



The Eastern Corridor

EASTERN CORRIDOR

RED BANK CORRIDOR

Community Partners Committee Meeting

Madisonville Recreation Center

September 10, 2013

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

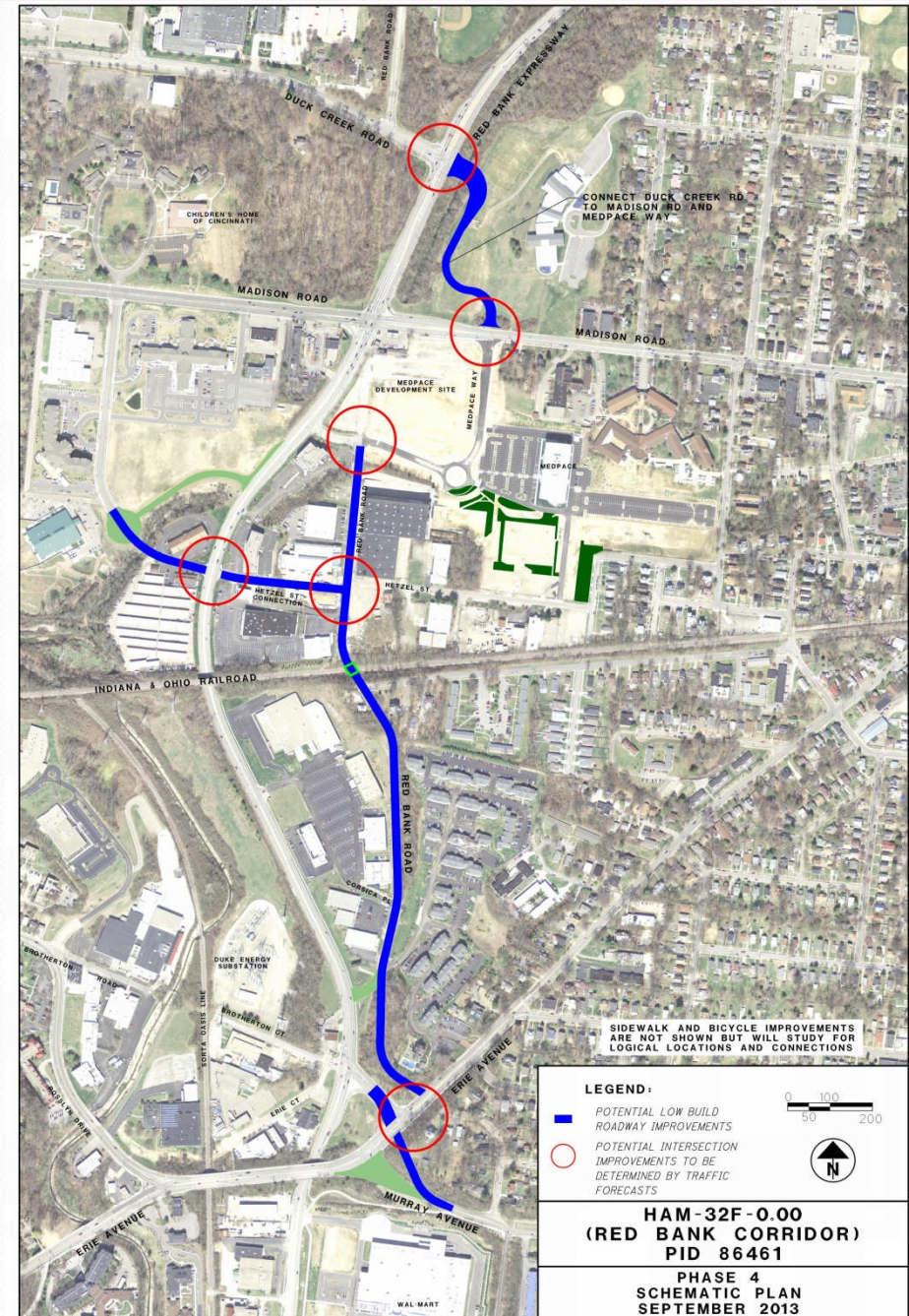
