Committee Meeting

Madisonville Recreation Center

May 21, 2013

RED BANK CORRIDOR PROJECT

Create a balance of mobility and access to better serve local communities, businesses and neighborhoods

- **Reduce congestion, delays**
- **Improve accessibility, safety, traffic flow**
- **Increase capacity to better support current and future traffic volumes**
- **Better accommodate bicyclists and pedestrians**

RED BANK CORRIDOR 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**
- **Three Madisonville Community Partners Committee meetings**
 - **December 2011 – Madisonville Recreation Center**
 - **February 2012 – Medpace**
 - **May 2012 – Madisonville Recreation Center**
- **Various stakeholder and property owner meetings**

COMMENTS RECEIVED

- **Provide shoulders north of Madison**
- **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**
- **Minimize footprint of any improvements**

TRAFFIC FORECASTS

- **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**
- **Forecasted hourly volumes at intersections used to determine capacity**
- **Adjustments have been made to account for future build out of Medpace development**

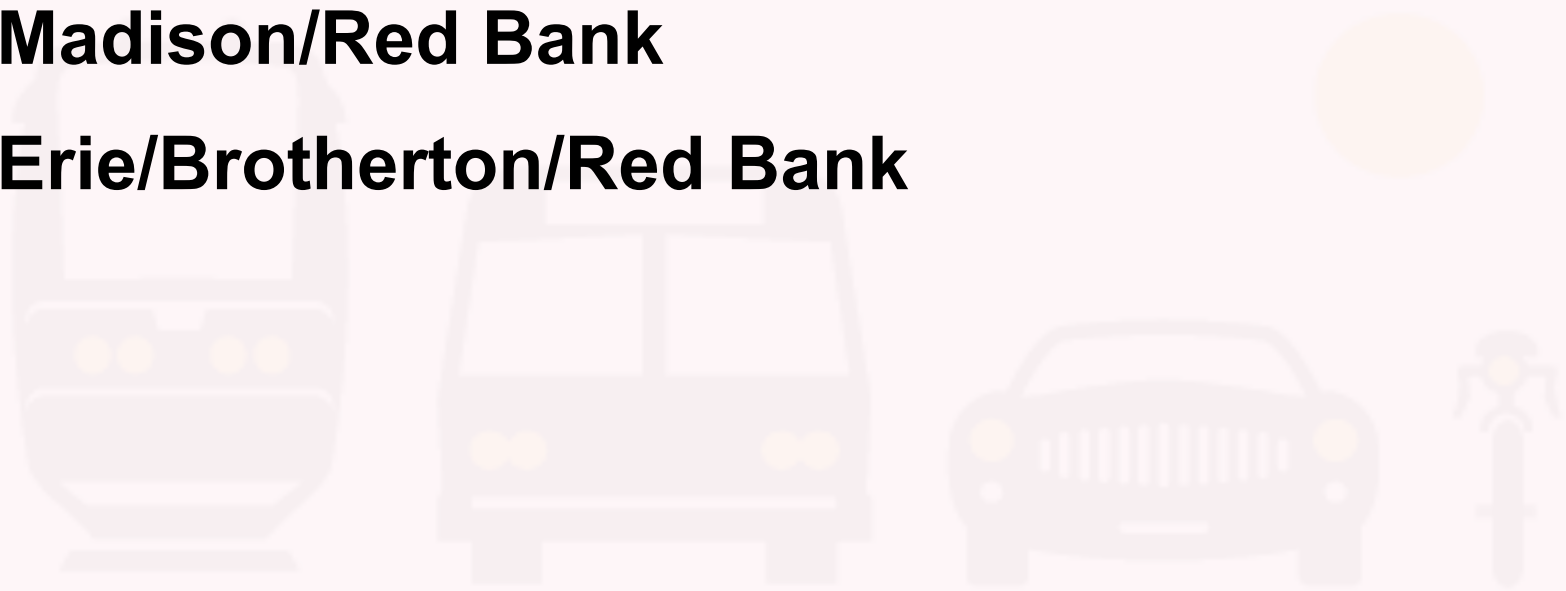
EXISTING INTERSECTION CAPACITY

- **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 functions with three/four lanes depending on intersection capacity.**

CONCEPTUAL ALTERNATIVES

Conceptual Alternatives for the following:

- **Duck Creek/Red Bank**
- **Madison/Red Bank**
- **Erie/Brotherton/Red Bank**



DUCK CREEK / RED BANK

- **Increase through-capacity on Red Bank**
- **Short distance between Red Bank Expressway and Red Bank Road**
- **At-Grade or grade-separation**
- **Large left-turning percentages at Madison/Duck Creek**
- **Concerns about mixing peds and through-traffic**
- **Gateway design elements possible**

DUCK CREEK / RED BANK

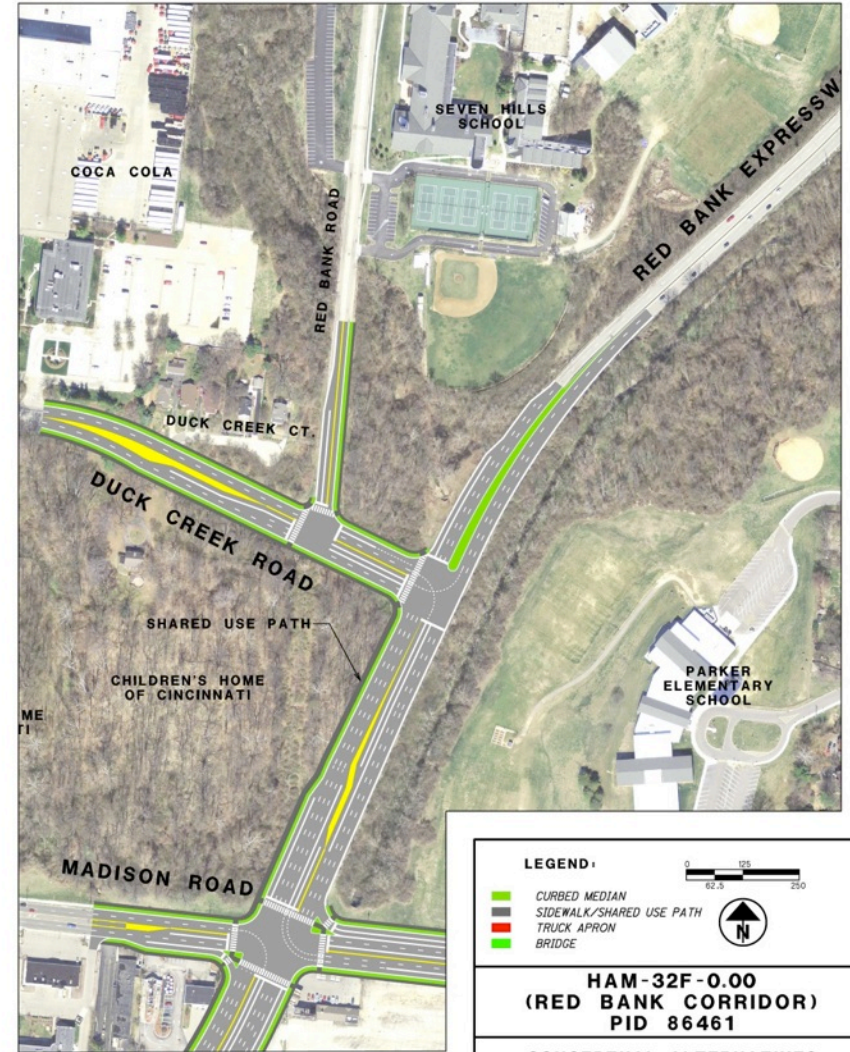
ALTERNATIVE DUCK CREEK-1

RED BANK EXPRESSWAY AND DUCK CREEK ROAD INTERSECTION
WITH SIGNALIZED INTERSECTION AT RED BANK ROAD



ALTERNATIVE DUCK CREEK-1A

RED BANK EXPRESSWAY AND DUCK CREEK ROAD INTERSECTION
WITH SIGNALIZED INTERSECTION AT RED BANK ROAD



LEGEND:

- CURBED MEDIAN
- SIDEWALK/SHARED USE PATH
- TRUCK APRON
- BRIDGE

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CONCEPTUAL ALTERNATIVES

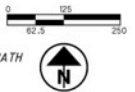
DUCK CREEK / RED BANK

ALTERNATIVE DUCK CREEK-2 RED BANK EXPRESSWAY AND DUCK CREEK ROAD ROUNDABOUT WITH ROUNDABOUT AT RED BANK ROAD



LEGEND:

- CURBED MEDIAN
- SIDEWALK/SHARED USE PATH
- TRUCK APRON
- BRIDGE



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CONCEPTUAL ALTERNATIVES

DUCK CREEK ROAD MATRIX

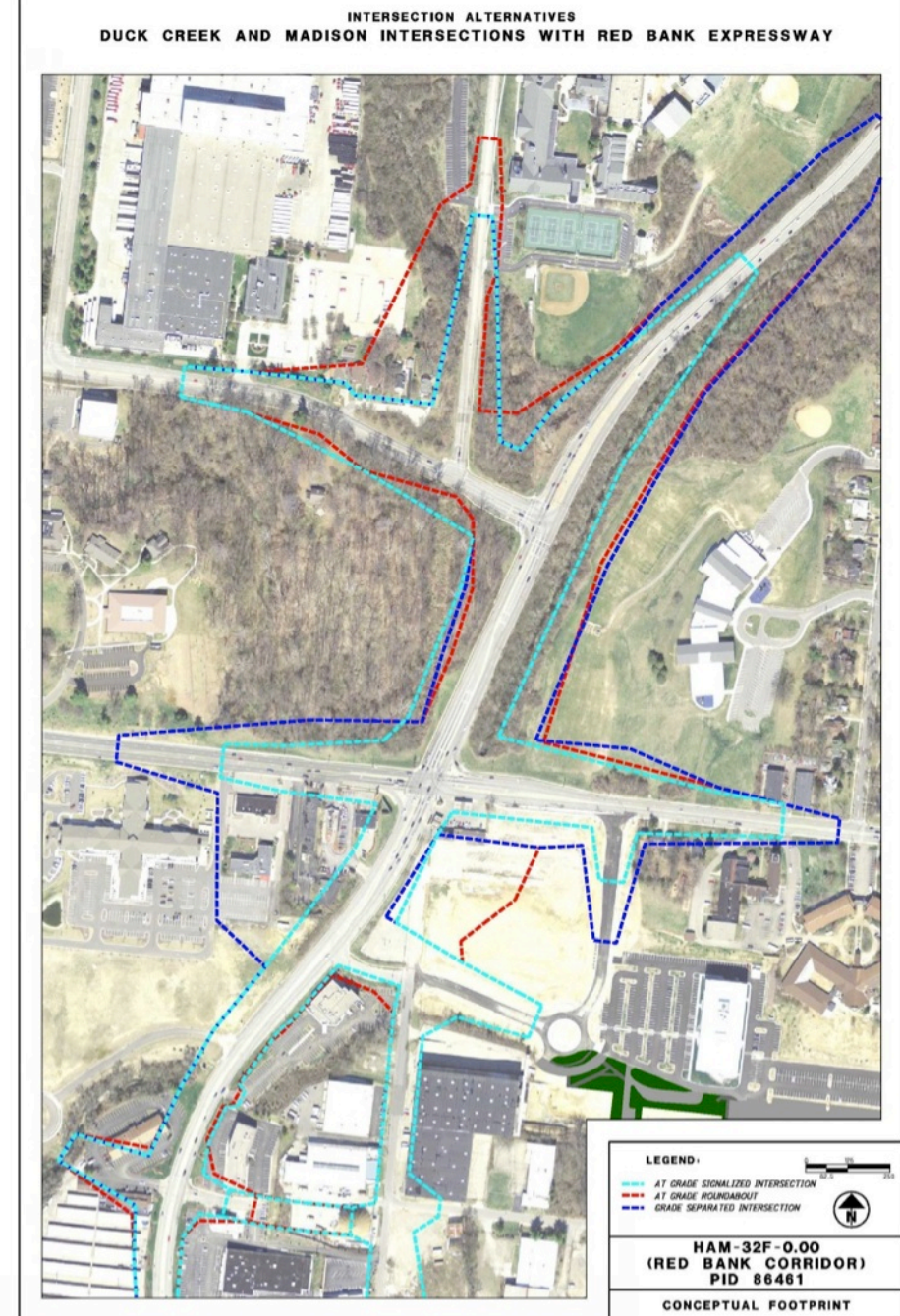
	ALTERNATIVE DUCK CREEK - 1 RED BANK EXPRESSWAY AND DUCK CREEK ROAD INTERSECTION WITH SIGNALIZED INTERSECTION AT RED BANK ROAD	ALTERNATIVE DUCK CREEK - 1A RED BANK EXPRESSWAY AND DUCK CREEK ROAD INTERSECTION WITH SIGNALIZED INTERSECTION AT RED BANK ROAD	ALTERNATIVE DUCK CREEK - 2 RED BANK EXPRESSWAY AND DUCK CREEK ROAD ROUNDABOUT WITH ROUNDABOUT AT RED BANK ROAD	ALTERNATIVE 1 - STRUCTURE POINT AT GRADE ROUNDABOUTS	ALTERNATIVE 2 - STRUCTUREPOINT INTERCHANGE ROUNDABOUTS	ALTERNATIVE 3 - STRUCTUREPOINT BYPASS	CITY ALTERNATIVE TIGHT SPLIT DIAMOND WITH SIGNALIZED INTERSECTIONS
	Comments	Comments	Comments	Comments	Comments	Comments	Comments
EVALUATION CATEGORY							
CONGESTION RELIEF/TRAFFIC OPERATIONS Efficient Traffic Movement Throughout Corridor	-Requires 3 thru lanes on the NB and SB approaches, a SB RTL, and dual NB LTL. -Acceptable overall intersection LOS for Red Bank Exp. Duck Creek and Red Bank Rd./Duck Creek intersections. WB to NB traffic from Madison Rd. bypasses Duck Creek Rd. intersection.	-Requires 3 thru lanes on Red Bank NB and SB approaches, a SB RTL, and dual NB LTL. -Acceptable overall intersection LOS for Red Bank Exp./Duck Creek and Red Bank Rd./Duck Creek intersections. Reduces forecasted delay from "No Build" Alternative	All NB traffic bypasses the Duck Creek Road intersection. Requires 3 lane roundabout to accommodate forecasted SB traffic volumes. Results in least amount of overall intersection delay of the alternatives presented.	Current traffic microsimulation models (Cydra) indicate that a multi lane roundabout is needed to accommodate forecasted traffic. Level of service must be verified.	Intersection of Duck Creek Road & Red Bank Expwy will be grade separated, and through traffic will experience fewer delays. Intersection type of Duck Creek Road & Red Bank Expwy will be a roundabout having 2 lanes, which should improve traffic efficiency.	Intersection of Duck Creek Road & Red Bank Expwy will be grade separated, and through traffic will experience fewer delays. Intersection type of Duck Creek Road & Red Bank Expwy will be a roundabout having 2 lanes, which should improve traffic efficiency.	May require the elimination of Hetzel intersection. Removes Red Bank thru traffic from Duck Creek and Madison. All intersections operate at acceptable LOS.
TRAFFIC SAFETY	Expected to be improved due to reduced congestion & segregation of NB through movements	Expected to be improved due to reduced congestion	Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections.	Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections however multi lane roundabout is not a typical configuration which may lead to vehicular conflicts for unfamiliar drivers.	Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections. Grade separation of through and local traffic will reduce conflicting vehicular movements	Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections. Grade separation of through and local traffic will reduce conflicting vehicular movements	Reduces congestion so should improve traffic safety however signalized intersections typically have higher accident rates than roundabouts.
ABILITY TO MEET DESIGN STANDARDS	Intersection spacing on Duck Creek Rd. between Red Bank Exp. and Red Bank Rd. less than 600' recommended between signalized intersections. Signal operation will require complex coordination to minimize queuing impacts between signals similar to existing conditions.	Intersection spacing on Duck Creek Rd. between Red Bank Exp. and Red Bank Rd. less than 600' recommended between signalized intersections. Signal operation will require complex coordination to minimize queuing impacts between signals similar to existing conditions.	Need for design exceptions have not been identified at this time. S.B. free flow speeds will be below design speed.	Intersection of Duck Creek Road & Red Bank Expwy will be at-grade and is expected to meet design standards. Intersection type of Duck Creek Road & Red Bank Expwy will be a roundabout having 2 lanes plus bypasses, but horizontal/vertical alignment might limit some design criteria.		Intersection of Duck Creek Road & Red Bank Expwy will be grade separated, but short ramp lengths might limit vertical/SSD design criteria. Intersection type of Duck Creek Road & Red Bank Expwy will be a roundabout having 2 lanes, but horizontal/vertical alignment might limit some design criteria.	No design exceptions anticipated.
PEDESTRIAN MOVEMENT (MOBILITY AND SAFETY)	Signalized intersections will have protected pedestrian movements similar to existing. Crossing distance is increased (6 lanes) on Duck Creek Rd.	Signalized intersections will have protected pedestrian movements similar to existing. Crossing distance is increased (6 lanes) on Duck Creek Rd. Signalized intersections are not anticipated to be as safe as roundabout configurations	Roundabouts anticipated to be safer for pedestrians due to refuge and shorter crossing distances HAWK pedestrian signals will be required at multi-lane crossings for per ADA requirements	Roundabouts anticipated to be safer for pedestrians due to refuge and shorter crossing distances HAWK pedestrian signals will be required at multi-lane crossings for per ADA requirements	Roundabouts anticipated to be safer for pedestrians due to refuge and shorter crossing distances HAWK pedestrian signals will be required at multi-lane crossings for per ADA requirements	Roundabouts anticipated to be safer for pedestrians due to refuge and shorter crossing distances HAWK pedestrian signals will be required at multi-lane crossings for per ADA requirements	Improved pedestrian by reducing crossing distance, only one ramp at a time and removing Red Bank traffic from the intersection.
