



SOUTH WORKING GROUP MEETING NOTES

Meeting 1 | Oct. 29, 2020, 4:30 p.m.

ATTENDEES

Paul Meier: Mayor, City of Crestview Hills
Arlene Lubbe: Councilmember, City of Crestview Hills
Tim Williams: City Administrator, City of Fort Mitchell
Larry Klein: Interim City Administrator, City of Fort Mitchell
Chris Schutte: Chief of Police, City of Lakeside Park / City of Crestview Hills
Jim Kuehne: Resident, College Park
Tim McKinley: Resident, College Park
Tom Wogenstahl: Resident, College Park
Jeff Thelen: Transportation Planning, Northern Kentucky Area Development
Kris Knochelmann: Judge/Executive, Kenton County
Noah Welte: Legal Counsel, Thomas More University
Bob Yeager: Chief District Engineer, KYTC
Mike Bezold: Project Manager, KYTC
Sharon James: Environmental Officer, KYTC
Ellen Gregory: Design Section Manager, KYTC
Stacey Hans: Executive Staff Advisor, KYTC
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

PRESENTATION SUMMARY

Project team members began the meeting with a presentation:

- Mike Bezold, KYTC, discussed the impact local and regional growth has had on traffic flow through the Turkeyfoot area, improvements that have previously been made, and initial phases of the current effort to identify long-term improvements. He also discussed the role of Working Group members and next steps.
- Alison Gwynn, Gresham Smith, introduced project team members and Working Group members for both the South and North Groups, discussed the project's goals, purpose and need, schedule and tasks to be completed during the current phase of work. She also reviewed feedback received from the public meeting held in December 2019.
- John Eckler, Gresham Smith, reviewed the project crash map and related data.
- Anne Warnick, WSP, discussed the results of the traffic analysis that evaluated seven different improvement scenarios. She explained that WSP used the SIMS micro-modeling

tool to analyze how traffic flow would change under the different options. Key learnings included:

- The conventional interchange scenario (with no other improvements) creates the longest queues on the exit ramps from I-275 to Turkeyfoot during afternoon peak travel times
 - The Diverging Diamond Interchange (DDI) configuration reduces queues on the exit ramp more than any of the other options, in both morning and afternoon. This is because traffic can get from the ramps and onto Turkeyfoot more easily.
 - Adding a northbound turning lane at Turkeyfoot would help in the morning
 - All options are better than doing nothing.
- Mr. Eckler reviewed a series of possible improvement scenarios and initiated discussion regarding the options. He concluded the presentation by discussing possible configurations of bicycle and pedestrian accommodations that can be incorporated into project plans.

DESCRIPTION OF ALTERNATIVES

Mr. Eckler shared the following concepts developed for roadway improvements between I-275 to Dudley:

- [Alternative B - Conventional Intersection Option](#) – Relocate Thomas More Pkwy to align with a new Mall Road (Town Centre Blvd) entrance located south of the Central Bank & Trust. The traffic signal at the existing entrance to Mall Road would be eliminated and replaced with right-in right-out access. This option includes an additional southbound through-lane from the new intersection south to near College Park.
- [Alternative B - Modified Displaced Left Turn Option](#) – Relocate Thomas More Pkwy to align with a new Mall Road (Town Centre Blvd) entrance located south of the Central Bank & Trust. With this alternative, the new Mall Road entrance would be moved closer to the bank building requiring the acquisition of the bank and taking the new road slightly further away from homes. Left turns onto Thomas More Pkwy would be removed. Accessing Thomas More Pkwy from Turkeyfoot southbound would require turning right onto the Mall Road (Town Centre Blvd) connector, then turning left at the new intersection with Thomas More Pkwy and going straight on Thomas More across Turkeyfoot (this maneuver is similar to Weaver/US 42 "Jughandle" in Florence). This allows Turkeyfoot Road to remain slimmer than the conventional intersection, with a possible reduction of 2-3 lanes. This option includes an additional southbound through-lane from the new intersection south to near College Park.
- [Alternative B – Modified Conventional Intersection](#) – Similar to the Modified Displace Left Turn Option, the Mall Road/Turkeyfoot intersection would be moved close to the south side of the bank building, requiring acquisition of the bank. The relocated Thomas More Pkwy would be shifted north to fully take the pond on the east side of Turkeyfoot and provide more space behind the homes on the west side. The traffic signal at the existing entrance to Mall Road would be eliminated and replaced with right-in right-out access. This option

includes an additional southbound through-lane from the new intersection south to near College Park.

