



# **TURKEYFOOT WORKING GROUPS**

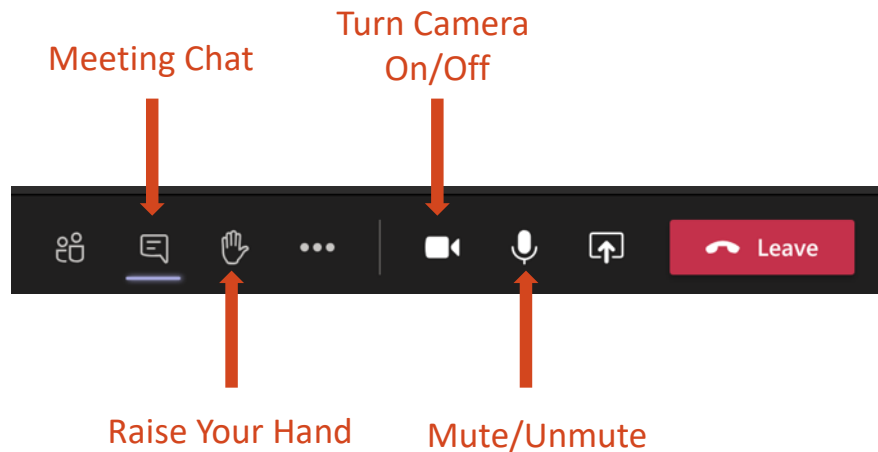
OCT. 27 AND 29, 2020

- Presentation

- All participants should remain muted unless speaking
- Use “Raise Your Hand” or “Meeting Chat” for questions/comments
- Team will be monitoring

