



RED BANK CORRIDOR

Public Involvement Meeting

Madisonville Recreation Center

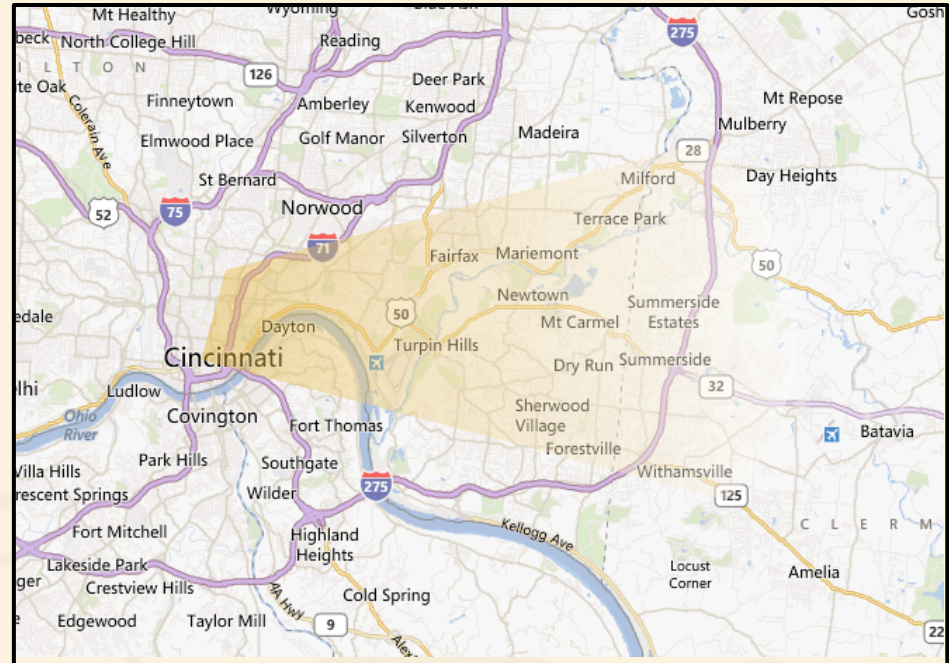
October 1, 2013

[start](#)

The Eastern Corridor

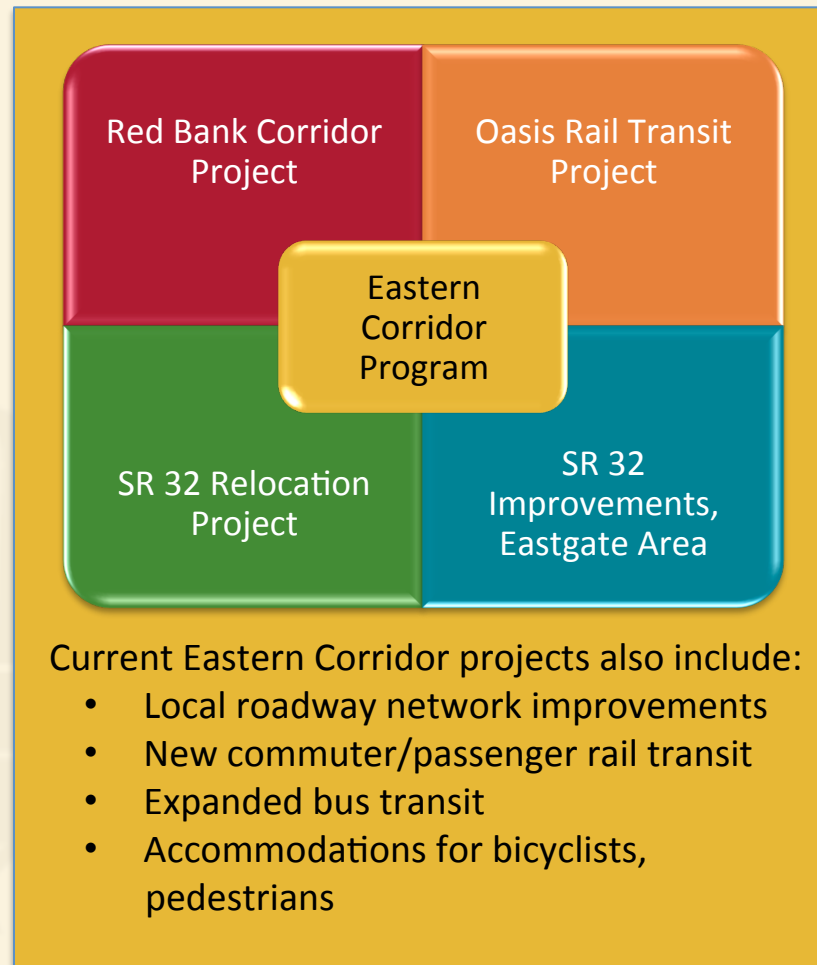
Providing east-west connectivity for the Greater Cincinnati region