CYCLISTS (MOBILITY AND SAFETY)	Separate Shared Use Path along the west side of Red Bank Exp. is introduced at intersection. Nature of on-street bike facility to be determined	Separate Shared Use Path along the west side of Red Bank Exp. is introduced at intersection. Nature of on-street bike facility to be determined	Separate Shared Use Path along the west side of Red Bank Exp. is introduced at intersection. Nature of on-street bike facility to be determined. Bike movements in Roundabout may be problematic	Separate Shared Use Path along the west side of Red Bank Exp. is introduced at intersection. Nature of on-street bike facility to be determined			Improved similar to pedestrians. Bikes can be accommodated on structure over Red Bank Road.
ACCESS TO BUSINESS	Existing commercial property access is not impacted.	Existing commercial property access is not impacted.	Existing commercial property access is not impacted. Coke trucks will need to negotiate roundabouts	Existing commercial property access is not impacted. Coke trucks will need to negotiate roundabouts	Existing commercial property access is not impacted. Coke trucks will need to negotiate roundabouts. Requires grade separation at Madison Road	Existing commercial property access is not impacted. Coke trucks will need to negotiate roundabouts.	Some access on Red Bank will be eliminated and on Madison close to the Red Bank ramps.
IMPROVED CLIMATE FOR ECONOMIC DEVELOPMENT	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives			Improved mobility, reduced congestion and improved safety should be good for economic development. Potential total take of businesses at corner of Red Bank/Madison.
AESTHETICS (Develop and Preserve Green Space)	Some children inside and outside of existing ROW. No impacts to Parker Elementary property and minimal impacts to Children's Home of Cincinnati property. Limited ability to incorporate significant urban design features	Least impacts outside of existing ROW. No impacts to Parker Elementary property and minimal impacts to Children's Home of Cincinnati property. Limited opportunity to incorporate significant urban design features.	Substantial medians and roundabout interiors provide opportunity for urban design features. Potential new green space for Seven Hills School to mitigate impacts at Red Bank Expwy. Provides opportunity for aesthetic treatments inside roundabout.	Substantial medians and roundabout interiors provide opportunity for urban design features. Provides opportunity for aesthetic treatments inside roundabout.	Substantial medians and roundabout interiors provide opportunity for urban design features. Potential new green space for Seven Hills School to mitigate impacts at Red Bank Expwy. Does remove most existing vegetation Provides opportunity for aesthetic treatments inside roundabout.	Substantial medians and roundabout interiors provide opportunity for urban design features. Potential new green space for Seven Hills School to mitigate impacts at Red Bank Expwy. Provides opportunity for aesthetic treatments inside roundabout.	Positive from landscaping and street scapeing. Can blend into aesthetics for the neighborhood.
CONTEXT SENSITIVE DESIGN FEATURES	Signalized intersection results in wide typical section. Median could include landscaping on Red Bank Expwy. NB bypass has potential impacts to Deerfield Creek. Community has shown preference for Roundabout designs	Signalized intersection results in wide typical section.	The roundabout will act as a speed control gateway between I-71 and the commercial area of Red Bank Exp. NB bypass has potential stream impacts	The roundabout will act as a speed control gateway between I-71 and the commercial area of Red Bank Exp. NB bypass has potential stream impacts culvert will need to be extended	New green spaces and medians provide ability to incorporate landscaping and urban design elements.	New green spaces and medians provide ability to incorporate landscaping and urban design elements.	Can fit into character of neighborhood. Lots of opportunity for hard and soft scape. Build only what is needed.
PROPERTY IMPACTS AND RW TAKES	Minimal impacts outside existing RW.	Minimal rw impacts.	Anticipates few residential property relocations along Duck Creek Ct. relocation of Red Bank Road, expanded ROW on Red Bank Expressway.	Preservation of existing residential property along Duck Creek may be problematic as currently shown.	Largest footprint of all Duck Creek alternatives	Larger footprint than at grade alternatives	Total take required near intersection of Madison/Red Bank and loss of access on Red Bank from Madison to Hetzel.
ENVIRONMENTAL RED FLAGS	NB bypass has potential impacts to Deerfield Creek and vegetative cover. Minor utility impacts	Anticipate minimal environmental/utility impacts.	Larger footprint for removal of vegetation, stream impacts to Deerfield Creek. Residential property relocations. Likely utility impacts to water, sewer, electric.	Larger footprint for removal of vegetation, some stream impacts to Deerfield Creek. Possible residential property relocations. Likely utility impacts to water, sewer, electric.	Stream Impacts to Deerfield Creek. Largest footprint and removal of existing vegetation	Stream impacts to Deerfield Creek. Potential ESA at intersection of Madison/Red Bank.	Stream impacts to Deerfield Creek. Potential ESA at intersection of Madison/Red Bank.
MOBILITY BETWEEN EXISTING COMMERCIAL AND RESIDENTIAL DEVELOPMENTS	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives	Not anticipated to be a significant differential impact among alternatives but grade separation should improve conflicts with through traffic.	Not anticipated to be a significant differential impact among alternatives. Grade separation should improve conflicts with through traffic.	Reduced congestion should improve mobility along Madison. Potential loss of Hetzel intersection could impact east west connectivity.
CONSTRUCTION COST	Cost anticipated to be less than grade separated alternatives	Cost anticipated to be less than grade separated alternatives	Cost anticipated to be less than grade separated alternatives	Cost anticipated to be less than grade separated alternatives	Higher than at grade options	Higher than at grade options	Higher than at grade options but not as complex as grade separated round about options
CONSTRUCTABILITY	No Significant constructability issues are anticipated	No Significant constructability issues are anticipated	Compact design with some MOT challenges	Compact design with some MOT challenges	MOT will be challenge	MOT will be challenge	MOT will be challenging but not as complex as roundabout grade separations.