- Q&A

- Working session



\* This meeting will be recorded as part of the project record

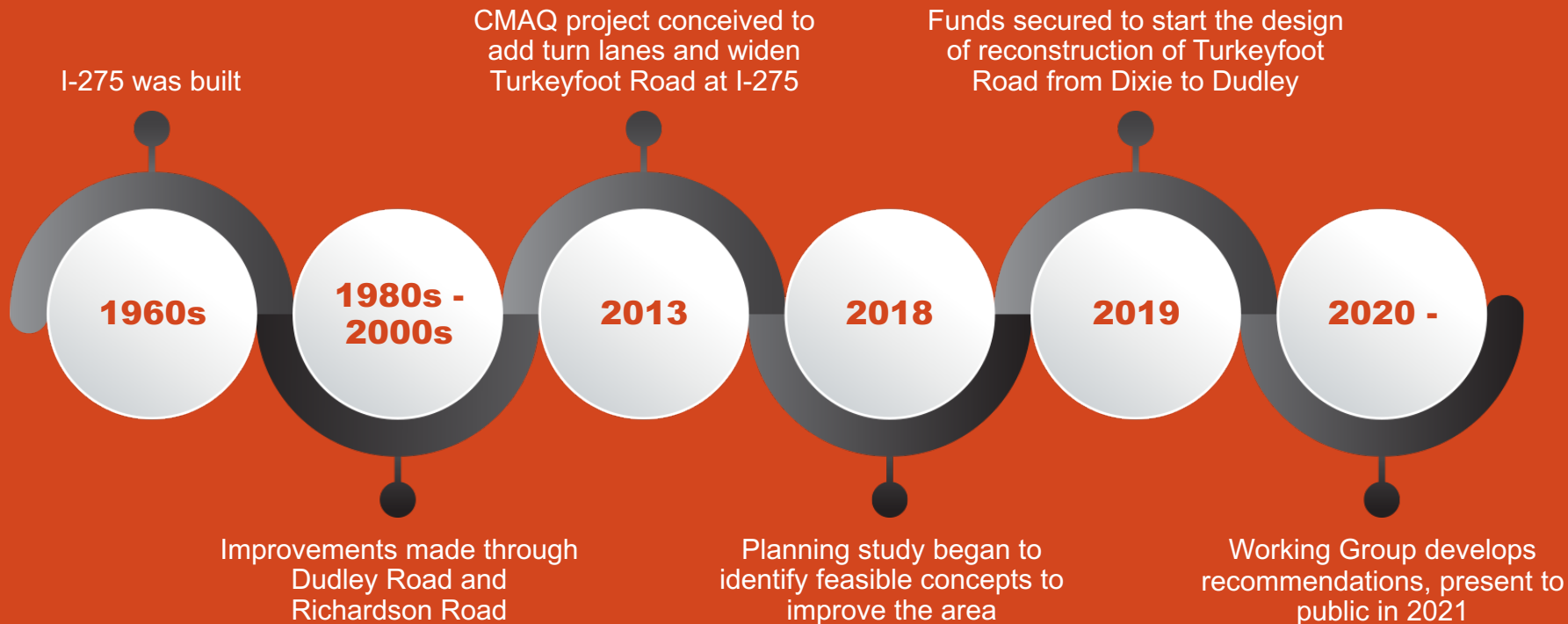




## Mike Bezold, P.E.

- Branch Manager Project Development, District 6, KYTC
- Turkeyfoot Project Manager

# TIMELINE: NEED FOR EXPANSION





# TRAFFIC: PROJECT STUDY AREA

- Traffic has increased significantly surrounding the I-275/Turkeyfoot interchange, from the 1990s to today
- Growth surrounding Crestview Hills Town Center, St. Elizabeth Hospital and Thomas More University



# ROLE OF THE WORKING GROUP



- Make each alternative the best it can be from a community perspective
- Ensure the community's needs are addressed in addition to the safety and traffic requirements
- Represent your community and organization
- Identify what is needed to make this project succeed (sidewalks, multi-use path, landscaping, decorative lighting or signage, etc.)



# NEXT STEPS

- Work with the Community Leaders to refine project alternatives
- Present Project Team/Working Group recommendations to the public (Spring 2021)
- Collect comments and input from the community at large
- Present final recommendations for approval and implementation



