



NORTH WORKING GROUP MEETING NOTES

Meeting 1 | Oct. 27, 2020, 4:30 p.m.

ATTENDEES

Jenny Corken – Lakeside Park resident
Scott Daugherty – Lakeside Park resident
John Kramer – Lakeside Park resident
Dan Jansing – City of Lakeside Park, Mayor
Chris Schutte - City of Lakeside Park / City of Crestview Hills, Chief of Police
Jeff Thelen – Northern Kentucky Area Development, Transportation Planning
Tim Williams - City of Fort Mitchell, City Administrator
Bob Yeager, KYTC, Chief District Engineer
Mike Bezold – KYTC, Project Manager
Ellen Gregory – KYTC, Design Section Manager
Stacee Hans – KYTC, Executive Staff Advisor
Sharon James – KYTC, Environmental Officer
John Eckler – Gresham Smith, Project Manager
Jim Brannon – Gresham Smith, project team
Nikki Boden – Gresham Smith, project team
Alison Gwynn – Gresham Smith, Project team
Anne Warnick – WSP, Project team
Haley Taylor – Rasor, project team
Laura Whitman – Rasor, project team
Unidentified phone number

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.

- Anne Warnick, WSP, discussed the results of the traffic analysis that evaluated seven different improvement scenarios. She explained that WSP used the VISSIM 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 to Thomas More Parkway would help in the morning
 - All options are better than doing nothing.
- John Eckler, Gresham Smith, reviewed project crash maps and related data. Mr. Eckler then reviewed a series of possible improvement scenarios. He concluded the presentation by discussing possible configurations of bicycle and pedestrian accommodations that can be incorporated into project plans.

CONCEPT MAP DISCUSSION

North Crash Map

- Mr. Eckler reviewed the locations and frequencies of crashes along Turkeyfoot between I-275 and Dixie. He noted that the greatest portion of crashes are rear-end crashes, most of which have occurred at the I-275 ramp and intersection of Turkeyfoot and Dixie. There are a few locations along the route where crashes included injuries, particularly at Turkeyfoot and Farmington.

North Section, Turn Lanes Only

Concepts highlighted include:

- Add a southbound left turn lane from Turkeyfoot to Farmington. This will get turning cars out of the flow of traffic and would reduce the number of crashes that occur here (mostly rear-end crashes). However, it's possible the new traffic pattern could increase the number of angle/side-swipe crashes. This concept would require realigning the curve of the road at this location and would impact the front yards of several houses located on both sides of the curve.
- At Holiday Lane and Applewood Drive, adjust the intersection configuration to get the roads in line with each other to improve functionality. There is an option to include bumpouts here to reduce the required crossing width and make pedestrians more visible to the drivers while also reducing the vehicle speeds.

North Section, [Three Lanes with 5ft Walk](#)

Concepts highlighted include:

- Widen Turkeyfoot Road to three lanes between I-275 and Dixie. While the chosen alignment may impact front yards, it would not require removing homes. The impact to yards would be greater on properties located on the west side of Turkeyfoot.
- Add a five-foot sidewalk on one or both sides of the road.
- Advantages of this concept include:
 - Improving sightlines on Turkeyfoot Road
 - Provides room for a center turning lane
 - Improves walkability by adding more sidewalks
- None of the intersections on this stretch of Turkeyfoot currently meet warrants for adding a new traffic signal. Although this is true now, it's possible that this could change in the future as traffic levels increase, and the idea of adding a traffic light can be re-evaluated.

North Section, [Three Lanes with Roundabout, 10ft Walk](#)

- Widen Turkeyfoot between I-275 and Dixie to create three lanes. A three-lane configuration would help address rear-end crashes. While the chosen alignment may impact front yards, it would not require removing homes.
- Add a roundabout at the intersection of Turkeyfoot and Farmington Drive. The center of the roundabout would be paved to facilitate emergency vehicles and semi-trucks moving through the area.
- Concept includes a shared-use path on the east side of Turkeyfoot Road, all widening for roadway and shared-use path would impact yards on that side of the road.
- The project team would like the group's input on how they'd like pedestrians and bicyclists to be addressed.