MADISON /RED BANK

- **Increase through-capacity on Red Bank**
- **Short distance to Duck Creek**
- **At-Grade or grade-separation**
- **Large left-turning percentages at Madison/Duck Creek**
- **Concerns about mixing peds and through-traffic**
- **Gateway design elements possible**

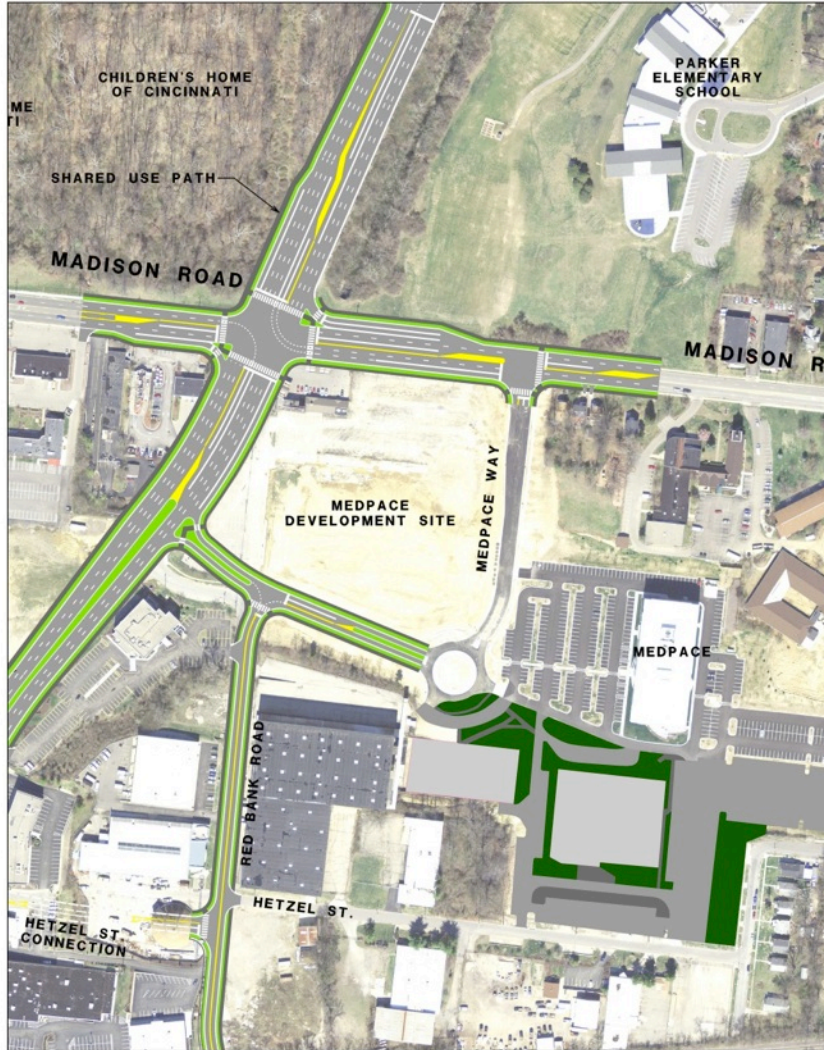
CONCEPTUAL FOOTPRINTS

Duck Creek/ Madison at Red Bank

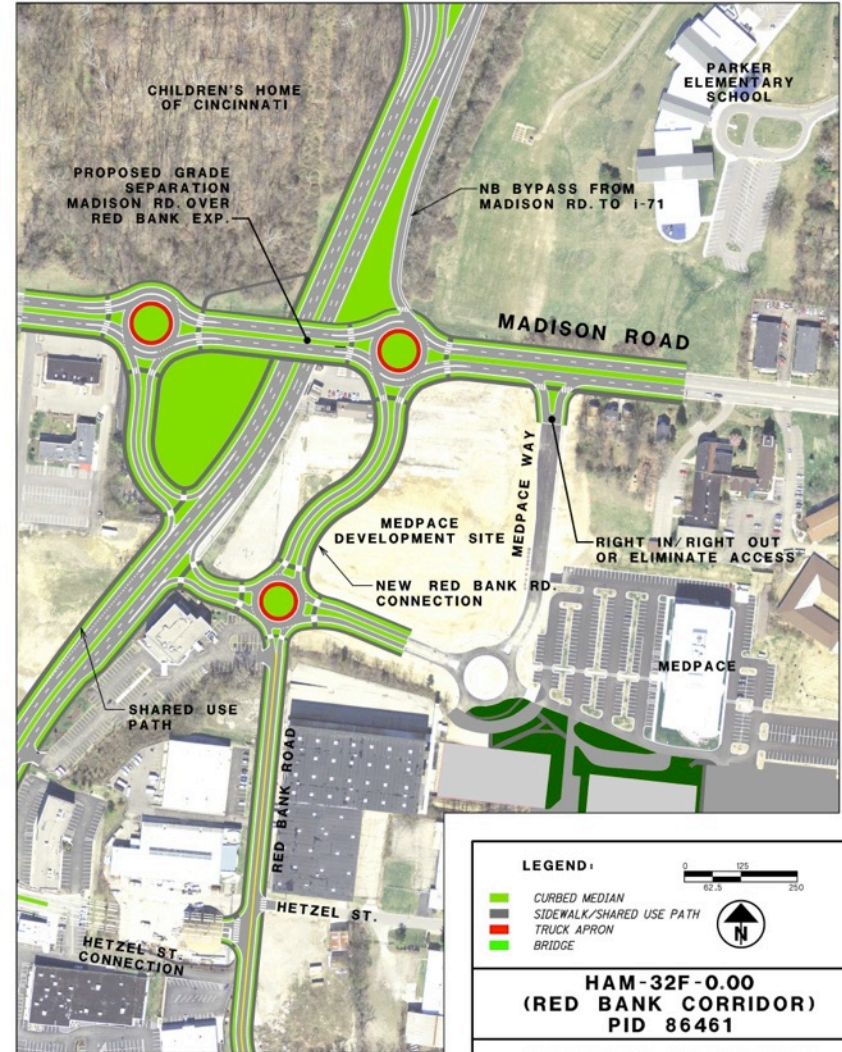


MADISON / RED BANK

ALTERNATIVE MADISON-1
RED BANK EXPRESSWAY AND MADISON ROAD INTERSECTION
 WITH EXISTING MEDPACE WAY ACCESS MAINTAINED

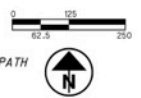


ALTERNATIVE MADISON-2A
RED BANK EXPRESSWAY AND MADISON ROAD ROUNDABOUTS
 WITH RED BANK ROAD TO MADISON ROAD CONNECTION



LEGEND:

- CURBED MEDIAN
- SIDEWALK/SHARED USE PATH
- TRUCK APRON
- BRIDGE



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CONCEPTUAL ALTERNATIVES

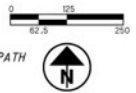
MADISON / RED BANK

ALTERNATIVE MADISON-2B RED BANK EXPRESSWAY AND MADISON ROAD ROUNDABOUTS WITH EXISTING MEDPACE WAY ACCESS MAINTAINED



LEGEND:

- CURBED MEDIAN
- SIDEWALK/SHARED USE PATH
- TRUCK APRON
- BRIDGE

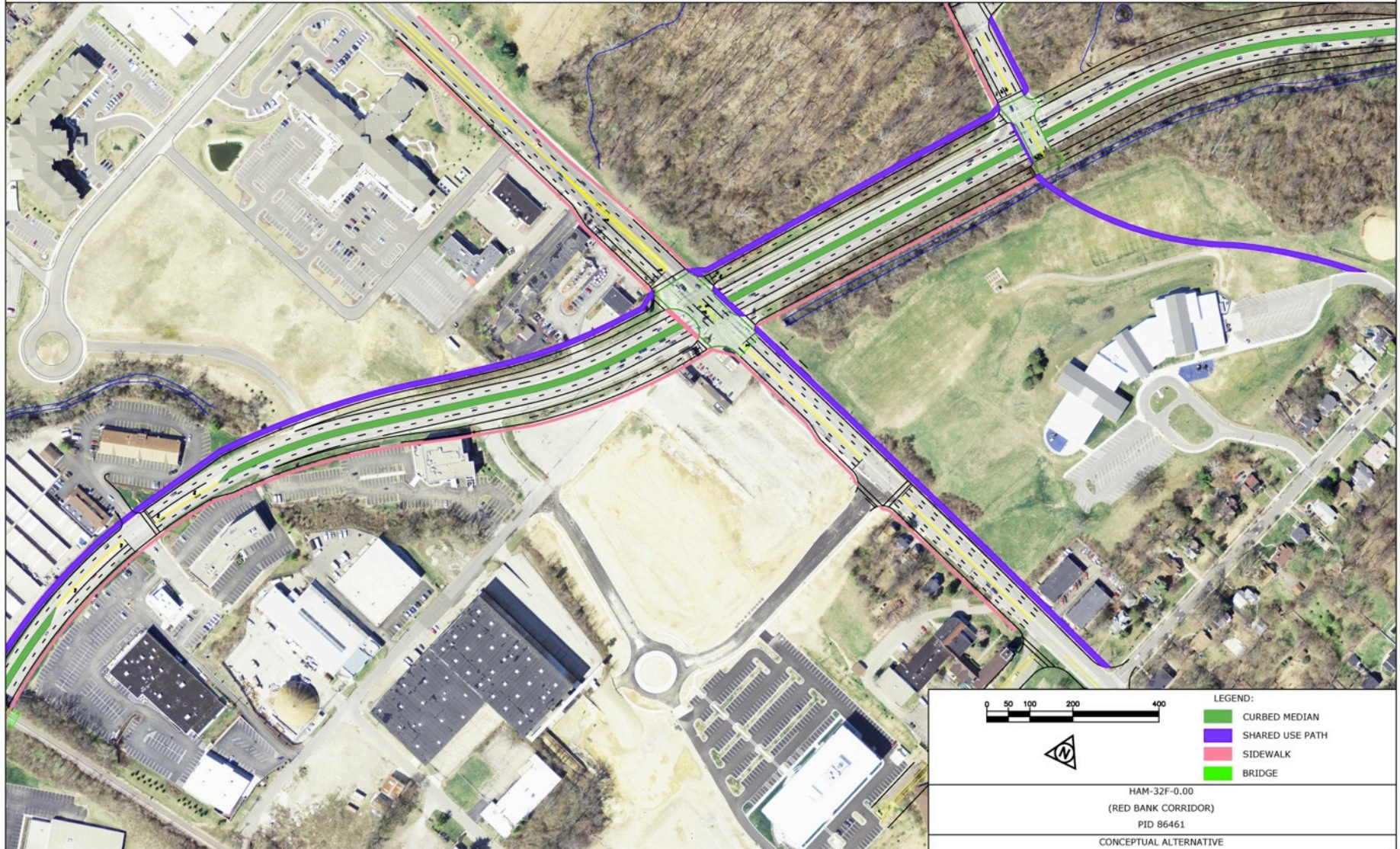


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CONCEPTUAL ALTERNATIVES

MADISON / RED BANK

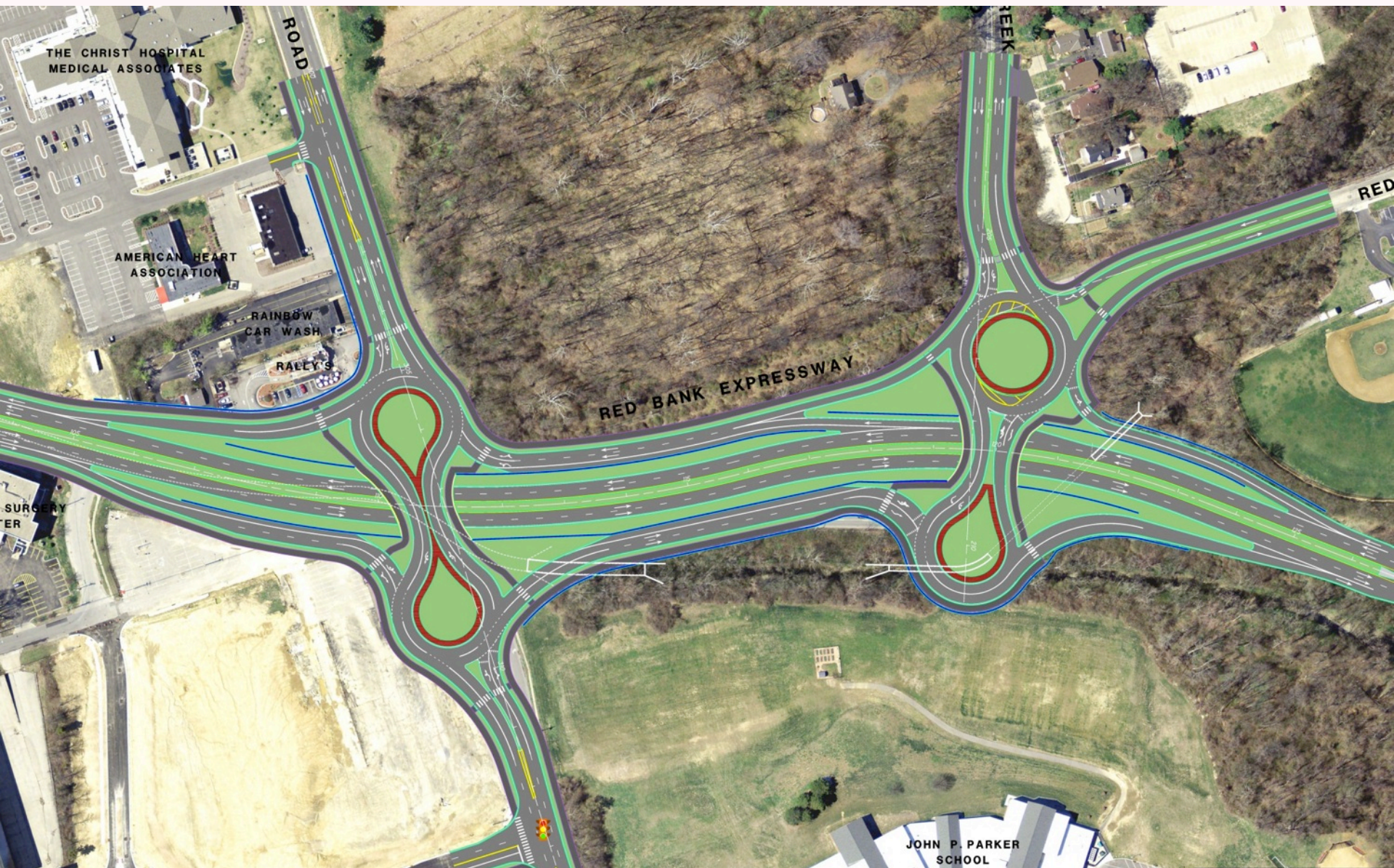
ALTERNATIVE MADISON ROAD/ DUCK CREEK ROAD
RED BANK EXPRESSWAY
TIGHT DIAMOND, GRADE SEPARATED, URBAN INTERSECTION