## KYTC, District 6

Bob Yeager, P.E. – Chief District Engineer

Mike Bezold, P.E. – Project Manager

Stacee Hans – Executive Staff Advisor

Sharon James – Environmental Officer

## Consultant Team

John Eckler, P.E. – Gresham Smith, Project Manager

Jim Brannon, P.E. – Gresham Smith

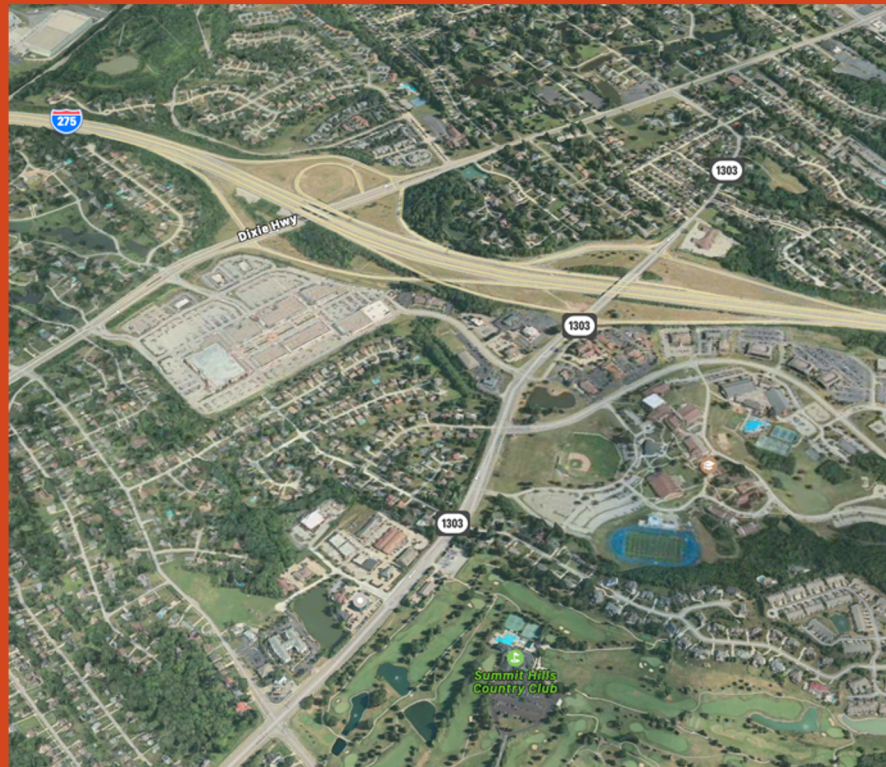
Nikki Boden, P.E. – Gresham Smith

Alison Gwynn, P.E. – Gresham Smith

Anne Warnick, P.E. - WSP

Laura Whitman – Rasor

Haley Taylor – Rasor





# WELCOME WORKING GROUP MEMBERS

## SOUTH GROUP

Paul Meier  
Arlene Lubbe\*  
John Link  
Brian Dehner  
Tony Kramer  
Chris Amon  
Tim Williams  
Larry Klein  
Adam Fuller\*  
Dave Schrand\*  
Chris Schutte\*  
Jim Kuehne  
Tim McKinley  
Tom Wogenstahl  
Christine Baltes  
Rick Roberts  
Rob Haney\*  
Nick Hendrix\*  
Jeff Thelen\*  
Pat Wilgenbusch\*  
Robert Munson/Noah Welte  
Frank Busofsky\*

City of Crestview Hills  
City of Crestview Hills  
City of Edgewood  
City of Edgewood  
City of Edgewood  
City of Edgewood  
City of Fort Mitchell  
City of Fort Mitchell  
City of Fort Mitchell  
City of Lakeside Park  
City of Lakeside Park / City of Crestview Hills  
College Park  
College Park  
College Park  
Crestview Hills Town Center / JRA Real Estate  
Five Seasons Sports Club  
Kenton County School District  
Kenton County Public Works  
Northern Kentucky Area Development  
St. Elizabeth Healthcare  
Thomas More College  
Transit Authority of Northern Kentucky (TANK)

Mayor  
Council member  
Mayor  
City Administrative Officer  
Police Chief  
Fire Chief  
City Administrator  
Interim City Administrator  
Fire Chief  
Public Works Director  
Chief of Police  
Resident  
Resident  
Resident

Chief Club Officer  
Chief Operations Officer  
Public Works Director  
Transportation Planning  
Asst. Director  
Senior VP &CFO  
Manager of Planning