Hetzel/Babson Connection

Phase 3

Brotherton/Erie/Murray Improvements

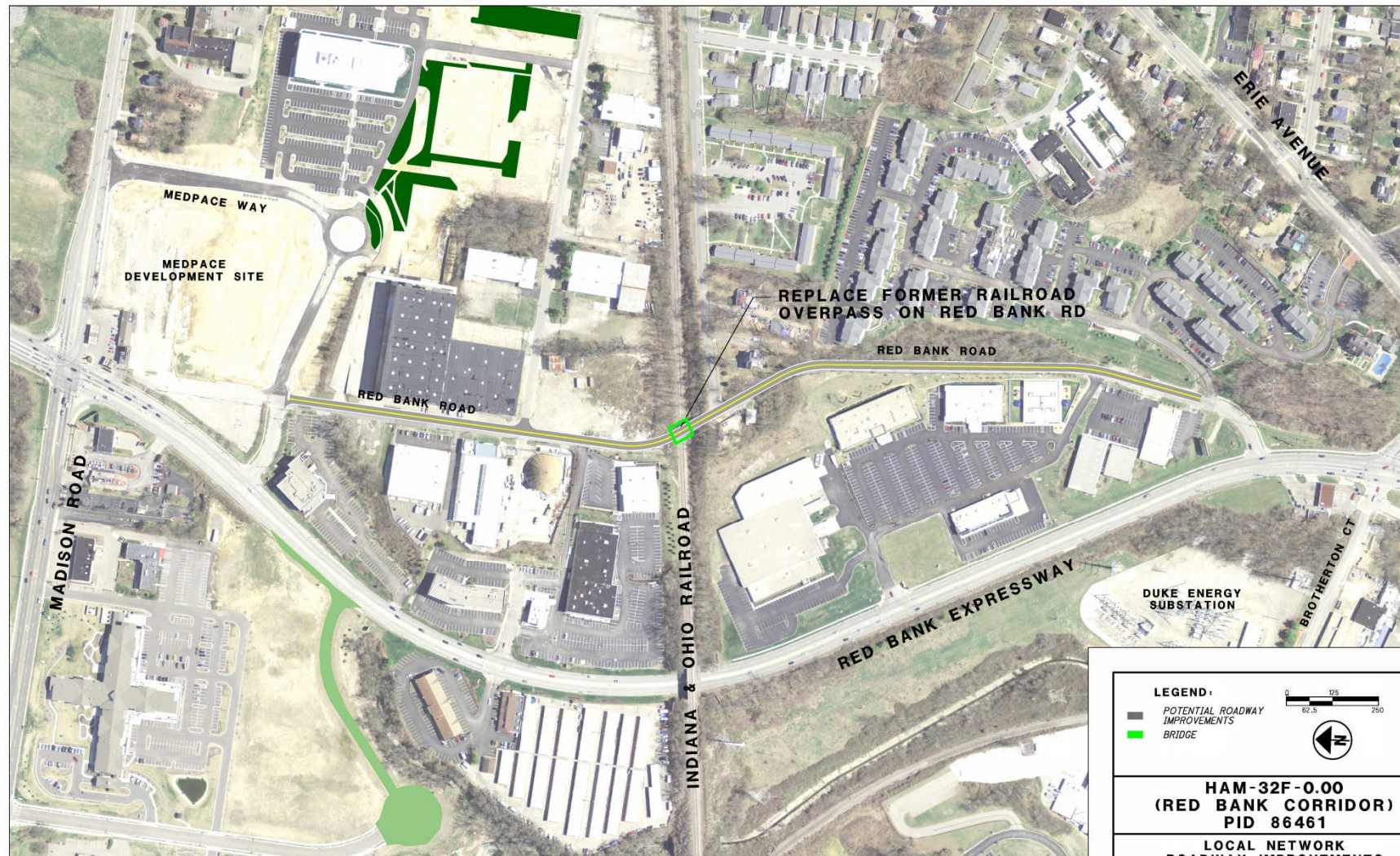
Phase 4

Duck Creek Medpace Connector

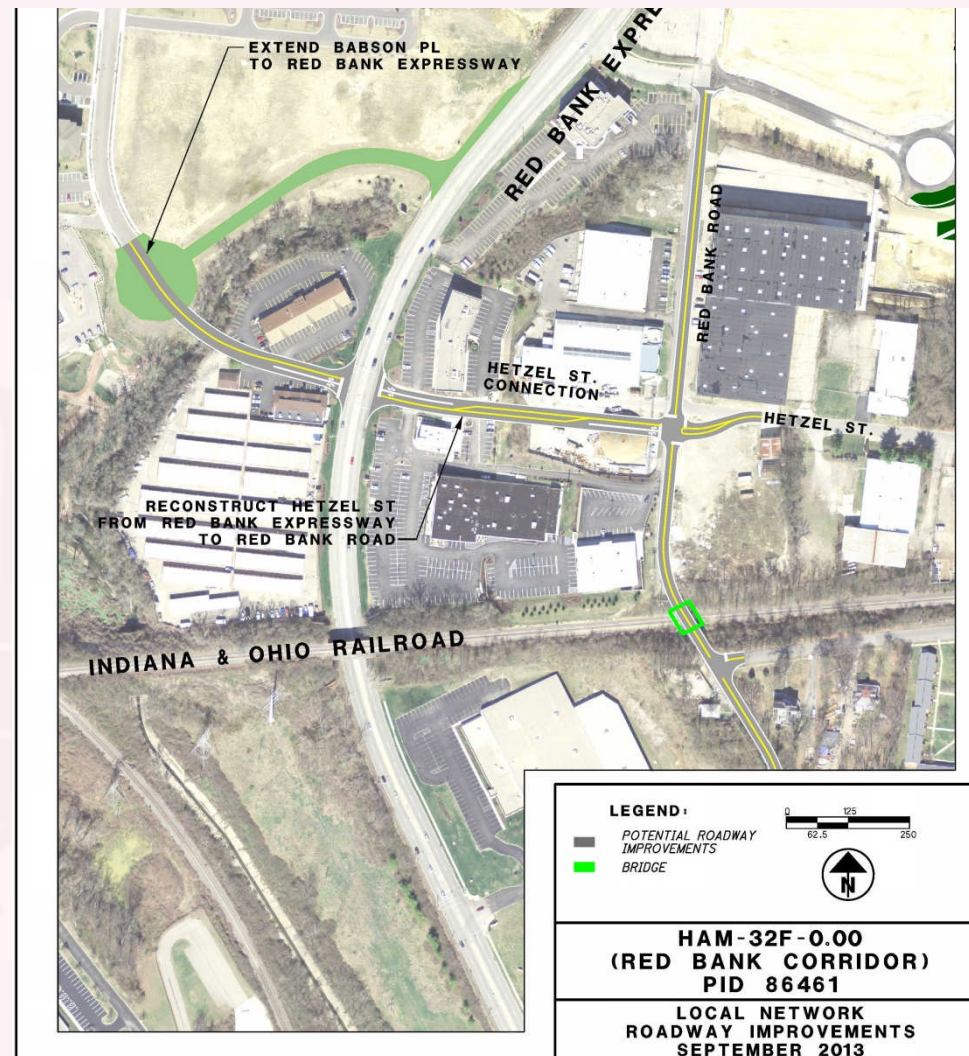


Phase 1 “Old” Red Bank Improvements