MADISON / RED BANK



MADISON / RED BANK



MADISON / RED BANK



MADISON ROAD MATRIX

	ALTERNATIVE MADISON - 1 RED BANK EXPRESSWAY AND MADISON ROAD INTERSECTION WITH EXISTING MEDPACE WAY ACCESS MAINTAINED	ALTERNATIVE MADISON - 2A RED BANK EXPRESSWAY AND MADISON ROAD ROUNDABOUTS WITH RED BANK ROAD TO MADISON ROAD CONNECTION	ALTERNATIVE MADISON - 2B RED BANK EXPRESSWAY AND MADISON ROAD ROUNDABOUTS WITH EXISTING MEDPACE WAY ACCESS MAINTAINED	ALTERNATIVE 1 STRUCTUREPOINT AT GRADE ROUNDABOUTS	ALTERNATIVE 2 - STRUCTUREPOINT INTERCHANGE ROUNDABOUTS	ALTERNATIVE 3 - STRUCTUREPOINT BYPASS	CITY ALTERNATIVE TIGHT SPLIT DIAMOND WITH SIGNALIZED INTERSECTIONS
	Comments	Comments	Comments	Comments	Comments	Comments	Comments
EVALUATION CATEGORY							
CONGESTION RELIEF/TRAFFIC OPERATIONS Efficient Traffic Movement throughout corridor	~Requires 4 thru lanes on the NB and SB Red Bank Exp. approaches, a NB and SB RTL, and dual NB and SB LTL. Reduces forecasted delay compared to "No Build" alternative. More intuitive than grade separated alternatives	Requires 3 thru lanes on the NB and SB approaches, a SB RTL, and dual NB LTL. Free flow travel time for through movement on Red Bank Exp. significantly reduced. Reduces forecasted delay compared to "No Build" alternative. Less circulous than Alternative MAD-2B. Are 3 thru lanes needed on Red Bank Expressway? Only show two on Hetzel option	Requires 3 thru lanes on the NB and SB approaches, a SB RTL, and dual NB LTL. Free flow travel time for through movement on Red Bank Exp. significantly reduced. Reduces forecasted delay compared to "No Build" alternative. Are 3 thru lanes needed on Red Bank Expressway? Only show two on Hetzel option	Based on SIDRA microsimulation analysis this alternative fails to meet PMD due to falling levels of service. LOS and performance must be verified	May require the elimination of Hetzel intersection. Removes Red Bank thru traffic from Duck Creek and Madison. All intersections assumed to operate at acceptable LOS.	May require the elimination of Hetzel intersection. Removes Red Bank thru traffic from Duck Creek and Madison. All intersections assumed to operate at acceptable LOS.	May require the elimination of Hetzel intersection. Removes Red Bank thru traffic from Duck Creek and Madison. All intersections operate at acceptable LOS.
TRAFFIC SAFETY	Expected to be improved due to reduced congestion	Expected to be improved due to reduced congestion & segregation of Rd Bank Exp. through movements. Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections.	Expected to be improved due to reduced congestion & segregation of Rd Bank Exp. through movements. Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections.	Because design does not meet capacity ranked slightly lower because of inherent congestion/safety issue.	Segregation of through movements should improve traffic safety.	Segregation of through movements so should improve traffic safety.	Reduces congestion so should improve traffic safety.
ABILITY TO MEET DESIGN STANDARD	Need for design exceptions have not been identified at this time.	Need for design exceptions have not been identified at this time. Spacing to existing Babson Place and Medpace entrance signals along Madison must be evaluated.	Need for design exceptions have not been identified at this time. Spacing to existing Babson Place signal along Madison must be evaluated.	Need for design exceptions have not been identified at this time. Spacing to existing Babson Place signal along Madison must be evaluated.	Madison Road at Red Bank Expwy will be grade separated, but short ramp length might limit vertical/SSD design criteria. Madison Road connects to Red Bank Expwy with diamond-style ramps & a 2-lane bowtie roundabout on Madison, but horizontal vertical alignment might limit some design criteria.	Short ramp length might limit vertical/SSD design criteria. Madison Road connects to Red Bank Expwy with left-hand ramps & a single 2-lane roundabout on Madison, horizontal vertical alignment might limit some design criteria.	No design exceptions anticipated at this time.
PEDESTRIAN MOVEMENT (MOBILITY AND SAFETY)	Signalized intersections will have protected pedestrian movements similar to existing. Crossing distance is significant across Madison/Redbank Intersection.	Roundabouts anticipated expected to be safer for pedestrians. Pedestrians segregated from Red Bank Exp. thru traffic. HAWK signals will be required at multi-lane roundabout crossings per ADA requirements; Pedestrian crossing at the NB bypass could be difficult.	Roundabouts anticipated expected to be safer for pedestrians. Pedestrians segregated from Red Bank Exp. thru traffic. HAWK signals will be required at multi-lane roundabout crossings per ADA requirements; Pedestrian crossing at the NB bypass could be difficult.	Roundabouts anticipated expected to be safer for pedestrians however three lane roundabout with multi-lane approaches will be more complex than typical roundabouts	Roundabouts anticipated expected to be safer for pedestrians. Pedestrians segregated from Red Bank Exp. thru traffic. HAWK signals will be required at multi-lane roundabout crossings per ADA requirements; Pedestrian crossing at the NB bypass could be difficult.	Pedestrians located on inside of through traffic bypass not as appealing as Structure Point Alternative 2.	Improved pedestrian by reducing crossing distance, only one ramp at a time and removing Red Bank traffic from the intersection.
CYCLISTS (MOBILITY AND SAFETY)	Separated Shared Use Path along the west side of Red Bank Exp. Bikes would cross intersection with traffic signals. Path not shown on drawing.	Separated Shared Use Path along the west side of Red Bank Exp. to be grade separated from Madison Rd. with connections to Madison west of Red Bank Exp.	Separated Shared Use Path along the west side of Red Bank Exp. to be grade separated from Madison Rd. with connections to Madison west of Red Bank Exp.		Improved similar to pedestrians. Bikes can be accommodated on structure over Red Bank Road.	Improved similar to pedestrians. Bikes can be accommodated on structure over Red Bank Road.	Improved similar to pedestrians. Bikes can be accommodated on structure over Red Bank Road.
ACCESS TO BUSINESS	Mainline access to existing commercial properties at intersection likely to be restricted.	Mainline access to existing commercial properties at intersection to be removed	Mainline access to existing commercial properties at intersection to be removed	Mainline access to existing commercial properties at intersection to be removed	Some access on Red Bank will be eliminated and on Madison close to the Red Bank ramps. Access to Hetzel is a concern.	Some access on Red Bank will be eliminated and on Madison close to the Red Bank ramps. Access to Hetzel is a concern.	Some access on Red Bank will be eliminated and on Madison close to the Red Bank ramps. Access to Hetzel is a concern.
IMPROVED CLIMATE FOR ECONOMIC DEVELOPMENT	May require taking of commercial property at intersection due to widening and loss of access. Could vacate ex. Red Bank Rd. RW in SE quadrant	Will require removal of commercial property at intersection. New connection through Medpace development site could affect redevelopment of abutting lots. Could vacate ex. Red Bank Rd. RW in SE quadrant	Will require removal of commercial property at intersection. Could vacate ex. Red Bank Rd. RW in SE quadrant.	May require taking of commercial property at intersection due to widening and loss of access.	Improved mobility, reduced congestion and improved safety should be good for economic development. Potential total take of businesses at corner of Red Bank/Madison. Larger sf of ROW impacts than split diamond	Improved mobility, reduced congestion and improved safety should be good for economic development. Potential total take of businesses at corner of Red Bank/Madison. Larger sf of ROW impacts than split diamond	Improved mobility, reduced congestion and improved safety should be good for economic development. Potential total take of businesses at corner of Red Bank/Madison.
AESTHETICS (Develop and Preserve Green Space)	Moderate impacts outside of existing ROW. Limited opportunity to incorporate significant urban design features. Removal of existing commercial signage at intersection	New bridge structure, walls, medians and roundabout interiors provide significant opportunity to incorporate urban design elements. Provides opportunity for aesthetic treatments inside roundabout.	New bridge structure, walls, medians and roundabout interiors provide significant opportunity to incorporate urban design elements. Provides opportunity for aesthetic treatments inside roundabout.	New bridge structure, walls, medians and retaining walls provide significant opportunity to incorporate urban design elements.	Impacts to existing green space is a detriment due to large foot print.	Impacts to existing green space is a detriment due to large foot print.	Positive from landscaping and street scaping. Can blend into aesthetics for the neighborhood.
CONTEXT SENSITIVE DESIGN FEATURES	See aesthetics comment - smallest footprint of alternatives at intersection. Widening of mainline will have impacts along Red Bank Exp.	See aesthetic comments above, more compact than Alternative MAD 2B but will have significant physical and visual impacts.	Will increase through traffic at Medpace Way but allow for redevelopment of site. Will have largest overall area of impact. Wayfinding less intuitive	Large central median could provide ability to integrate urban design elements. Smaller footprint than grade separate alternatives. Better Visibility for adjacent commercial property.	Has highest potential for best finished aesthetic but disturbs a larger of existing green space.	Pedestrian experience is an issue. Traveling between traffic lanes.	Can fit into character of neighborhood. Lots of opportunity for hard and soft scape. Build only what is needed.
PROPERTY IMPACTS AND RW TAKES	Access impacts at intersection - Potential strip takes along Mainline	Several commercial relocations of property south of Madison Rd. New access east of Red Bank Exp. Will affect future Medpace commercial development.	Several commercial relocations of property south of Madison Rd. Will result in additional traffic volumes in Medpace commercial development. Potential residential impacts along Madison east of Medpace entrance.	Access impacts at intersection - Potential strip takes along Mainline and total takes at intersection	Largest foot print. Significant takes at the intersection of Madison and Red Bank	Total takes required near intersection of Madison/Red Bank and loss of access on Red Bank from Madison to Hetzel.	Total take required near intersection of Madison/Red Bank and loss of access on Red Bank from Madison to Hetzel.
ENVIRONMENTAL RED FLAGS	Potential impacts to ESA flagged parcels at intersection. Potential Gas Station Take	More significant Utility impacts due to grade separation. Potential impacts to ESA flagged parcels at intersection. Stream impacts to Deerfield Creek from NB Bypass. Potential Gas Station Take	More significant Utility impacts due to grade separation. Potential impacts to ESA flagged parcels at intersection. Stream impacts to Deerfield Creek from NB Bypass. Potential Gas Station Take	Potential impacts to ESA flagged parcels at intersection. Potential Gas Station Take	More significant Utility impacts due to grade separation. Potential impacts to ESA flagged parcels at intersection. Stream impacts to Deerfield Creek from NB Bypass.	More significant Utility impacts due to grade separation. Potential impacts to ESA flagged parcels at intersection. Stream impacts to Deerfield Creek from NB Bypass.	Potential ESA at intersection of Madison/Red Bank. Smaller footprint compared to Roundabout grade separations
MOBILITY BETWEEN EXISTING COMMERCIAL AND RESIDENTIAL DEVELOPMENTS	Similar to existing conditions. Compatible with a full Hetzel intersection.	Less direct connectivity for all movements between Madison and Redbank Exp. Improved connectivity to "old" Red Bank Rd	Less direct connectivity for all movements between Madison and Redbank Exp. Improved connectivity to "old" Red Bank Rd		Potential Gas Station Take		Reduced congestion should improve mobility along Madison. Potential loss of Hetzel intersection could impact east west connectivity.
CONSTRUCTION COST	Less costly than grade separation	Grade separation more costly than at grade options		Less costly than grade separation but more so than conventional signalized intersection	Grade separation more costly than at grade options	Likely to be the most costly alternative	
CONSTRUCTABILITY	No Significant constructability issues are anticipated	MOT will be challenging.	MOT will be challenging	MOT more complex than conventional signalized intersection. Phased earthwork required		MOT will be difficult, grade separation more complex than at grade options	