\* Also serves  
on the NORTH  
group



# WELCOME WORKING GROUP MEMBERS

## NORTH GROUP

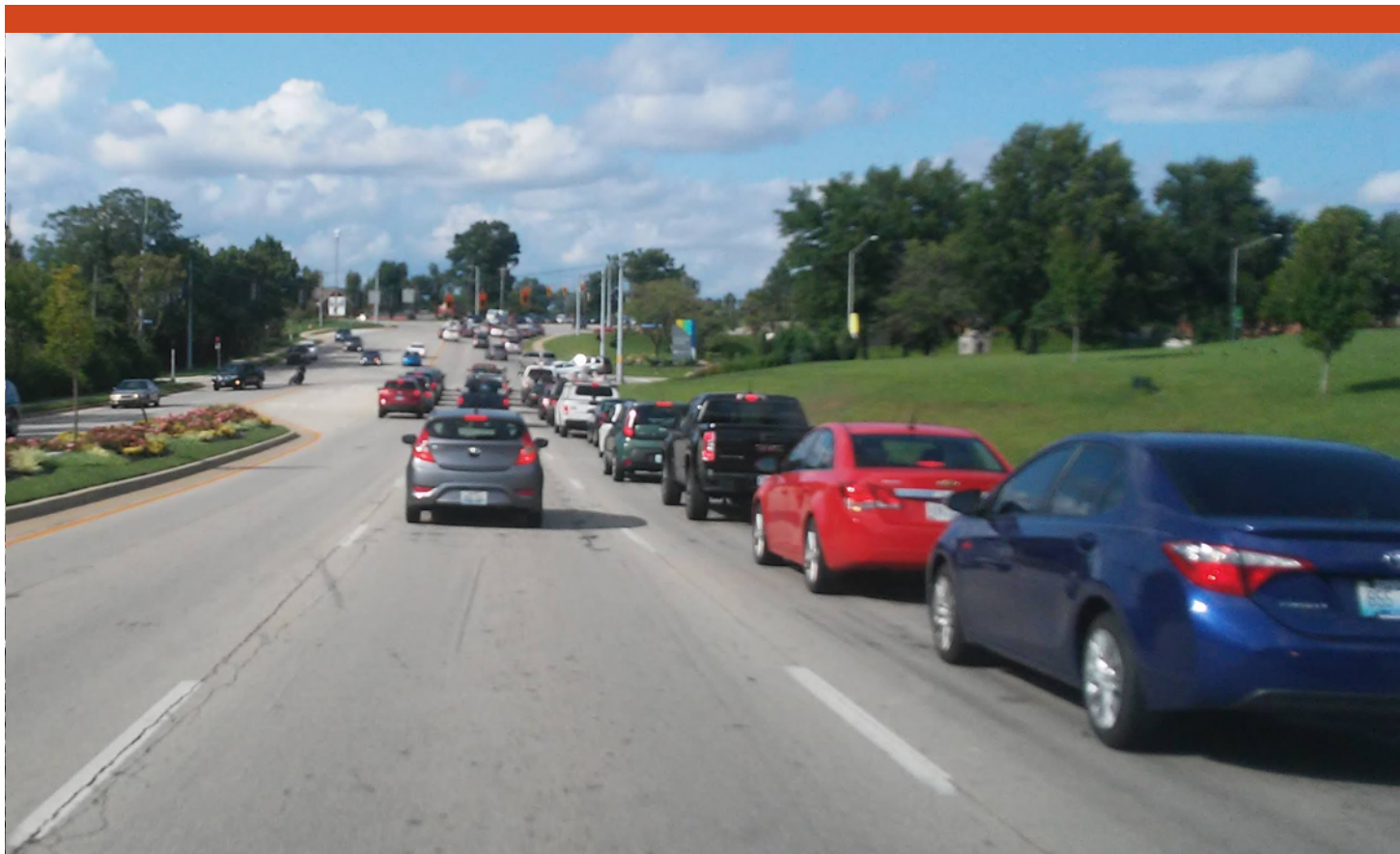
Arlene Lubbe*	City of Crestview Hills	Council member
Adam Fuller*	City of Fort Mitchell	Fire Chief
David Jansing	City of Lakeside Park	Mayor
Dave Schrand*	City of Lakeside Park	Public Works Director
Chris Schutte*	City of Lakeside Park / City of Crestview Hills	Chief of Police
Scott Daughtery	City of Lakeside Park	Resident
Jenny Corken	City of Lakeside Park	Resident
John Kramer	City of Lakeside Park	Resident
Rob Haney*	Kenton County School District	Chief Operations Officer
Nick Hendrix*	Kenton County Public Works	Public Works Director
Jeff Thelen*	Northern Kentucky Area Development	Transportation Planning
Pat Wilgenbusch*	St. Elizabeth Healthcare	Asst. Director
Frank Busofsky*	Transit Authority of Northern Kentucky (TANK)	Manager of Planning

\* Also serves on the SOUTH group



Identify and evaluate improvements to:

- Improve safety and traffic flow
- Reduce congestion and travel delays
- Improve travel options for bicyclists and pedestrians



- Corridor connects residential neighborhoods, a college campus, commercial developments, and the region's largest hospital.
- More than 40,000 vehicles travel through the area every day. This number is expected to increase as the region grows.
- Drivers frequently experience long lines of traffic (queues) and travel delays.
- There were 549 crashes between 2013 and 2018:
  - 73 injuries and three fatalities
  - The majority of incidents were rear-end crashes
- Bike accommodation ends at Dudley, inconsistent sidewalks through interchange area.



## Tasks for current phase of work:

- ✓ Review existing studies
- ✓ Conduct field surveys and geotechnical studies
- Analyze and evaluate possible solutions
- Identify and evaluate possible environmental impacts
- Develop preliminary and final design, right-of-way, and roadway plans