- Regionally-supported
- Improve travel, access, safety
 - Address critical congestion issues
 - Help people spend less time in the car
- Offer more options to get around
- Reduce vehicle miles traveled and emissions
- Support local, regional visions for community enhancement, economic development and sustainable regional growth



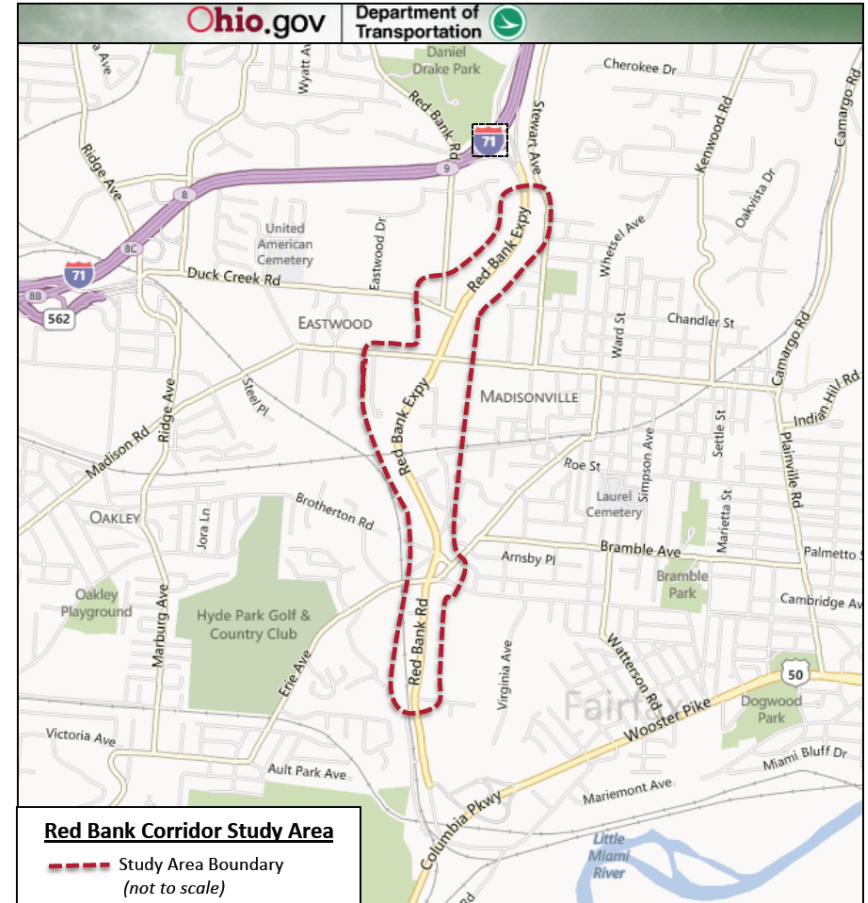
Greater Cincinnati's Eastern Corridor Region

Eastern Corridor Program



RED BANK CORRIDOR PROJECT

- Create a balance of mobility and access to better serve local communities, businesses and neighborhood.
- Reduce congestion and delays
- Re-establish and enhance local roadway network connections
- Improve accessibility, safety and flow of traffic
- Provide accommodations for bicyclists and pedestrians



GOALS FOR PUBLIC MEETING

- **Gather feedback on proposed Local Roadway Network Improvements (LRNI) and overall plan (including bikeway plan development in next phase)**
- **Convey that:**
 - **The LRNI is only a near term solution to the traffic congestion and provides local connectivity**
 - **Additional capacity on Red Bank Expressway will be needed to address long term congestion**
- **Utilize LRNI to provide opportunity for long term improvements for pedestrians, bicyclists and local traffic circulation**

EXISTING AND FUTURE CONDITIONS

- **Intersections on Red Bank Expressway with Duck Creek and Madison are congested now and in 2030**
- **Traffic backs up north of Duck Creek and south of Hetzel during rush hours**
- **Brotherton/Erie connection is not intuitive for drivers. It functions satisfactorily today but not in 2030**
- **Congestion on Red Bank Expressway is primarily due to through traffic**