ERIE / BROTHERTON / MURRAY

- **Insufficient space between Brotherton/ Murray**
- **Provide greater space between Red Bank and Erie Ave.**
- **Realign Murray approach**
- **Realign Red Bank Road**
- **Roundabout options**

HETZEL AVE. CONNECTION



ERIE / BROTHERTON / RED BANK

ALTERNATIVE ERIE-1

RED BANK EXPRESSWAY AND ERIE AVENUE INTERSECTION
WITH SIGNALIZED INTERSECTION AT BROTHERTON COURT



ALTERNATIVE ERIE-2

RED BANK EXPRESSWAY AND ERIE AVENUE SINGLE YOKE
WITH ROUNDABOUT AT BROTHERTON COURT



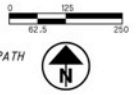
ERIE / BROTHERTON / RED BANK

ALTERNATIVE ERIE-3 RED BANK EXPRESSWAY AND ERIE AVENUE DOUBLE YOKE WITH NO ACCESS TO BROTHERTON COURT



LEGEND:

- CURBED MEDIAN
- SIDEWALK/SHARED USE PATH
- TRUCK APRON
- BRIDGE



HAM-32F-0.00
(RED BANK CORRIDOR)
PID 86461

CONCEPTUAL ALTERNATIVES

Erie Ave. Alternative Matrix

	ALTERNATIVE ERIE - 1 RED BANK EXPRESSWAY AND ERIE AVENUE INTERSECTION WITH SIGNALIZED INTERSECTION AT BROTHERTON COURT	ALTERNATIVE ERIE - 2 RED BANK EXPRESSWAY AND ERIE AVENUE SINGLE YOKE WITH ROUNDABOUT AT BROTHERTON COURT	ALTERNATIVE ERIE - 3 RED BANK EXPRESSWAY AND ERIE AVENUE DOUBLE YOKE WITH NO ACCESS TO BROTHERTON COURT
	Comments	Comments	Comments
EVALUATION CATEGORY			
CONGESTION RELIEF/TRAFFIC OPERATIONS Efficient Traffic Movement throughout corridor	Signalized intersection along Red Bank Exp. requires 6 thru lanes, dual SB LTL. Marginally acceptable LOS based on forecasted traffic volumes. Reduces forecasted delay from "No Build" Alternative	Requires 3 lane roundabout along Red Bank Exp. To accommodate forecasted volumes. Free flow speed on Red Bank Exp. Reduced by roundabout. Wayfinding not intuitive. Reduced delay when compared with signalized intersection on Red Bank Exp.	More capacity and higher free flow speeds on Red Bank Exp. Least delay and highest level of service for Red Bank Expressway. More intuitive connections for Murray and Erie.
TRAFFIC SAFETY	Not anticipated to have significant effect on traffic safety	Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections.	Roundabouts anticipated to result in lower overall accident rates than conventional signalized intersections.
ABILITY TO MEET DESIGN STANDARDS	Need for design exceptions have not been identified at this time.	Need for design exceptions have not been identified at this time. Grades and existing connections may be a constraint	Need for design exceptions have not been identified at this time. Grades and existing connections may be a constraint
PEDESTRIAN MOVEMENT (MOBILITY AND SAFETY)	Signalized ped crossings provided similar to existing conditions. Crossing distance is lengthened on Red Bank Exp.	Sidewalk provided on all roadway segments. Improved pedestrian connectivity to "Old" Red Bank Rd. Peds must cross multilane round about on Red Bank Exp with HAWK signals;	Sidewalk provided on all roadway segments. Pedestrians segregated from Red Bank Exp. Mainline. Improved pedestrian connectivity to "Old" Red Bank Rd. HAWK signals needed for ped crossing on Erie Ave. Increase crossing time to cross Red Bank Expressway, since the path goes across Erie and back down. The right turn slots and other one lane crossing in the roundabout will be unsignalized.
CYCLISTS (MOBILITY AND SAFETY)	Bike connection to Murray Trail must cross signalized Red Bank Exp.; Drawing does not shown shared use path.	Bike connection form multi use path to Murray Trail must use 3 lane roundabout	Cyclist not required to cross Red Bank Exp. Most comprehensive shared use trail connectivity
ACCESS TO BUSINESS	May impact access to existing commercial property at intersection of Red Bank Exp. and Murray. Access on Erie is generally unaffected.	Provides improved "Old Red Bank Rd" connection between Erie and Madison. Existing commercial property along Redbank Exp. north of Erie are removed. Erie and Brotherton Ct. commercial property access impacted. New access to Erie Ct. needed.	Provides improved "Old Red Bank Rd" connection between Erie and Madison. Existing commercial property along Redbank Exp., Brotherton Ct. and Erie. Ct to be relocated. Access to on Erie is generally unaffected
IMPROVED CLIMATE FOR ECONOMIC DEVELOPMENT	Minimal access changes to adjacent commercial property. New connectivity to old Red Bank.	Will require changes to access for Erie Ct. Potential redevelopment potential for commercial property west of Red Bank Exp.	Will impact existing commercial properties west of Red Bank Exp. Potential redevelopment potential but double yoke results in less residual property for redevelopment.
AESTHETICS (Develop and Preserve Green Space)	Minor impacts outside of existing ROW. Limited opportunity to incorporate significant urban design features.	Bridge structure, medians and roundabout interiors provide opportunity for urban design features. Potential gateway features along Erie	Bridge structure, medians, embankments and roundabout interiors provide opportunity for urban design features. Potential gateway features along Erie.
CONTEXT SENSITIVE DESIGN FEATURES	See comments above. Potential wider cross section on Red Bank Exp.	Roundabout along Red Bank Exp. reduces mainline free flow speeds. Wayfinding somewhat simplified. Better Connectivity on local street network.	Largest footprint Creates community gateway along Erie. Segregation of pedestrians and vehicles. Improved accommodation of bikes and peds.
PROPERTY IMPACTS AND RW TAKES	Business Acquisition (2) - Speedway, commercial structure	Business Acquisition (2) - Speedway, commercial structure	Eliminates all businesses along Brotherton and Erie Court
ENVIRONMENTAL RED FLAGS	Potential ESA parcel acquisitions	Potential ESA parcel acquisition. Utility impacts to water, sewer, & gas.	Potential ESA parcel acquisition. Utility impacts to water sewer, & gas.
MOBILITY BETWEEN EXISTING COMMERCIAL AND RESIDENTIAL DEVELOPMENTS	No significant changes	Makes "Old Red Bank Road" connection between Erie and Madison eliminating the need to use Red Bank Exp. for local trips between Madison and Erie.	Makes "Old Red Bank Road" connection between Erie and Madison eliminating the need to use Red Bank Exp. For local network trips.
CONSTRUCTION COST	Likely to be least costly	Moderate costs when compared with widening or double yoke	More Costly than single yoke or widening
CONSTRUCTABILITY	No Significant constructability issues are anticipated	MOT and constructability more complex with new connections for grade separation	MOT and constructability more complex with new connections for grade separation