- [I-275 Conventional Interchange Option](#) -- With this option, the I-275/Turkeyfoot interchange would mainly remain essentially the same, but a right turn lane would be added from I-275 eastbound to southbound Turkeyfoot.
- [I-275 Diverging Diamond Interchange \(DDI\) Option](#) – Under this option, the interchange would be converted to a diverging diamond interchange (DDI). DDIs use clearly-defined curbs, signs, pavement markings, and traffic signals to move drivers briefly over to the opposite side of the road above the highway, travel for a short distance, then back to the traditional side of the road when continuing through the interchange. This travel pattern eliminates the need for drivers turning left to cross in front of oncoming traffic and reduces the overall wait times at intersections. DDIs are starting to be used more often as they reduce the number of conflict points which reduces congestion and significantly increases travel safety. Click [here](#) to view a video of the DDI (also known as a Double Crossover Diamond, or DCD) at Mt. Zion Road in Florence. Community input is needed regarding where to locate sidewalks/multi-use path(s) through the DDI interchange. The advantage with a DDI at this location is that left turns heading onto I275WB from Turkeyfoot NB and from I275EB to Turkeyfoot SB would be able to move at same time rather than conflict with each other. This will help traffic flow better through the interchange.
 - Mr. Yeager noted that KYTC is constructing DDIs in a number of locations in Northern Kentucky including on Graves Road. He noted that the big advantage of DDIs is that they facilitate left turns and people are able to travel through the intersection more quickly. KYTC is pleased with how well these types of intersections have been functioning.
- Business Park Access
 - With the traffic signal removed by at the entrance to the business park, drivers wanting to turn left onto Turkeyfoot from the business park would need to go around the business park to new entrance to Thomas More Pkwy and exit from there. This route is represented by the red line on the map.
 - Another option would be to come out to Thomas More Pkwy near the orthodontist office. However, the steep grade there is a concern. This route is represented by the blue line on the map.

GENERAL DISCUSSION, QUESTIONS, & COMMENTS

- Ms. Luebbe asked for clarification about the proposed Diverging Diamond Interchange (DDI), also known as a Double Crossover Diamond, or DCD. Click [here](#) to view a video of the DDI at Mt. Zion Road in Florence. A link to this video will be included with the meeting materials posted on the Public Involvement page of the [ImprovingTurkeyfootRoad.com](#) website.
- Mr. Eckler presented a Dudley Road alternative that would add dual lefts, straight through and right turn with sidewalk up to entrance at golf course with widening to the North. He

noted that between Dudley Road and the College Park subdivision, improvements are limited to bike and pedestrian accommodations and asked the group for input on sidewalk preferences (sidewalk, multi-use path, or a mixture of both). Currently, there is a bike lane located on the road.

- Mayor Meier said it makes sense to keep the same configuration that currently exists.
- Installing a traffic light at the intersection of College Park Drive and Turkeyfoot does not appear to be an option at this time. The current level of traffic turning to and from College Park Drive during peak travel times does not meet the criteria necessary to warrant the installation of a signal. Even if Fraternity Court is closed and traffic in and out of the neighborhood is relocated to Campus Drive, adding a traffic light at the College Park/Turkeyfoot intersection does not appear to be warranted. This can be reevaluated in the future, but the alternative for maintaining a signalized intersection out of the neighborhood is to extend Campus Drive to connect with Mall Road (Town Center Blvd).
 - Mayor Meier asked if the connection from Campus is removed, will that warrant a traffic light at College Park? Mr. Eckler said it would not, based on the traffic data.
 - Mayor Meier asked if a light would be warranted if the Villa Madonna Drive was removed. Mr. Bezold said he didn't think that would work either. The determination is based on the delay people traveling on Turkeyfoot experience and it doesn't appear that there's enough of a delay or capacity to warrant a signal.
 - Mr. Eckler noted that traffic counts were taken in the fall of 2017 and fall of 2019. He also noted that there is not a lot of traffic at Villa Madonna and current traffic levels spike at different times. Mr. Welte noted that representatives from Thomas More will be happy to discuss this area more with the project team.
 - Mr. Williams asked if a traffic light at College Park could help slow traffic speeds on Turkeyfoot Road. Mr. Eckler said it would, but a signal can't be installed if it is not warranted.
 - Mr. Yeager noted that KYTC takes traffic signal requests very seriously and the parameters for a warrant extend beyond rush hour. When an intersection is signalized, the risk of accidents increases when people run the lights. He noted that even though an intersection may not warrant a traffic signal at this time, that could change in the future.
- Residents expressed disinterest in connecting Campus Drive to Mall Road (Town Center Blvd).
 - Mr. Eckler noted that this concept was developed in response to requests received during the last public meeting to maintain access to a signalized intersection out of the College Park neighborhood.
 - Mr. McKinley stated that the neighborhood has always been told that the Town Center Mall would not impact the neighborhood. This is evidenced by College Park Drive's dead-end which was never developed; residents still hold on to that promise. In addition to the added traffic that would move through the

neighborhood, he stated he does not like the proposed connector to Mall Road because it would take out his and his neighbor's house.