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

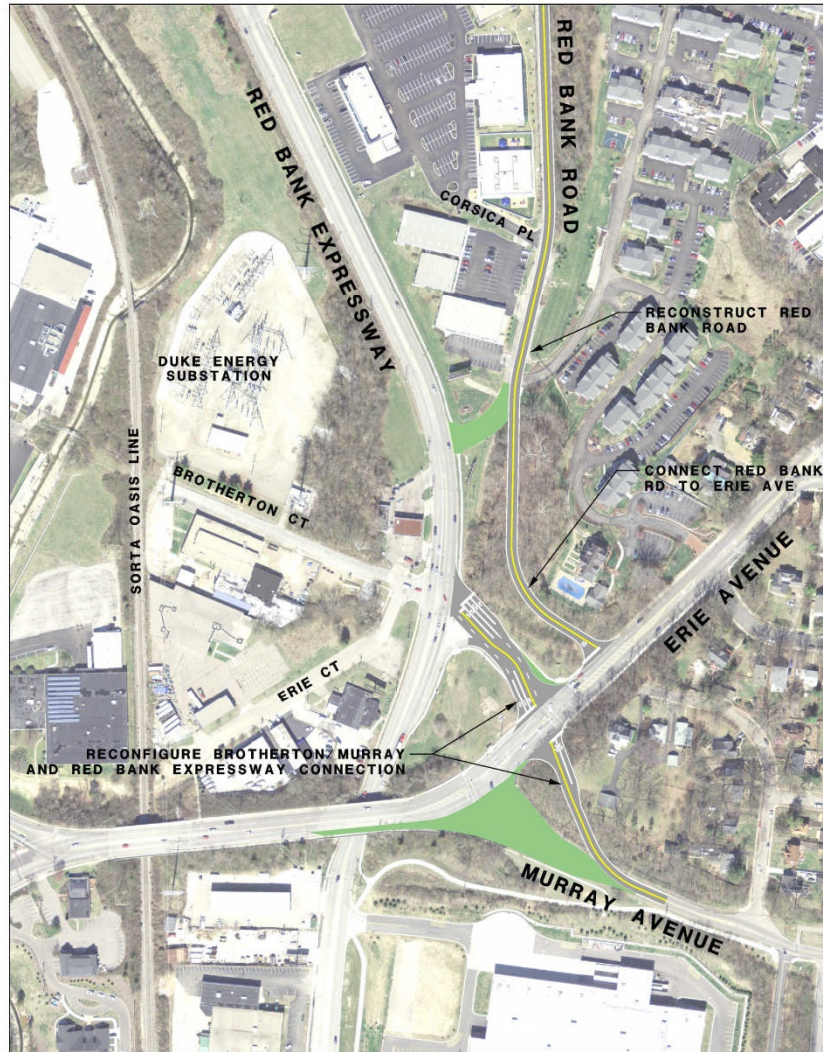


Phase 2 Hetzel/Babson Connection



Phase 3 Brotherton/Erie/Murray Improvements

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



LEGEND:

- POTENTIAL ROADWAY IMPROVEMENTS
- BRIDGE

0 62.5 125 250

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

LOCAL NETWORK
ROADWAY IMPROVEMENTS
SEPTEMBER 2013

Phase 4 Duck Creek Medpace Connector

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



LEGEND:

- POTENTIAL ROADWAY IMPROVEMENTS
- BRIDGE

0 62.5 125 250

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**LOCAL NETWORK
ROADWAY IMPROVEMENTS
SEPTEMBER 2013**

Phase 5 Red Bank Expressway Improvements

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

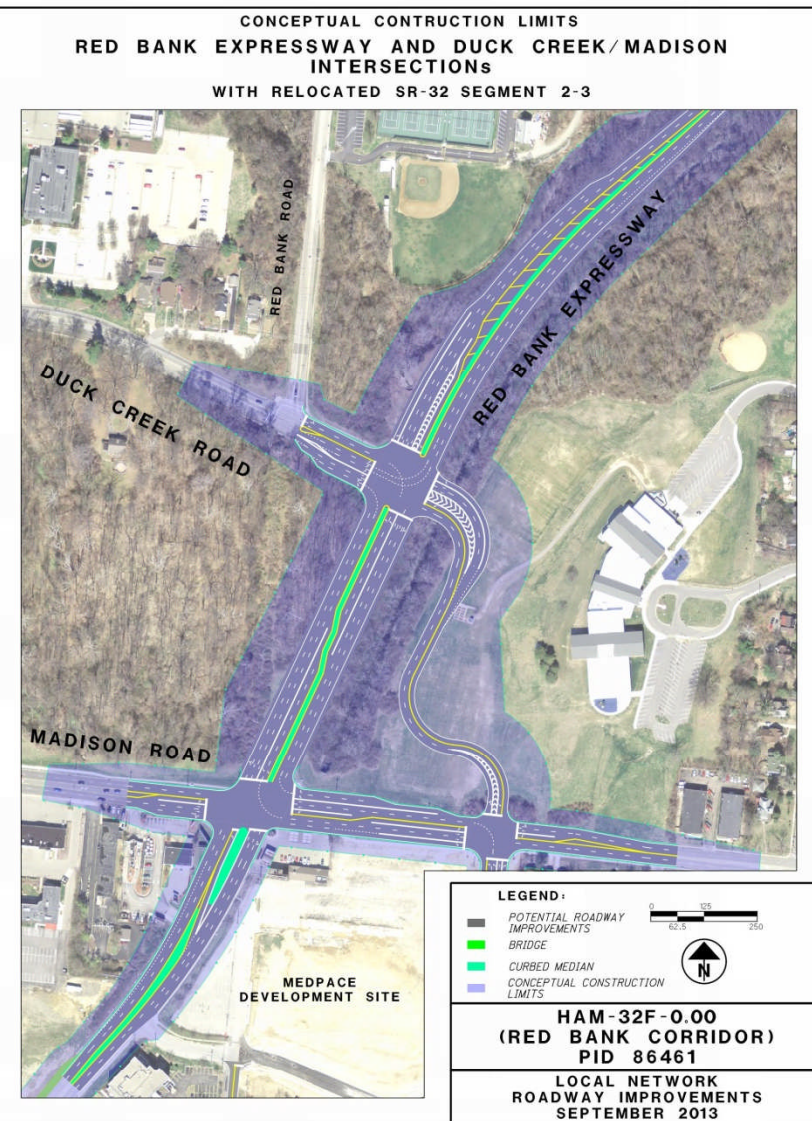
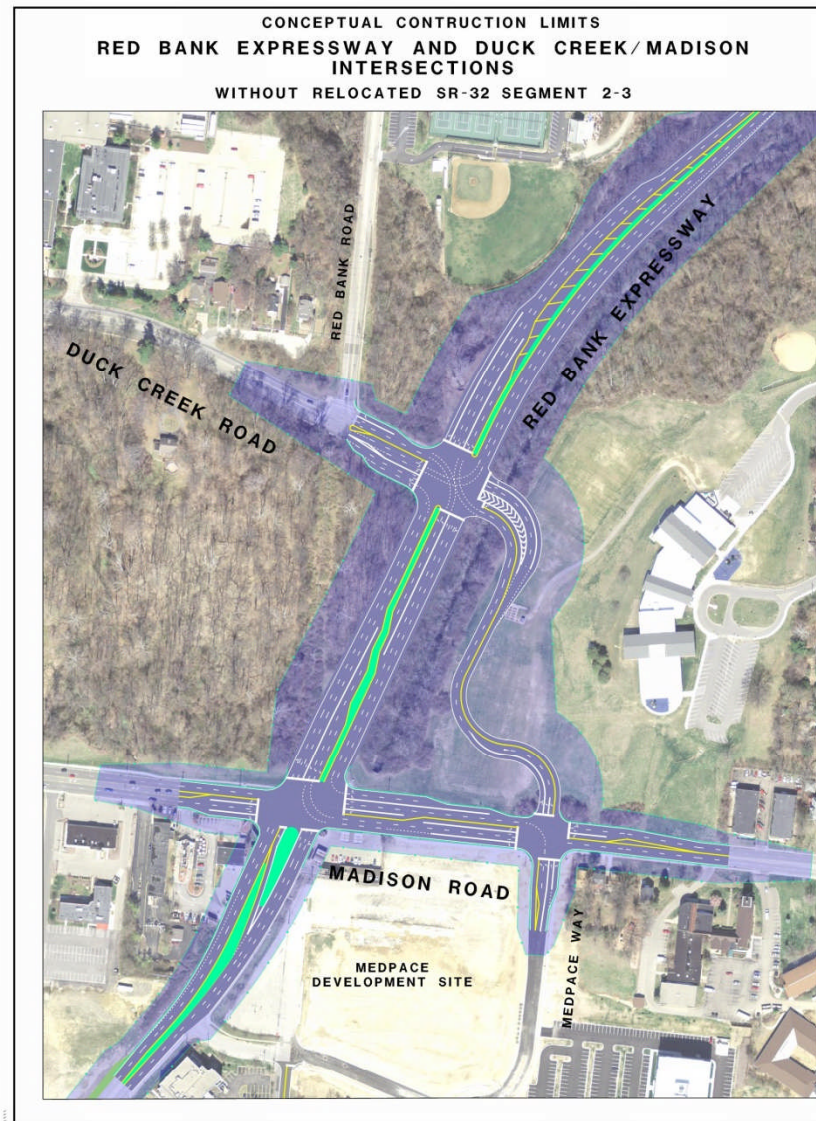
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**LOCAL NETWORK
ROADWAY IMPROVEMENTS
SEPTEMBER 2013**

