



MEETING NOTES – SOUTH GROUP
Thursday, Feb. 25, 2021 | 4:30 p.m.

ATTENDEES

Rob Haney: COO, Kenton County School District
John Link: Mayor, City of Edgewood
Arlene Luebbe: Councilmember, City of Crestview Hills
Jim Kuehne: Resident, College Park
Alex Mattingly: Administrator, City of Crestview Hills
Paul Meier: Mayor, City of Crestview Hills
Tim McKinley: Resident, College Park
Robert Munson: Senior VP, CFO, Thomas More University
Chris Schutte: Chief of Police, City of Lakeside Park / City of Crestview Hills
Dave Slusser: Asst. Fire Chief, City of Fort Mitchell
Jeff Thelen: Transportation Planning, Northern Kentucky Area Development
Noah Welte: Legal Counsel, Thomas More University
Mike Bezold: Project Manager, KYTC
Maggie Enzweiler: D6 Environmental, KYTC
Stacey Hans: Executive Staff Advisor, KYTC
Sharon James: Environmental Officer, KYTC
Bob Yeager: Chief District Engineer, KYTC
Nikki Boden: Project team, Gresham Smith
Jim Brannon: Project team, Gresham Smith
John Eckler: Project Manager, Gresham Smith
Alison Gwynn: Project team, Gresham Smith
Anne Warnick: Project team, WSP
Haley Taylor: Project team, Rasor
Laura Whitman: Project team, Rasor

WELCOME

Mr. Eckler welcomed the group to the meeting. He restated that the purpose of the proposed improvements is to improve safety, reduce congestion, and provide better access for bicyclists and pedestrians. All proposed improvements will be evaluated with those end goals in mind. He indicated that in the coming weeks, the project team will consolidate the comments that are received during the Working Group meeting and a summary will be provided on the Public Input page of the project website.

Mr. Eckler noted that the next milestone for the project will be a preliminary Line and Grade meeting. There, the design team will meet with KYTC and various departments within the Cabinet to review the alternatives that have been developed and make a determination on which one advances as the recommended alternative. The team will then complete air and noise impact studies for the recommended alternative and bring the results and the Cabinet's recommendations to the next South Working Group meeting for review and discussion. After that, the recommendations will be shared with the broader community for review and input at a public meeting, likely in late June or July.

Mr. Eckler proceeded to review elements of roadway improvement alternatives currently being considered for Turkeyfoot Road between I-275 and Dudley Road. He also noted that KYTC and the project team intends for this meeting to be an open discussion and while there are elements that the project team can discuss and incorporate input on, there are other elements that are less flexible. Nevertheless, the team wants to hear all of the comments to help them make the best, most informed decisions as possible. Following this meeting, any additional questions and comments can be shared with him or Mike Bezold (KYTC).

ALTERNATIVE DESCRIPTIONS

Dudley and Turkeyfoot Intersection

Most of the improvements at the Dudley and Turkeyfoot intersection will be on the east side of Dudley on the golf course side. The traffic study indicates that adding a dual left turn from Dudley onto Turkeyfoot south will help with the back-ups on Dudley. The approach to the intersection will be widened to accommodate the dual left turns. The sidewalk along the golf course side would be extended to the entrance of the golf course.

Bike and Pedestrian Connection

There are two bike/pedestrian options in this area: A 10-ft wide shared-use path on both sides of the road, or a conventional sidewalk with on-street bike lanes (like it currently is south of Dudley). Cost is a major consideration. It is easier and less expensive to add a 10-ft wide shared-use path along both sides of the road to accommodate bikes and pedestrians than it is to widen the pavement and reconfigure the curb. Doing so would add a fairly dramatic cost increase to the project. With this in mind, the project team is proposing to go with the shared-use path on both sides. South of the Turkeyfoot/Dudley intersection, the configuration would return to having the path on one side of the road.

Villa Madonna Intersection

Aside from the shared-use path, there would be no change to the roadway between Dudley and Barnwood. At Villa Madonna, turning movements would be restricted to right in, right out. Anyone wanting to turn left from Villa Madonna would need to go to Thomas Moore Parkway instead and turn left onto Turkeyfoot from there.

College Park Intersection

As presented, the Turkeyfoot/College Park intersection would be unsignalized. Current and projected future vehicular traffic volumes are not high enough to warrant a signal at this location. However, the project team knows that crossing Turkeyfoot is a concern for everyone and this location seems to be the best location for a crossing. With that in mind, the project team is going to look to see if increased volumes of pedestrian crossings at this location may be able to achieve the warrants needed for adding a signal here. This will take an additional amount of coordination to see if this is possible, but the team is planning to check into the possibilities.