- Mr. Eckler noted that, based on comments heard, the project team understands this is not a desired alternative. The purpose of these meetings is to discuss the options. If there is something the community doesn't like, the project team wants to know and will consider the input.
- Mr. Kuehne expressed concern that the College Park connection to Mall Road (Town Center Blvd.) will not resolve the current traffic problems. He asked if the team had considered the utilities that are buried underground where a new alignment for Mall Road (Town Center Blvd) has been proposed. Mr. Eckler said that the project team has had some preliminary conversations with the utility companies. Some utilities will need to be moved; others can stay where they are. Conversations with the utility companies will continue as part of the alternative evaluation process.
- Mr. Kuehne asked the team about removing the bank and rerouting the road through that property to avoid having to move the utilities. Mr. Eckler said that acquiring the bank property and demolishing the existing structure would be very expensive. Mr. Kuehne suggested that the project team consider straightening Mall Road (Town Center Blvd) and connecting it with a realigned Thomas More Parkway (which would require relocating the lake). Mr. McKinley agreed with this suggestion.
- Mr. McKinley stated that even after improvements are made, accidents will continue to occur due to people simply not paying attention. The project team needs to consider the value gained by reducing accidents against the negative impacts on the College Park neighborhood and its residents. He also thought that redirecting traffic flow via the displaced turn from Turkeyfoot will hurt businesses on Town Center Blvd (e.g. Applebee's, TGI Friday's, etc.). He supports Mr. Kuehne's opinion that Mall Road should be straightened and connected to Thomas More Parkway through the lake and just move the lake.
- Mr. McKinley suggested turning Fraternity into right-in, right-out access rather than a dead end. This would help with emergency vehicle access to the neighborhood. Mr. Eckler noted that the project team will consider a right-in, right-out movement at that location.
 - Mr. Yeager noted that the project team wants to hear from the community. It's important to keep in mind that at this point in project development, the project team is looking at all possible options and is not recommending one option over another. Part of the goal for the Working Group is to review the possible options and see if they can be improved. The project team also needs to know from Working Group members if there are any deal breakers that need to be considered as the various options are being evaluated. Mr. Eckler reiterated that the project team is not recommending a specific option at this stage.
- Mr. Kuehne asked if connecting Mall Road (Town Center Blvd.) with the eastbound I-275 ramp is still an option. Mr. Eckler said that the project team did look at that idea and while it takes some traffic out of the Turkeyfoot mix, it wasn't enough to make a significant difference. The extra cost and work that would be required to make that connection would not be worth the investment, and some conflicting moves would remain, which doesn't

resolve the problem. Mr. Bezold noted that because Turkeyfoot is not a full interchange, this modification would not get funding.

- Mr. McKinley asked if the relocated Mall Road (Town Center Blvd) would be on top of the hill behind the Gallenstein's/Republic Bank building and if so, what the elevation would be. Mr. Eckler said that is the proposed concept, however, the project team still needs to complete a geotechnical study. The project team is not proposing any elevation change at Turkeyfoot and the new road would likely be just below the floor elevation of the office building on the existing Mall Road entrance.
- Mr. McKinley also noted that getting out from Campus Road to Dudley is very difficult and morning congestion makes turning at the Dudley Road/Dixie Highway traffic signal nearly impossible. Mr. Eckler said this project can look at the eastbound through-movement, but the project does not extend to Dixie, so changes there can't be made through this effort. The City of Crestview Hills has some LPA projects which includes sidewalk improvements, but he doesn't know if there are any additional roadway capacity components to it.
- It was noted that there are sight-line issues at Villa Madonna due to grade and elevation. The project team proposed restricting left turns out of Villa Madonna and instead directing traffic to a relocated Thomas More Parkway.
- Mr. Williams asked about the traffic volumes assumed for Turkeyfoot. He noted he was intrigued with the jughandle concept (Alternative B - Modified Displaced Left Turn Option). He wanted to better understand how it would perform, particularly when trying to move heavy levels for traffic. Mr. Eckler noted that the once the modeling was run, the jughandle concept didn't show much of a benefit.
 - Project team members shared the following AADT (Annual Average Daily Traffic) counts:

Just south of ramps on Turkeyfoot:	ADT 40,000
Just north of Villa Madonna Drive:	AADT 26,011 in 2017
At ramps on south side of interchange:	AADT 41,415 in 2019
Thomas More Parkway	AADT 12,452 in 2019
- Mr. Wogenstahl asked if the team can gather traffic data in the early morning hours (5:00 a.m. timeframe) and if anything can be done to better manage travel speeds at that time. He's noticed semi-trucks speeding in the early morning and running red lights. This makes it a very dangerous situation for drivers coming out of the College Park neighborhood and Thomas More Parkway.
- The group discussed that there is a lot of pedestrian traffic crossing from Thomas More University at College Park Drive. The project team needs to consider pedestrian crossing needs in this location.
 - The University instructs its students to walk across at the Turkeyfoot/Thomas More Pkwy traffic light and crosswalk, but the students don't necessarily comply.
 - One of the ideas in the University's Master Plan is to reroute Villa Madonna to connect with College Park to help improve pedestrian connections. Perhaps this reconfiguration would warrant a traffic signal based on traffic and pedestrian data.

Thomas More representatives and project team members will talk more regarding ideas outlined in the University's Master Plan.

Typical Section/Pedestrian/Bicycle Accommodation Discussion

Mr. Eckler reviewed images that showed the possible sidewalk, multi-use path configurations.

- Mayor Meier supported keeping newly added configurations consistent with the existing sidewalk, on-street bike path, and utility strip configurations located on the southern portion of the study corridor to minimize confusion. He also preferred using raised medians when possible as a buffer for drivers and for aesthetics.
- The group discussed the possibility of adding a pedestrian bridge connecting Thomas More University with Barnwood to provide a safe option for pedestrians and bicyclists crossing the road.
 - Mr. Bezold noted that adding a pedestrian bridge adds \$2M - \$3M to the total project cost. He noted that it's been KYTC's experience that people don't tend to use them and continue to cross at the street level. KYTC has noticed the same with pedestrian underpasses.
 - Mr. Wogenstahl said he liked the concept and felt that the cost would be justified based on the safety benefits a pedestrian bridge would offer.
 - Ms. Luebbe stated that project decisions should not be based on the safety of drivers. The safety of college pedestrians and local residents should be equally important and the safety of one group should not be at the cost of another.
 - Mr. Williams noted that there are things that can be done to improve pedestrian crossings beyond putting lines down and requested that measures be included in project plans to better define pedestrian pathways and keeping pedestrians safe.
 - Mr. Bezold noted that some jurisdictions have installed flashing beacons that alert drivers to pedestrians in the area. This may be something that KYTC could install if the City maintains them.
 - Mr. Eckler stated that there are existing traffic islands and opportunities for new islands that could provide refuge for crossing students. The project team will look at that and consider the options.
 - Mr. Williams noted that travel speed is another safety issue. He suggested that KYTC complete a speed study to see if speed limits on Turkeyfoot should be lowered.
 - Mr. Yeager stated that KYTC wants to establish pedestrian crossing locations that would defer pedestrians from crossing in random locations. The best place for crossings is at signal locations because drivers will already be prepared to stop. This group will have to be careful about the balance of signal time used for pedestrian crossings and taking away green light time for vehicles.
- Mr. Bezold noted that some of the information the project team wants from this Working Group includes how people want the city roads to function and what they want the roads to

look like. Do they prefer sidewalks, multi-use paths, bike lanes, landscaped medians, utility strips, etc.?

- Mayor Meier asked what the standard is for multi-use paths - if it's constructed on one side of the road, would there be nothing on the other side, or would a sidewalk be constructed on the other side? Mr. Bezold said there is no standard. These are options that this Working Group was convened to discuss; KYTC wants to build something that fits into the community and satisfies community goals. Spacing and placement are also options to be considered.
 - Mayor Meier reiterated that the options should stay consistent with what already exists.
- Prior to the close of discussions, Mr. Eckler shared improvement concepts for Turkeyfoot Road north of I-275 to show the flexibility in design options.
- Ms. Luebbe requested a copy of the meeting presentation or recording of the meeting, specifically the discussion about the traffic analysis. Mr. Eckler said that a copy of the meeting presentation will be posted on the Public Involvement page of the ImprovingTurkeyfootRoad.com website. The file size of the meeting video will likely be too large to post on the website, however the project team can make this available.

NEXT STEPS

- Mr. Eckler said that the project team will review comments received from the Working Group, discuss the options and what to consider, and what to remove from consideration. The team will continue completing traffic studies. Residents may also see field crews in the next few weeks conducting survey and environmental evaluations. When the Working Group reconvenes, likely January or February, the project team will have more answers and details share for the group's consideration.
- Mr. Eckler noted that meeting materials will be posted in the Working Group section of the project website's Public Involvement page. KYTC hopes group members will share these materials with their organizations and/or neighbors, gather feedback and bring that input back to the next Working Group meeting.