Concepts for South Side (I-275 – Dudley)

Mr. Eckler also shared several of the concepts being discussed on the south side of the project area, from I-275 to Dudley:

- [I-275 Conventional Interchange 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](#) – 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. DDI's 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.

- 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 of these types of intersections have been functioning.
- [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.

GENERAL DISCUSSION, QUESTIONS, & COMMENTS

- Kenton County Judge Executive Kris Knochelmann would like to be added to the Working Groups. Mr. Eckler will send him a meeting invitation for the upcoming South Working Group meeting.
- Mr. Williams asked if the roads included in the displaced roads option under consideration would remain a city/county asset or would KYTC take over their maintenance? Mr. Bezold responded that the roads would likely remain local roads. Another Working Group member noted that traffic is growing on these roads which adds significant maintenance responsibilities, but the city does not receive any additional funding support.
- Mayor Jansing referenced the concept of increasing Turkeyfoot between I-275 and Dixie to three lanes and noted that the front yards on the west side of the road are very small and a drainage ditch separates them from the road. He asked how the three-lane configuration would affect these homeowners. Mr. Bezold noted that impacts to these properties depend on the road configuration and amenities included. The project team will evaluate specific impacts once the group narrows down the available options.

- Mayor Jansing stated that the city had already received a grant for the east side of the road and the work completed impacted Mr. Daugherty's property. Walkers and bike riders love the fact that the sidewalk there is now complete. Property owners will most likely want any additional impacts to their properties minimized as much as possible.
 - Mr. Eckler noted that if a 10-foot multi-use path is put on east side of the road where more space is available, a sidewalk may not be needed on west side, so property owners on that side of the road may not be affected.
 - Ms. Corken noted that the bulk of her yard is in the back, as is her neighbors'. She asked if anyone had considered approaching the yards from the back? Perhaps a 16' wide alley access that would provide a two-way, slow approach to the houses from the back would be preferable to property owners. Access to these homes could be moved to Elizabeth and would avoid people pulling out from their driveways onto Turkeyfoot. She noted that the alley approach may not have as much of an impact as would constructing a three-lane configuration on Turkeyfoot. Mr. Bezold noted that this is a concept the project team can investigate and the team will provide a sketch for further discussion at the next meeting.
- Mr. Daugherty noted concerns regarding safety. He said this section of the road is hard for the police to patrol and there is an excessive amount of speeding (particularly trucks) which leads to accidents. He suggested that if the police were better able to monitor speeds, it might help reduce problems.
 - Mr. Daugherty was also concerned that widening the road to three lanes would give people opportunity to go faster and may cause more accidents. Perhaps better traffic signalization or speed flashers could help improve traffic flow.
 - Mr. Eckler noted that there may be some options that can be used to help address this situation between now and construction of the full project. If that's the direction the Working Groups wants to go, KYTC may be amenable to looking into those options. For example, the project team could improve the sides/shoulders of the road and nearby ditch to enable drivers to recover more easily and reduce harm should any crashes occur.
 - Mr. Daugherty also suggested adding an additional right turn from the interstate to Dixie, which is a four-lane road that can better handle the traffic.
- Mr. Eckler provided Working Group members visuals of various roadway configuration options pertaining to sidewalks, multi-use paths, medians, and utility strips and discussed the pros and cons of each. He asked which features Working Group members are most interested in and how do group members think the needs of pedestrians and bicyclists should be accommodated. He recognized that significant investment had been made in the construction of the existing, new sidewalk, which appears to be getting a lot of use from walkers, runners, and occasional bikes. Are more needed/wanted?
 - Mayor Jansing said that he'd like for the property owners/residents along the road to participate in an in-person meeting to discuss this in more detail, though he acknowledged that meeting options are limited due to the pandemic. He noted that

people in area were very relieved to get the sidewalk, which was located where it is to minimize impact on existing yards. Residents may not see a need for another sidewalk. Mr. Eckler noted that part of the purpose of this study is to address the needs of pedestrians and bicyclists.