Red Bank Exp. Conceptual Construction Limits

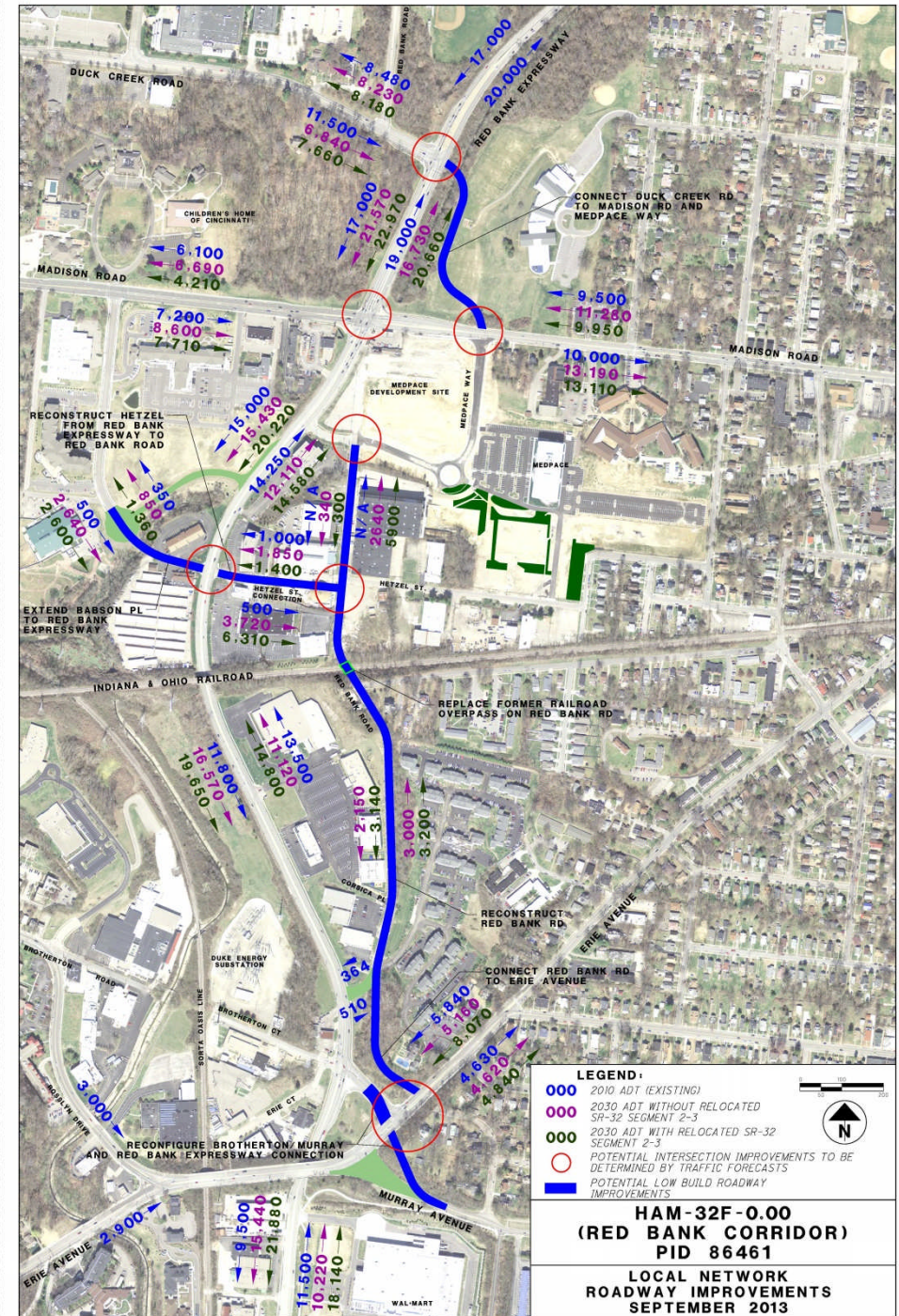


TRAFFIC FORECASTS

- **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**