NEXT STEPS

- **CPC provide feedback by June 7**
 - **Two preferred concepts for each location**
- **Public Involvement Meeting (mid summer)**
- **CPC form subcommittees for design review**
- **Review input received/revise concepts if needed**
- **Complete environmental studies/documentation**
- **Select preferred alternative by end of 2013**
- **Develop phasing plan for implementation**

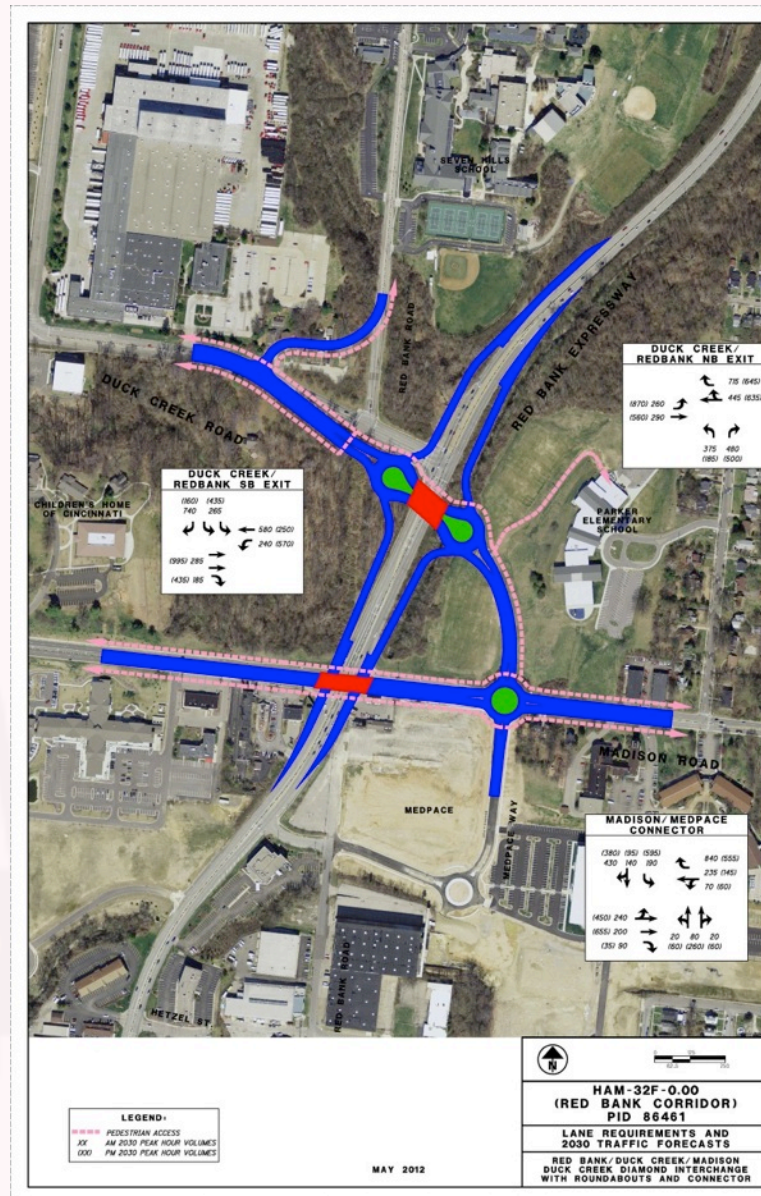
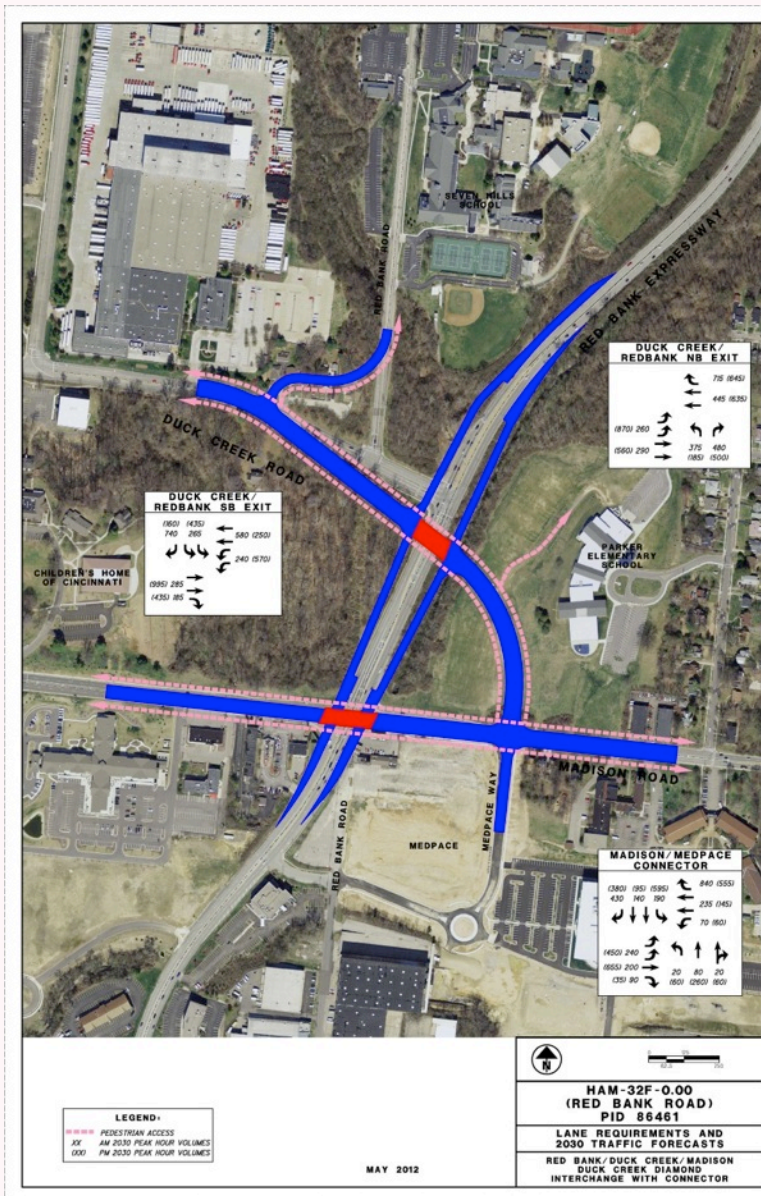
CPC TO PROVIDE FEEDBACK BY JUNE 7



Questions?

www.EasternCorridor.org

for additional information



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.

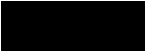
ODOT responded that the purpose of tonight's meeting is to focus on alternatives being considered for the Red Bank Corridor project which extends from I-71 to Fair Lane in Fairfax.

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 thorough 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.

ROUNDAABOUT 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.