# PUBLIC FEEDBACK RECEIVED, DECEMBER 2019

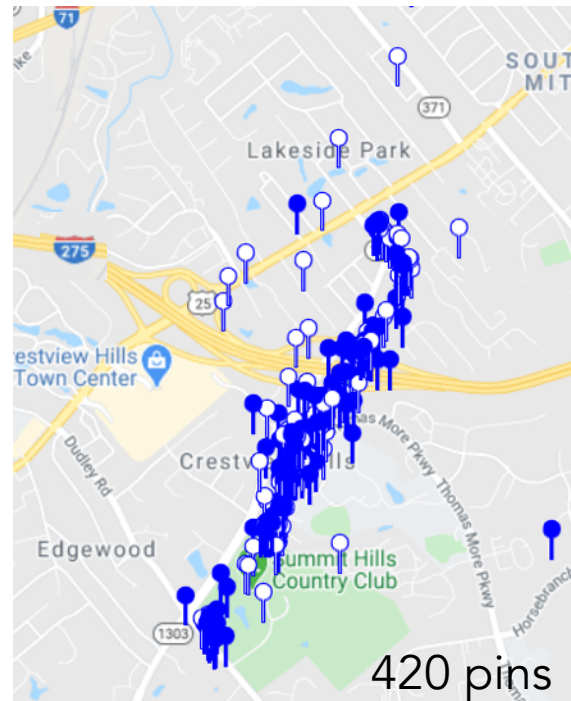
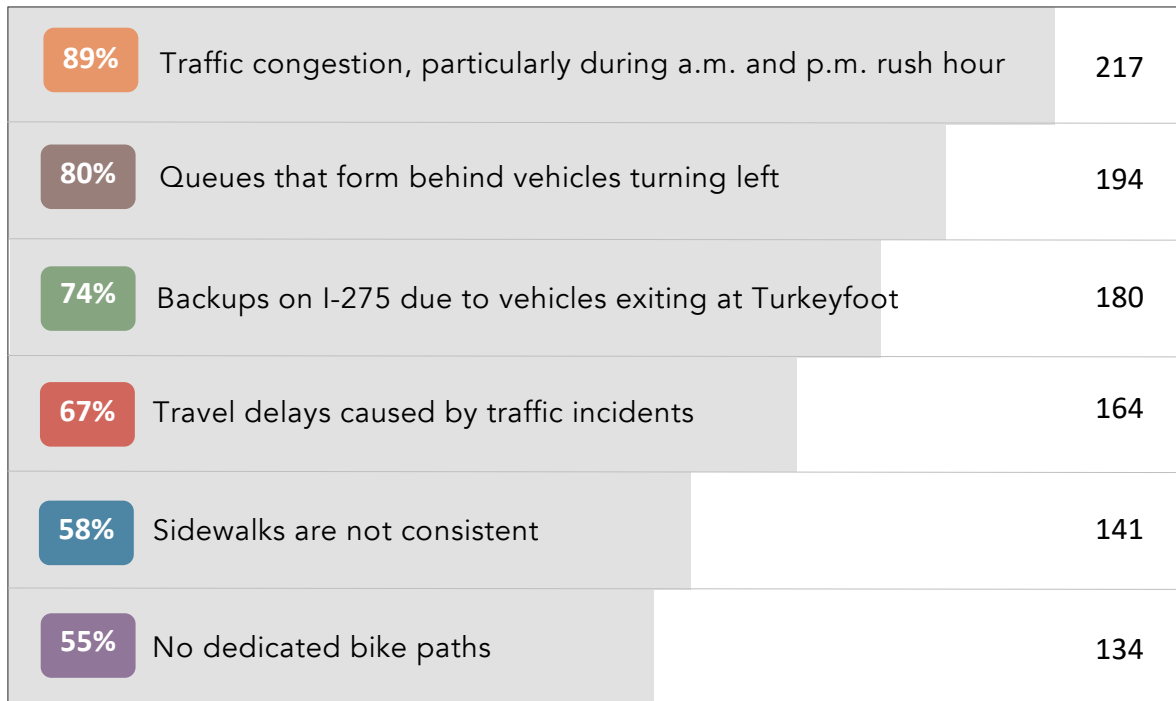
- Nearly 700 participants
- More than 90% live within 15 miles
- Nearly 72% work within 20 miles

Which of the following statements **best** represent your experience when driving on Turkeyfoot Road?

43%	I can get where I need to go pretty easily, but traffic slows me down	205
33%	Driving through the area is challenging; it can be difficult to get where I want to go	156
14%	It's tough driving through the area; I prefer to avoid it when I can	68
10%	Driving in the area is easy; I generally have no problems getting where I want to go	48

# PUBLIC FEEDBACK RECEIVED, DECEMBER 2019

How concerned are you with the following problems that have been identified in the project area?