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 an issue**
- **Adjustments have been made to account for future development and roadway area improvements**

RED BANK CORRIDOR TIMELINE

- **Environmental Screening/Traffic Counts** **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**
- **Plan Development/Right of Way** **2014-2015**
- **Construction** **2016-2018**

RED BANK PUBLIC INVOLVEMENT

- **Cincinnati City Council Committee Meeting – August 2011**
- **Five Red Bank Community Partners Committee meetings**
 - **December 2011 – Madisonville Recreation Center**
 - **February 2012 – Meeting with CAC at Medpace**
 - **May 2012 – Madisonville Recreation Center**
 - **May 2013 – Madisonville Recreation Center**
 - **September 2013 – Madisonville Recreation Center**
- **Multiple stakeholder and property owner meetings**

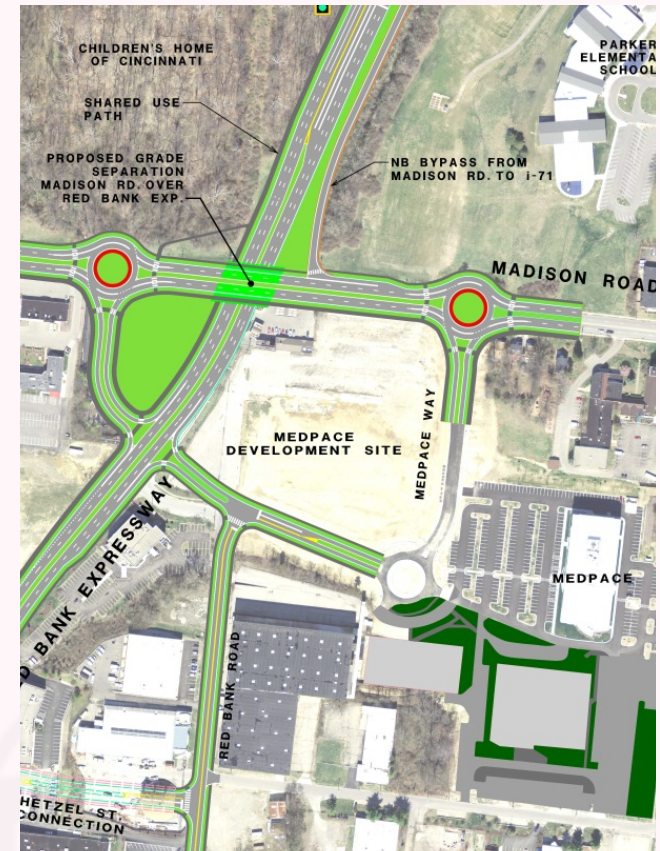
COMMUNITY PRIORITIES

- **Slow through traffic on Red Bank Expressway**
- **Address congestion between Madison and Erie**
- **Improve pedestrian safety**
- **Improve Red Bank Road south of Hetzel including RR bridge**
- **Address cut through traffic at Hetzel**
- **Provide separate Bike/Ped accommodations**
- **Address Erie/Brotherton connection**
- **No grade separation at Duck Creek or Madison**
- **Minimize footprint of any improvements**

CPC and community reviews have led to further development of the Local Roadway Network Improvements

CONCEPT STUDIES

- **2006 Hamilton County TID Studies - Tight Diamond and Continuous Flow Intersections at Madison/Erie**
- **Grade separation of Duck Creek and Madison Roads**
- **Various alternatives with and without roundabouts**
- **Large at grade roundabout intersection of Madison and Red Bank Expressway**
- **Local Roadway Network Improvements (LRNI)**



LOCAL ROADWAY NETWORK IMPROVEMENTS

- **July 2013 Madisonville Community Council meeting requests development of local roadway network improvements (LRNI) or “low build” alternative instead of larger grade separated solutions**
- **Improves access and circulation of local traffic to avoid congested intersection at Madison and Duck Creek**
- **Helps to maintain traffic during construction of mainline improvements**
- **Serves potential development sites**
- **Estimated costs \$16.1 million for Components 1 – 4**