- Mr. Bezold said this is the kind of input the project team needs to have as it develops concepts to be shared with the public for review and consideration.
- Ms. Whitman noted that part of the purpose of the Working Group is to help share some of these ideas with their neighbors and bring feedback received to the meetings to share with other group members and the project team. The project team will use the information to help better formulate improvement concepts to be shared with the public for review and consideration.
- Mr. Kramer noted that he lives on the on the Applewood Drive side of Turkeyfoot. He is aware of accidents, but doesn't know how many. He doesn't see where adding lanes, roundabouts, etc., will help and said that the majority of the problem is the intersection of Turkeyfoot and Dixie Highway. If the lights there are not coordinated appropriately, then problems on Turkeyfoot won't be resolved. He noted that accidents on I-275 often cause more traffic in the Turkeyfoot area because people exit the highway at Turkeyfoot to avoid associated backups.
 - Mr. Eckler noted that making improvements at the Turkeyfoot and Dixie intersection is one of the possible solutions the project team can look into. Options may include adding a right turn lane, dual left turns, or a shared through lane. However, the options at Dixie are more limited due to constraints at the intersection. Any construction along Dixie Highway outside of the intersection will not be included with this project.
 - Mr. Bezold noted that there are already two other I-275 studies taking place that may address the issues that Mr. Kramer mentioned (I75/I-275 Interchange Improvements and I-275 at KY 17 Improvements).
- Ms. Corken asked how much a widened Turkeyfoot Road would encroach into yards on the west side of the road. She said she wanted more details so she could share them with her neighbors.
 - Mr. Eckler explained that in general, road lanes drawn on renderings are roughly 12 ft wide, so three lanes would be 36 ft wide. He noted that compared to the existing road, a three-lane configuration without a sidewalk on the west side would extend approximately 11 ft out from the existing edge of the road. However, if the road were to instead be widened to three lanes with a multi-use path located on the east side of the road (with no sidewalk on the west side), there would be little impact on the west side. But, the impact would be greater to neighbors on the east side.
 - Mr. Bezold explained that during construction, access to underground pipes and utilities would likely be needed, and this may require additional temporary access to properties. However, it's hard to tell what that might look like until we know more about what the specific options will be.

- Mr. Eckler noted that the drawings shared in tonight’s meeting will be posted on the project website for Working Group members to share with their neighbors
- Mr. Daugherty expressed concern with widening Turkeyfoot on the east side. The road widening, together with the roundabout concept, would make his driveway useless. He was also concerned with sight distance and the ability to turn out of his driveway. He suggested that repurposing the gutter along the road could reduce the amount of space that would be taken from the yards.
- Mr. Daugherty also asked when the traffic study was completed and is the data reflective of what is happening now?
 - Mr. Eckler reported that an initial traffic study was taken in 2018. A second traffic count was completed once school resumed in 2020. Traffic numbers currently being used are a blend of the two studies. At this time, traffic is at roughly 90% of full non-pandemic levels. However, we aren’t currently seeing the rush hour spikes that we would see under normal circumstances.
- Mr. Eckler asked the Working Group for additional input on the roundabout concept.
 - Mr. Daugherty said that a roundabout would slow traffic down (Mr. Eckler estimated to between 12 and 15 mph) and that would reduce traffic accidents.
 - Ms. Corken liked the roundabout idea because it reduces drivers’ dependence on others allowing them to move through intersection.
 - Mr. Eckler noted that roundabouts also reduce potential conflict points. While they don’t eliminate crashes, they may reduce them up to 92% and crash types change from t-bone-type crashes to less dangerous angle/sides-swipe crashes.
- Mr. Kramer asked if the purpose of the study is just to improve safety.
 - Mr. Eckler replied that safety is a major factor, but improving traffic flow is another primary goal.
- Mr. Daugherty noted that one of reasons for some accidents is likely from people turning around at church parking lot.
 - Mr. Eckler said that a second roundabout could be considered at the church. Mr. Daugherty thought that having two roundabouts would help reduce speed even more and keep people from racing through area.

NEXT STEPS

- 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 in January, the project team will have more answers and details to 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 as the next meeting will be focused on what the members collected from their neighbors and colleagues.