Relocated Thomas More Parkway and Town Center Blvd/Mall Road Intersection

There are two alternatives being considered for the new intersection of Thomas More Parkway and Town Center Blvd/Mall Road, both of which require relocating the intersection south of the Central Bank & Trust.

- [Alternative B Modified Conventional Intersection](#): For this option, each of the turning movements would have their own lane, eliminating the need to operate a split phase signal operation. Cross traffic can turn together (i.e. lefts from Thomas More and lefts from Town Center Blvd/Mall Road can go at the same time; throughs and rights on both sides can also go together).
 - This is a more efficient way to manage traffic flow and decrease the length of time people sit at the lights. However, the layout at the intersection is very wide and has a large footprint.
 - This option includes a right turn lane onto Thomas More Parkway. As the traffic study is finalized, the length of the right turn lane will be refined.
 - Fraternity would be a right in, right out movement to facilitate emergency, trash removal, etc. This change was made in response to feedback received and is now part of the plan and included in both alternatives.
 - Because it shifts Thomas More Parkway to the north a bit, the alternative will require the removal of the pond, and the space would be filled in and graded.
 - The existing entrance to Town Center Blvd/Mall Road and the existing entrance to the office park both become right in, right out maneuvers. The existing Town Center Blvd/Mall Road entrance would be reconfigured as a three-lane approach with a center turn lane to facilitate access to businesses along the road. The proposed new Town Center Blvd/Mall Road entrance tapers down to three lanes to tie into the existing width down there at the mall.
 - This alternative will require relocating the Central Bank & Trust because the drive-through facility would be too close to the new road.
- [Alternative B](#)
 - This alternative uses combined (or shared) lanes at the intersection and would use a split phase signal operation [POST MEETING NOTE: Split phasing is a signal design that gives a green phase for all vehicle movements of one direction (e.g.,

northbound through, right, and left) followed by a phase for all movements of the opposite direction (e.g., southbound through, right, and left)].

- The footprint for this configuration would have fewer lanes and therefore be narrower than the other alternative.
- The concern with this option is that the queue lengths and the vehicle storage capacity, especially for the left turn lane from Turkeyfoot south onto Thomas More, would become insufficient during this operation.
- There would be an additional through lane on southbound Turkeyfoot to Villa Madonna Drive to help with some of the throughput.

275 Interchange Configurations

There are two options for the I-275 interchange configuration:

- Option 1: Diverging Diamond Interchange (DDI) option [also known as a double-crossover Diamond (DCD) interchange]:
 - This would be similar to the Graves Road Interchange that is now open in Boone County.
 - The advantage of this intersection type is better flow for high volumes of traffic. For example, left turns from Turkeyfoot north heading on to I-275 west, and left turns heading to Turkeyfoot south from I-275 west can be accommodated at the same time.
 - Signal operation at each of the crossover areas is simplified because it's a two-phase operation.
 - A greater volume of cars can get through this type of intersection than can get through a conventional intersection and it uses the same width as it is currently.
 - The DDI/DCD would include dual rights coming from I-275 east to southbound Turkeyfoot.
 - The right turn to eastbound I-275 is a free-flow style move, so only one lane is needed. This configuration would help alleviate evening backups.
- Option 2 is a conventional intersection:
 - Would include a minor tweaking of the existing lane configurations so the existing dual left would remain to I-275, the existing dual lefts from I-275 would remain.
 - The exit ramp from I-275 eastbound would be widened to develop to a three-lane ramp, with one lane being a dedicated left, the other two being dedicated right turns to go southbound on Turkeyfoot Road.
 - Similarly, moving north on Turkeyfoot, there would be a dedicated right, a second shared through right to allow better lane utilization.

GENERAL DISCUSSION, QUESTIONS & COMMENTS

The following summary of the discussion, questions and comments portion of the meeting has been grouped into topic areas and don't necessarily follow the order of discussion in the meeting.

Campus Drive to Town Center Boulevard

- Mr. Meier noticed that the connection between Campus Drive and the relocated Town Center Blvd/Mall Road which had been shown at the last meeting was gone from the drawings shown tonight and asked why. Mr. Eckler said that based on the Working Group's feedback during the last meeting, as well as input received via mail and email, the project team and KYTC eliminated the option and it will no longer be considered.