# PUBLIC COMMENTS RECEIVED, DECEMBER 2019

- **Speed Issues**

Aggressive driving, high speed in north section, school traffic, lane-assignment confusion

- **Interchange Reconstruction**

Add new access from I-275 to St. Elizabeth/ Thomas More Parkway, widen ramps; congested intersections caused by traffic blocking intersection

- **Turn Lanes/Ramps**

Add turn lane to Thomas More in northbound direction; left turn northbound to mall is too short; College Park turns are difficult

- **Multi-modal Considerations**

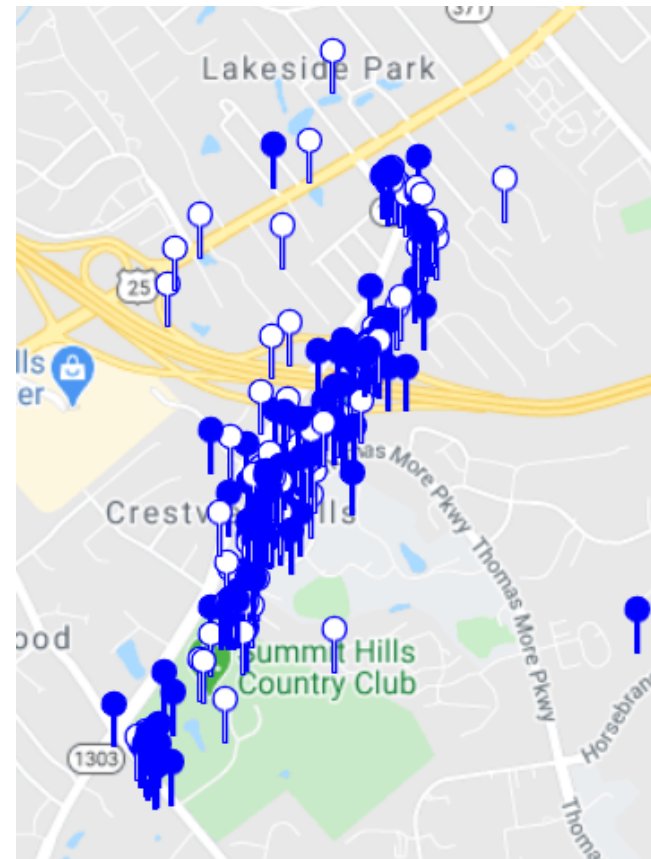
Make safer for bikes and peds, street crossings are uncomfortable and unsafe, pedestrian bridge to cross Turkeyfoot

- **College Park Subdivision**

Review city proposal, do not impact any homes, access will be difficult if Fraternity Court closes

- **Signal Coordination**

Traffic lights are too long, people running red lights, blocking intersections, poor timing



# TRAFFIC STUDY OUTCOMES

Seven alternatives analyzed for future year 2040

- A. No Build
- B. Diamond interchange, Alt B Conventional Intersection with improvements to Turkeyfoot Road, Thomas More and Dudley Road
- C. Diverging Diamond Interchange (DDI), Alt B Modified with improvements to Turkeyfoot Road, Thomas More and Dudley Road
- D. DDI, Alt B Modified Conventional Intersection, plus a northbound exclusive right turn lane at Thomas More
- E. Conventional interchange, plus Displaced Left Turn option at Thomas More
- F. Diamond interchange, Alt B Modified Intersection, with northbound exclusive right turn lane at Thomas More
- G. DDI with road improvements, Displaced Left Turn option at Thomas More and a northbound exclusive right turn lane at Thomas More

# TRAFFIC STUDY OUTCOMES

- Model evaluated multiple measures of effectiveness (MOEs) including:
  - Average delay (sec) throughout the entire model
  - Average speed (mph) throughout the entire model
  - Average northbound and southbound travel times (min) through the model
  - Intersection delays and levels of service (LOS)
  - Average and maximum queue lengths at critical intersections