LOCAL ROADWAY NETWORK IMPROVEMENTS

Component 1

Reconstruct Red Bank Road

Component 2

Hetzel/Babson Connection

Component 3

Brotherton/Erie/Murray Improvements

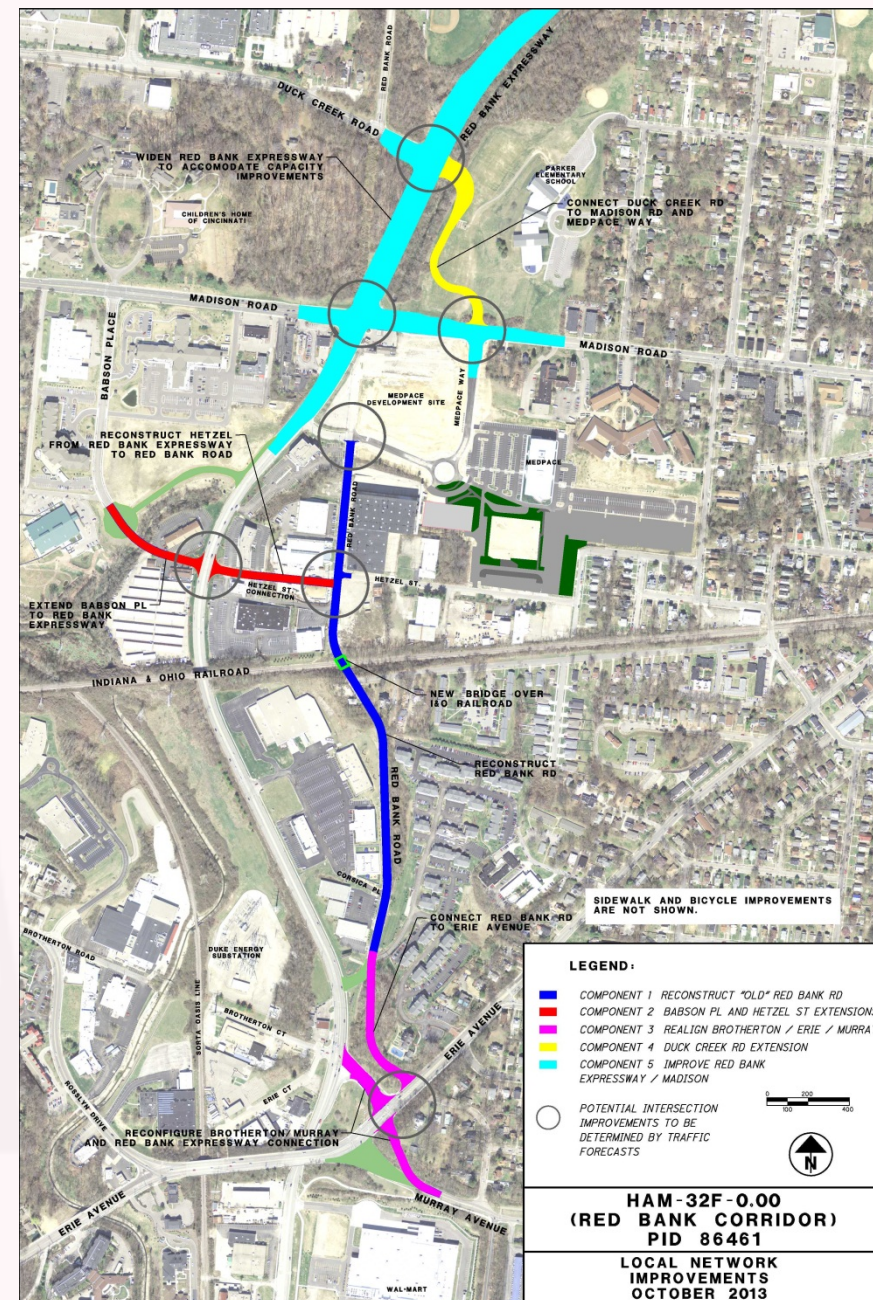
Component 4

Duck Creek Connector

MAINLINE IMPROVEMENTS

Component 5

Red Bank Expressway Improvements



Component 1: Red Bank Road Improvements



Benefits

- Provides alternative north/south connection between Erie and Madison Road
- Improve pedestrian and bicycle circulation between Madison and Erie
- Restores connectivity over the Indiana and Ohio railroad
- Provides alternative access to businesses along Red Bank Expressway to and from the south
- Diverts some traffic from Red Bank Expressway (estimated to be 10-20%)
- Provides additional access for businesses at Corsica and Hetzel to Madison

Impacts

- Requires coordination with railroad
- May restrict access during construction
- Will increase vehicular traffic on Red Bank Road
- Some retaining walls may be necessary