Location of the Relocated Town Center Blvd/Mall Road

- Mr. Meier stated that College Park residents would prefer that the relocated Town Center Blvd/Mall Road is closer to where it is now.
 - Mr. Eckler said that the traffic engineers have studied various options for the placement of the relocated road. Moving it closer to the north side of the Gallenstein office building/bank would not provide the space needed between I-275 and the intersection to prevent back-ups on the exit ramps. This is one of the safety concerns that the project is working to resolve.
 - On the south side, moving the road closer to the buildings would require taking the bank and the office building which adds considerable cost.
 - The team also looked at threading the road between the office building and the bank, but it appears that the curves would be too tight.
- Mr. Meier asked if the number of lanes on the new road could be reduced.
 - Ms. Warnick responded that a few different lane configurations were considered. In the eastbound direction, the configuration that had the best levels of service was the Modified Conventional Intersection which has seven lanes. Anyone turning at the intersection would have their own lane and the average approach delay would be 44 seconds, which provides a level of service D, which is pretty good.
 - The three-lane configuration (Alternative B diagram) could potentially work. Ms. Warnick noted that the team ran a few related scenarios, but the results showed that the configuration didn't work very well. She also noted that the modeling test runs thus far did not include the displaced left option. More evaluations will be run over the next few weeks to confirm.
- Mr. Meier noted that the narrower design of the realigned Thomas More Pkwy (Alternative B) was located farther away from the bank than the Modified Conventional Intersection and asked if it could similarly be brought closer to the bank.

- Mr. Eckler reminded the group that the narrower intersection design with shared lanes was not ideal but would be further evaluated. If the modeling shows that the narrower configuration could work, then the project team could look at moving its footprint closer to the bank.
- A Working Group member noted that though there is interest in keeping the footprint and impacts to property as minimal as possible, they also want to make sure these improvements are going to function well for the next 20 years.
- The group member also noted that the plan for the future should also considering bike/pedestrian needs now so additional modifications don't have to be made in the near future.

Pond Impacts

- The group discussed that possible alignments would have different impacts on the pond located on the east side of I-275, just north of Thomas More Parkway. The option located farther away from the bank (Alternative A, with the narrower footprint, also referred to as South Option 2) would travel along the edge of the pond, but the pond would remain. The wider option would require taking the pond. There may be more room to make adjustments; Ms. Warnick's team will continue modeling efforts to make that determination.
 - Mr. Eckler ask the group if keeping the pond is a deciding factor for the community. Mr. Munson said Thomas More College would not protest removal of the pond.
 - Mr. Bezold noted that KYTC would need to coordinate with the sanitation district regarding storm water issues and water quality before a decision related to the pond could be made.

Northbound Turkeyfoot Road to Town Center Boulevard

- Mr. Meier asked about the line of sight when making a left-hand turn from northbound Turkeyfoot Road to Town Center Blvd/Mall Road. He also asked if having a dual left-hand turn there could shorten that cycle or, if there was just one left-turn lane, would a northbound flashing yellow light be allowed to keep traffic moving when going to the new relocated Town Center Boulevard?
 - Mr. Eckler answered that the line of sight is questionable because there would be so many lanes of oncoming cars. Even offsetting the left turn lane wouldn't help much. As such, he doesn't think a permitted phase would be acceptable there. The team could consider putting in a dual left-turn, though. Ms. Warnick said she would run the concept through the model to see what the time savings would be.
 - Mr. Meier guessed that a majority of the traffic making the left onto Town Center Boulevard is probably coming from the south, and most of the remaining

traffic is likely coming from Thomas More Parkway. Mr. Eckler noted that previous modeling had made those same assumptions. Based on the preliminary results, a northbound dual left-turn - on its own - didn't seem to make sense. However, considering proposed designs include a southbound dual left-turn, adding the same for northbound traffic is easy because the necessary road width is already there, and by allowing those turning left to be out of the way more quickly, those traveling straight through the intersection may be able to get restarted earlier.