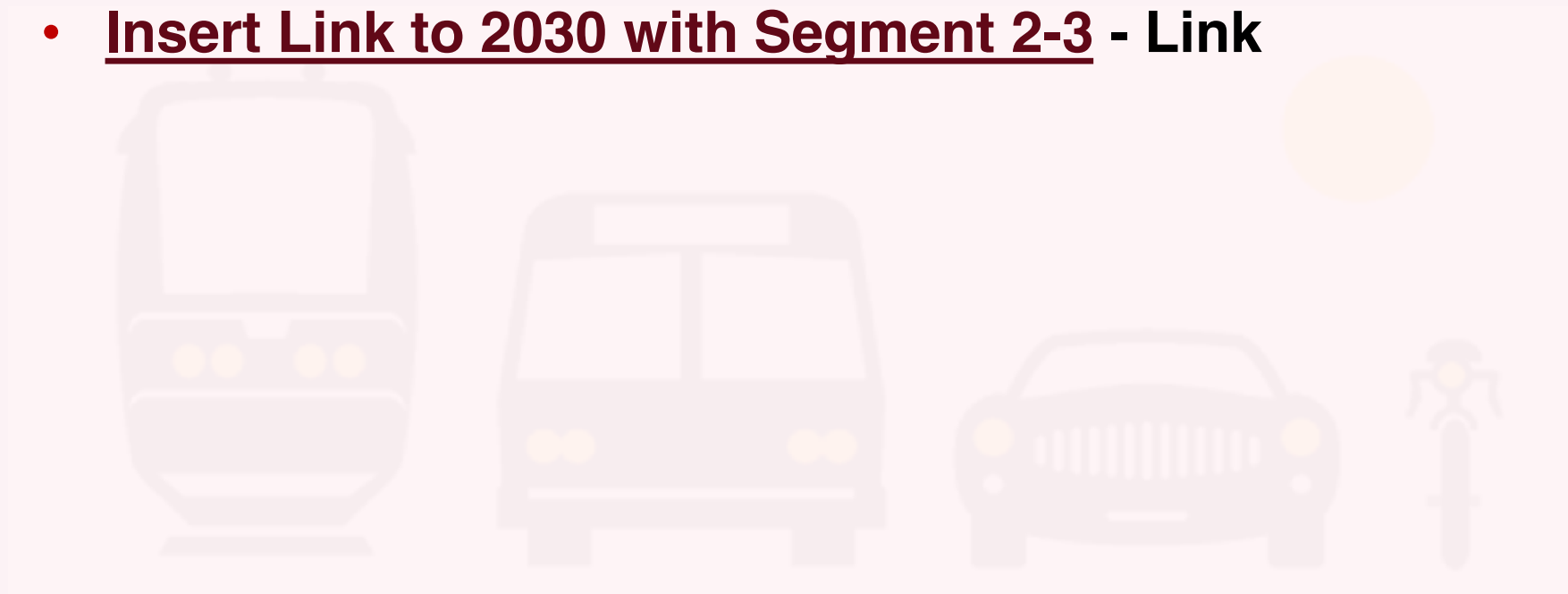
Traffic Forecast for Local Network Improvements

- 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