Component 2: Hetzel/Babson Connection



Benefits

- Allows traffic on Madison Road to avoid intersection with Red Bank Expressway
- Provides formal connection between Red Bank Road and Red Bank Expressway
- Provides Alternative Access to business sites along Red Bank Expressway
- Allows traffic from Hetzel and Babson to avoid Madison Road intersection with Red Bank Expressway
- Provides more visible access to Madison Circle Development and surrounding parcels
- Relocates existing access north of Hetzel

Impacts

- Will impact City Public Works Facility
- May require retaining walls
- Need to maintain access and parking for adjacent office and commercial developments

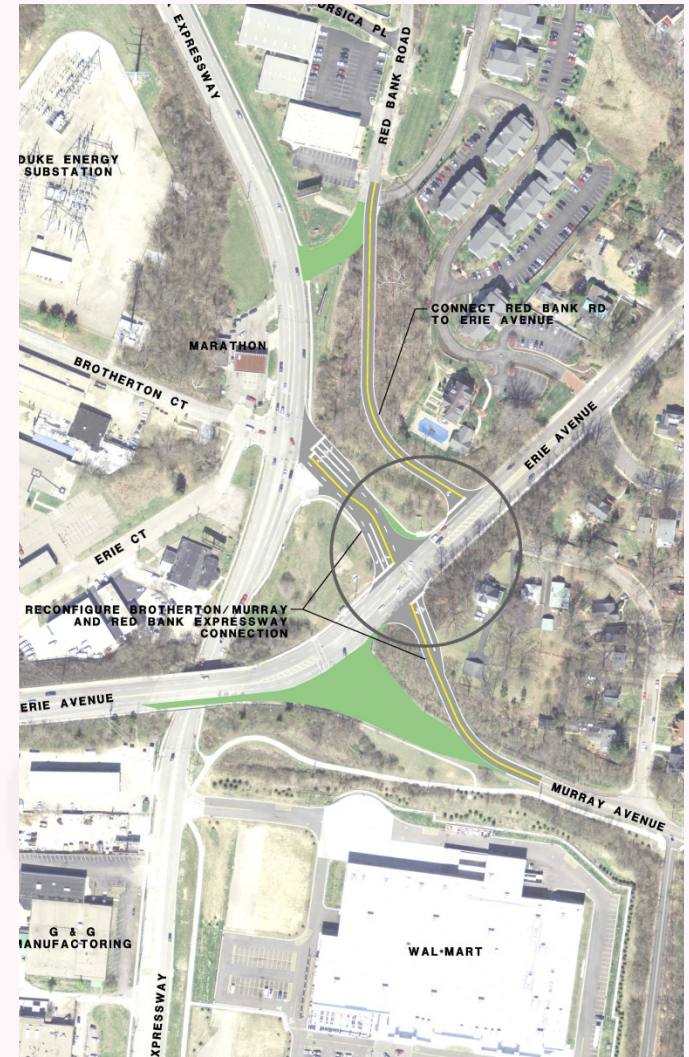
Component 3: Brotherton/Erie/Murray Improvements

Benefits

- Makes intersection more intuitive by eliminating number of turns
- Consolidates signals and reduces travel time
- Provides connection directly with Red Bank Road while relocating from Red Bank Expressway
- Improves capacity on Red Bank Expressway
- Provides opportunity to incorporate landscaping and other gateway elements

Impacts

- Access may be restricted during construction
- Access with Red Bank Road and Erie may need to be consolidated
- May require retaining walls on the north side of the intersection