Sidewalks on Town Center Boulevard/Mall Road

- Mr. Meier shared that members of the Working Group felt that a narrower new Town Center Blvd/Mall Road would be the less intrusive to residents' backyards.
- Mr. Meier further asked if there is a need to invest in sidewalks along the relocated Town Center Blvd/Mall Road, considering that sidewalks are already available on the existing Town Center Boulevard and could still be used once the project is finished. He noted that eliminating the sidewalk may help narrow the footprint of the new road. Mr. Bezold said that is something the project team could consider.
- Mr. Meier also noted that in addition to the sidewalk on the south side of the existing Town Center Boulevard/Mall Road, the Working Group committee would like a sidewalk added to the north side as well. He also stated that the shared-use path which is currently shown on along the south side of the existing Town Center Blvd/Mall Road wouldn't be of benefit if there isn't a shared-use path on the west side of Turkeyfoot. Mr. Eckler confirmed that the project team will take another look at that.
- Mr. Eckler asked the group if they would consider adding just a sidewalk on the south side of the new Town Center Blvd/Mall Road to facilitate pedestrian access from Turkeyfoot to the mall without having to cross the new Town Center Blvd/Thomas More intersection. Mr. Meier said that for safety reasons, it may work to have a sidewalk on just one side of the new road.
- Mr. Kuehne asked that if a sidewalk were to be included on the south side of the new road, would that also require additional fill to achieve the necessary width? And, if there were no sidewalk, could the width of the fill be narrowed? Mr. Eckler said that standard design would include construction of a berm alongside the road and a sidewalk would be placed in that space. If the sidewalk is not wanted, then the project team could ask for a variance to narrow the berm from the standard 10-foot width. Mr. Bezold noted that the berm couldn't be narrowed too much though as narrowing it would require installation of a guardrail. Guardrails require at three feet behind the posts to ensure stability.
 - Mr. Kuehne noted that less width means less change of impacting his yard. Mr. Eckler said that more details will be available once the modeling exercises and geotechnical studies have been completed.

- Mr. McKinley said he does not want the sidewalk and people walking through his backyard.

Sidewalk/Shared-Use Path on Turkeyfoot

- Mr. Meier noted that the Working Group committee thinks it would be a good idea to extend the shared-use path on the east side of Turkeyfoot Road (northbound) all the way down to Dudley. However, on the southbound side, a sidewalk would be adequate.
 - Mr. Bezold noted that that option is also one the project team can consider.
 - The group acknowledged that bicyclists traveling south on Turkeyfoot would have to cross over to the east side to use the shared-use path. Mr. Bezold also noted that this is the same configuration that's being used along KY 536 in Boone County.

Sidewalk from Town Center Boulevard to I-275

- Mr. Meier noted that one of the concept drawings previously had a sidewalk located on the west side of Turkeyfoot, north of the existing Town Center Blvd/Mall Road and in front of TGIFridays. He said the group thought that was a good idea but, that there seem to be no plans to continue that through the interchange.
 - Mr. Eckler explained that the project team removed that sidewalk concept because it would be difficult to get pedestrians and bicyclists across the I-275 ramps and it would be best to address that on just one side of the road (the east side). Bicyclists and pedestrians wanting to continue north on Turkeyfoot will need to cross at the Town Center Blvd/Mall Road intersection and get on the shared-use path from there.
- In response to a question from the group, Mr. Eckler confirmed that in general, the planned width of the shared-use path would be 10-ft wide. This width can likely be maintained across the bridge over I-275 if the interchange is reconfigured into a DDI (the space needed can be achieved through adjustments made to medians and spacing of lanes). However, if the interchange remains as a conventional configuration, the path will remain 4-ft wide across the bridge and bicyclists will be required to dismount and walk their bikes to the other side.

Business Park Access

- Mr. Meier asked for more information regarding access through the office park. He asked if the state would have to buy impacted properties due to the loss of parking spaces. The lost tax revenue would be a concern to the city.

- Mr. Eckler replied that one proposed access point, shown as in red on the [Business Park Concept map](#), would come through the parking lot and tie into Thomas More Parkway from a point roughly between two eastern-most buildings (the Crestview Hills Dental and Dermatology Spec. of NKY buildings). The other option, shown on the map in blue, extends the road around the Dermatology Spec. of NKY/Rotech building (215 Thomas More Pkwy) and in between it and the JourneyLite/Dr. Quast Orthodontics building (320 Thomas More Pkwy). The concern for this blue option is the steep slope between the buildings. Constructing a road at this location would require either taking quite a number of parking spaces and constructing a retaining structure to build space for the road.
- Mr. Bezold said that need to purchase the properties would depend on how many parking spaces are lost and if the building would remain viable considering the reduction in parking spaces.
- Mr. Meier asked if the new access road would be considered a private drive. Mr. Bezold answered that if the road were tying just one parcel to the road, yes it would still be private. However, if KYTC has to buy property from someone else to build the road, then it would have to be some kind of public street. Since there is already an access point available, KYTC may decide not to do anything and use that existing point instead.
- Mr. Meier noted that there's been occasion where people have blocked or put some type of structure up to keep people from using that access point as a cut through, whether to avoid the light at Thomas More Parkway and Turkeyfoot Road, so it might be difficult to control. Mr. Bezold noted that its desirability as a cut through would likely be decreased once the business park's connection point to Turkeyfoot is changed to right in, right out only.
- In response to a question from Mr. Mattingly, Mr. Eckler confirmed that the project team's goal is to use existing infrastructure to provide business park access to Thomas More Pkwy and not take any office buildings.
 - Mr. Eckler indicated the project team could maintain the current connection from Turkeyfoot as a right in, right out. Drivers coming from Dudley can turn right into the business park where they currently do today and exit out the other side onto Thomas More Parkway. To go back south, drivers will exit onto Thomas More Parkway.
 - Mr. Mattingly indicated that the city's preference is to not lose any of the existing businesses. Mr. Munson said there are multiple building owners. Mr. Eckler noted that ownership will ultimately impact the ability to make needed connections. Mr. Mattingly asked that the city be kept informed on this topic.