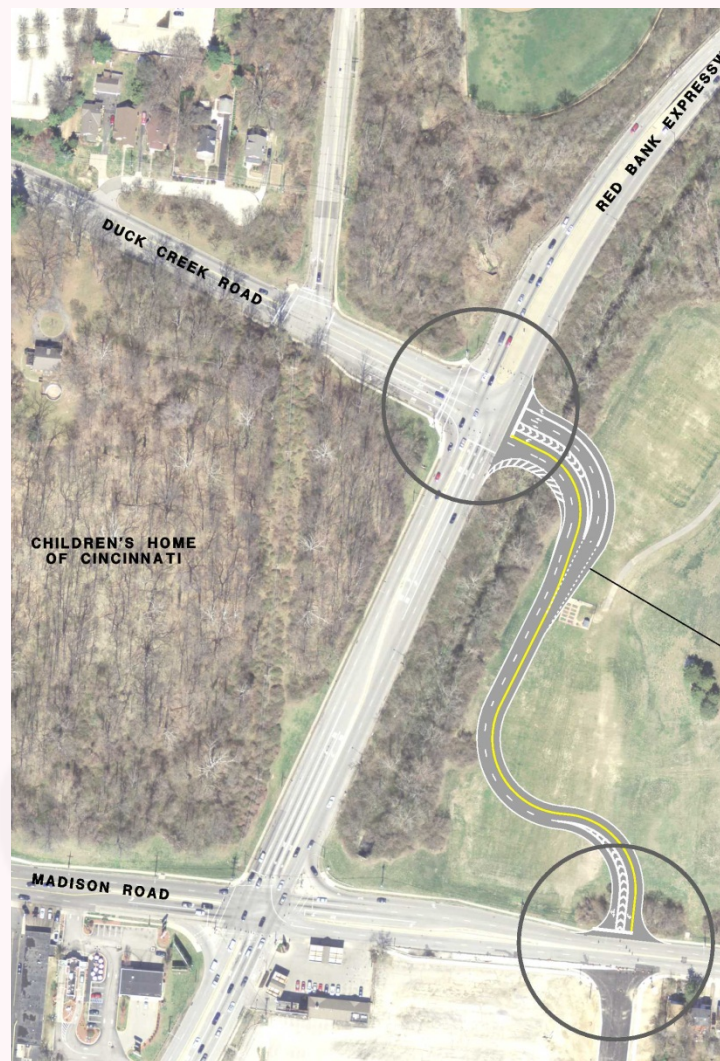
Component 4: Duck Creek Connector

Benefits

- Allows east/west traffic flow from Duck Creek to avoid intersection of Red Bank Expressway and Madison Road
- Provides more intuitive connection to Medpace Way and Red Bank Road from I-71
- Could provide new signalized intersection for pedestrians from Madisonville to and from destinations on Duck Creek Road
- Could incorporate landscaping and gateway features

Impacts

- Requires right of way from John P. Parker Elementary School
- Additional signal phases at Duck Creek and Madison intersections



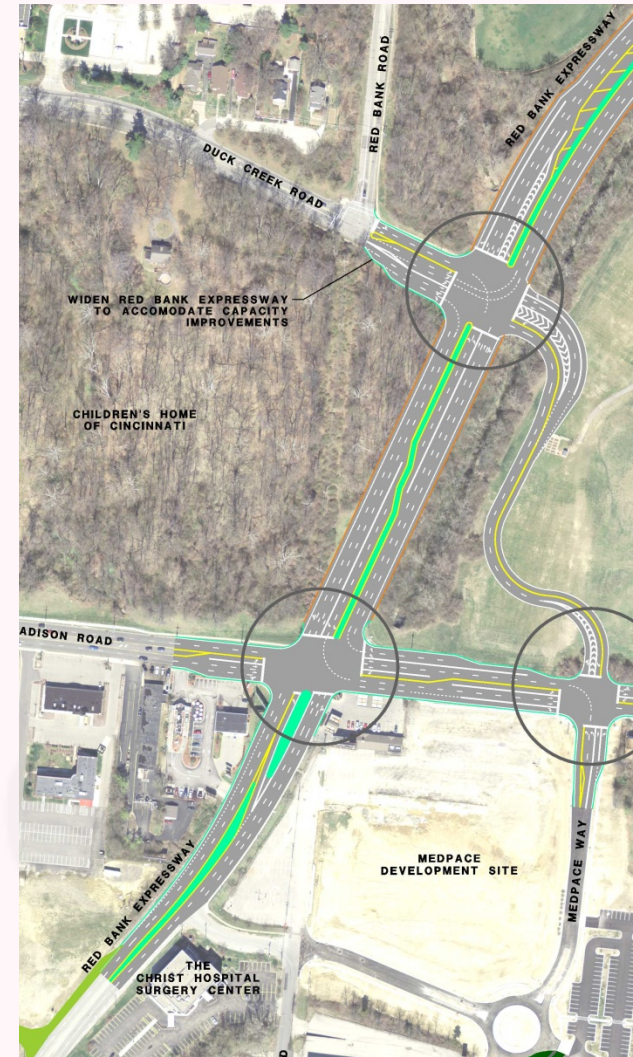
Component 5: Red Bank Expressway Mainline Improvements

Benefits

- Reduces congestion at the intersections with Madison and Duck Creek
- Reduces delays for through traffic
- Accommodates forecasted traffic volume shifts in travel patterns from relocated SR-32

Impacts

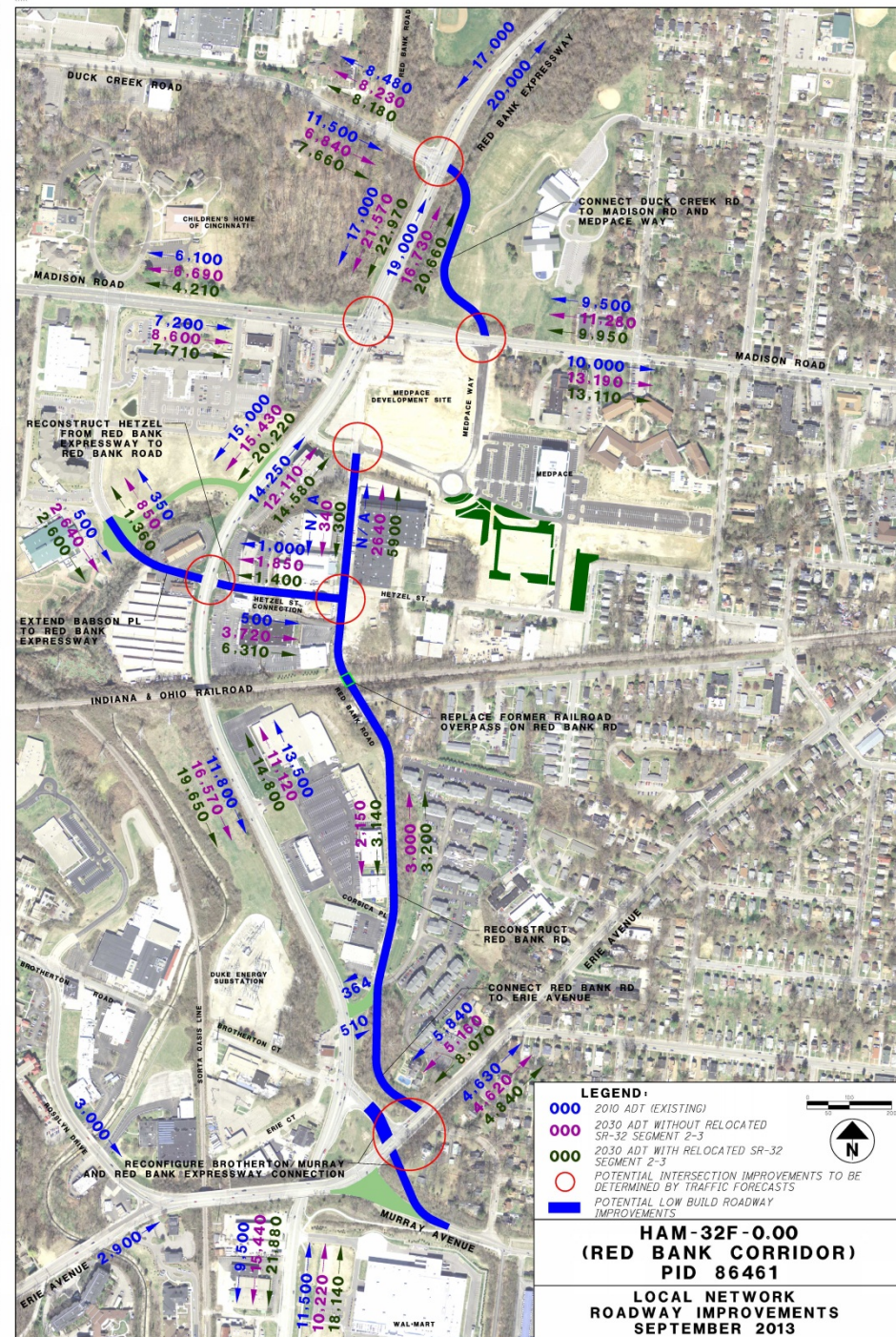
- Maintenance of traffic may increase delays during construction
- May impact properties adjacent to the intersection
- Access adjacent to intersections would be eliminated or relocated