Crosswalks at Turkeyfoot and Town Center Boulevard/Thomas More Parkway

- The group discussed the location of crosswalks between Thomas More Parkway and Town Center Blvd. Mr. Eckler confirmed that crosswalks will be provided at the new intersection, while the existing crosswalks (at the current Thomas More Pkwy/Turkeyfoot and Town Center Blvd/Turkeyfoot intersections) will be eliminated.

Grade at Town Center Boulevard

- Mr. Kuehne asked about how the new road and interchange would be constructed considering the changes in elevation in the area. Mr. Eckler said the team has started looking at the profiles and noted that there is a drop in elevation of approximately 20' near the bank, which means there would require a fair amount of fill. But as the road gets closer to the mall, the grade isn't as steep. The road itself would be slightly below the floor elevation of the office building to ensure that water wouldn't be directed into the building.
- Mr. Kuehne asked if the team had considered constructing the road on an elevated ramp instead of on a berm. Mr. Bezold said a bridge like that is very expensive to build and maintain, and would have safety concerns, particularly in wet and icy conditions. Due to those considerations, an elevated bridge isn't really an option.

Lighting on Turkeyfoot

- Mr. Meier noted that he's concerned about lighting at the new intersection. He asked if the poles supporting the traffic lights could be made taller so that the city can add streetlights to them.
 - Mr. Bezold noted that KYTC's central office greatly discourages this but it's something the team can ask about. He also noted that Duke has a wide variety of lighting options that the city can explore. If there is special conduit that the city wants along the corridor for decorative lights or something like that, that's something KYTC could work out with the city and install with the project. The city would just have to reimburse KYTC for that work.

Curbs on Turkeyfoot Road

- Mr. Mattingly asked when the team decides between rolling curbs and box curbs. Mr. Eckler said that KYTC doesn't typically install rolling curbs (like those you typically see in subdivisions).
- Mr. Meier said that the city is interested in box curbs as they help identify where driveways are located and facilitate snowplowing.

Miscellaneous

- Mr. Meier asked if the bank would be eliminated with the second alternative. Mr. Eckler said that the bank could remain, however, access would be limited to the existing Town Center Blvd/Mall Road entrance.
- Mr. Meier asked if additional right of way will be needed, particularly on the east side of the road. Mr. Bezold said that acquiring additional right of way will likely be necessary. The project team will know more once they finalize the traffic projections.
- Mr. Meier confirmed with Mr. Eckler that the warrants are not there for installing a traffic light at College Park and Turkeyfoot Road at this point in time. However, if something changes on either side of the road and if the warrants are met, KYTC has offered to work with the city to get a light installed. That is not anticipated to be part of this current project.
- Mr. Bezold asked if the team should consider any wayfinding needs as part of the project.
 - Mr. Meier mentioned the city has some signs already created that they would like KYTC to consider putting up and will share images of them with the project team for review.
 - Mr. Meier also mentioned that signs near the pond for Thomas More and St. Elizabeth's may have to be relocated.
 - Ms. Luebbe asked if signage would be used to help drivers anticipate new traffic patterns ahead of time. Mr. Eckler said that type of signage will be included as part of the project.
 - Mr. Bezold asked the group to give this topic some additional thought and let the team know if any other signage needs come up.
- Mr. Meier asked about the design speed of the new access road. Mr. Eckler thinks it is 35 or 45 mph. However, the city will be able to set the final speed limit for the road.

CLOSING

- Mr. Eckler noted that materials from tonight's meeting will be posted on the Public Input page of the website. Notes from the meeting will also be posted once they are completed.
- The Working Group will meet one more time following KYTC's Line and Grade meeting, which is tentatively scheduled for the end of April or May. The purpose of the next Working Group meeting is to review and discuss the recommendations that will be shared with the broader public during the public meeting.
- Mr. Meier mentioned that they might want the project team to share the recommendations with Lakeside Park and Crestview Hills councilmembers before the public meeting.

Mr. Eckler thanked the group for their comments and attendance and reminded them to download and share the information from the project website with their neighbors and colleagues. Any additional comments should be submitted to him or Mr. Bezold as soon as they can. Contact information for both individuals is provided below.

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