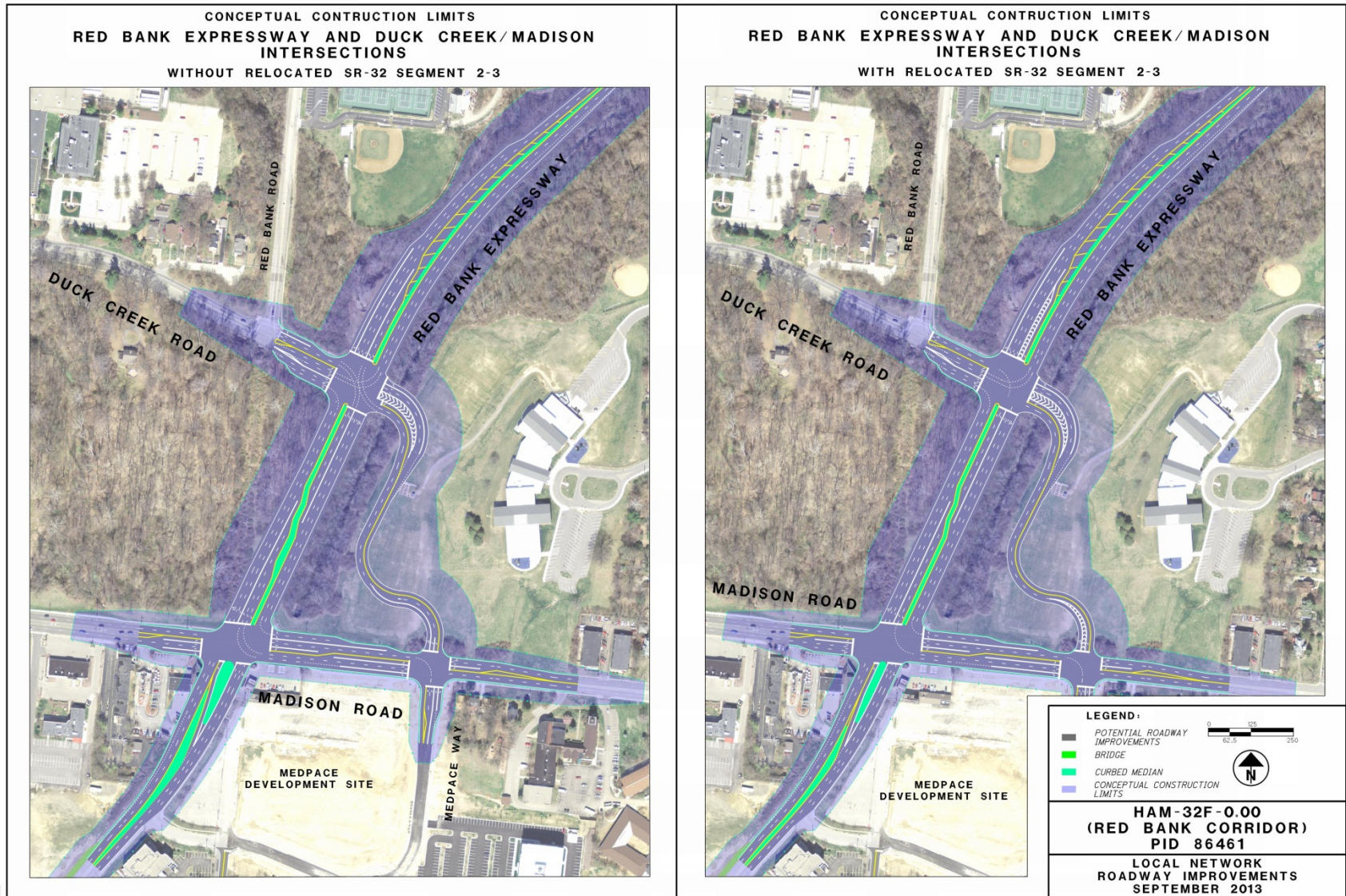
Traffic Forecast for Local Roadway Network Improvements

- 2030 forecasts without relocated SR-32 are similar to existing
- Shift 10-20% of mainline volumes to local streets
- 2030 forecasts with relocated SR-32 increase Red Bank Expressway volumes

* *Forecasts reflect traffic pattern changes that will result from other planned development and roadway improvements (like Kennedy Connector)*



Red Bank Exp. Conceptual Construction Limits



ESTIMATED COSTS

Local Roadway Network Improvements

<u>Component</u>	<u>Estimated Cost</u>
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 Connector	\$ 2,700,000
Red Bank Exp./Madison/Duck Creek Improvements	\$ 9,800,000
Total Estimated Costs	\$ 25,900,000

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NEXT STEPS

- **Provide feedback by October 15th**
- **Select preferred alternative by fall of 2013**
- **Develop project implementation plan**
- **Form implementation subcommittees**
- **Complete environmental studies/documentation 2014**
- **Pursue construction funding**
- **Complete projects in accordance with implementation plan and available funding**



See

www.EasternCorridor.org

for additional information