# PRELIMINARY RESULTS – MODEL DELAY AND SPEEDS

Best AM MOE	
Best PM MOE	
Worst AM MOE	
Worst PM MOE	

MOE: measures of effectiveness

Turkeyfoot Road Model Scenarios		Avg Model Delay (sec)	Avg Model Speed (mph)
A. No Build	AM	182.6	11.3
	PM	282.9	7.7
B. Conventional	AM	95.3	17.7
	PM	127.2	14.2
C. DDI + Alt B Modified	AM	122.5	15.3
	PM	118.7	14.8
D. DDI + Alt B Mod + exclusive right	AM	77.2	19.6
	PM	117.4	14.9
E. Conventional + displaced left turn	AM	99.1	16.5
	PM	117.8	14.6
F. Alt B Mod + exclusive right	AM	62.0	21.7
	PM	130.1	14.0
G. DDI + displaced left + exclusive right	AM	84.4	18.0
	PM	121.1	14.3

# PRELIMINARY RESULTS – MODEL TRAVEL TIMES

Best AM MOE	
Best PM MOE	
Worst AM MOE	
Worst PM MOE	

MOE: measures of effectiveness

Turkeyfoot Road Model Scenarios		Avg NB Travel Time (min)	Avg SB Travel Time (min)
A. No Build	AM	6.7	8.3
	PM	7.5	22.6
B. Conventional	AM	5.2	4.6
	PM	4.3	7.7
C. DDI + Alt B Modified	AM	5.9	5.1
	PM	4.7	7.0
D. DDI + Alt B Mod +exclusive right	AM	4.8	5.7
	PM	4.9	7.8
E. Conventional + displaced left turn	AM	5.4	5.8
	PM	5.2	7.9
F. Alt B Mod + exclusive right turn	AM	4.6	4.3
	PM	4.5	7.8
G. DDI + displaced left + exclusive right	AM	5.5	7.5
	PM	5.5	8.9

# PRELIMINARY RESULTS – INTERSTATE RAMP QUEUES

Best AM MOE	
Best PM MOE	
Worst AM MOE	
Worst PM MOE	

MOE: measures of effectiveness

A.

No Build

B.

Conventional

C.

DDI + Alt B Modified

D.

DDI + Alt B Mod  
+exclusive right

E.

Conventional +  
displaced left turn

F.

Alt B Mod +  
exclusive right turn

G.

DDI + displaced left  
+ exclusive right

Turkeyfoot Road Model Scenarios		I-275 Ramp Queues			
		WB LT	WB RT	EB LT	EB RT
A. No Build	AM	701.6	723.7	747.1	1007.5
	PM	1552.9	1573.2	1858.9	1885.4
B. Conventional	AM	297.7	270.8	19.7	144.0
	PM	1210.6	1226.8	57.1	271.4
C. DDI + Alt B Modified	AM	244.3	176.5	19.0	254.2
	PM	227.0	273.9	26.5	324.9
D. DDI + Alt B Mod +exclusive right	AM	187.6	228.1	35.7	235.1
	PM	275.5	253.5	43.8	270.4
E. Conventional + displaced left turn	AM	290.0	267.8	19.7	166.6
	PM	617.7	409.1	43.7	194.3
F. Alt B Mod + exclusive right turn	AM	261.6	249.4	19.9	186.2
	PM	646.0	390.9	57.1	217.9
G. DDI + displaced left + exclusive right	AM	206.9	228.0	35.7	316.1
	PM	266.6	257.7	33.7	312.0

# IMPROVEMENT OPTIONS

# WORKING SESSION

# PEDESTRIAN ACCOMMODATIONS



Standard curb and gutter with utility strip on one side

# PEDESTRIAN ACCOMMODATIONS



**Standard curb and gutter with utility strip on left side; no utility strip on right side; 5 ft sidewalk on left side; 6 ft sidewalk on right**



# BIKE AND PEDESTRIAN ACCOMMODATIONS



**Raised median with on-street bike lane; standard curb and gutter; 5 ft sidewalk**



# BIKE AND PEDESTRIAN ACCOMMODATIONS



Standard Curb and Gutter with 5 ft sidewalk on left;  
10 ft shared-use path on right

# BIKE AND PEDESTRIAN ACCOMMODATIONS



Standard curb and gutter with 10-foot shared-use path; no utility strip



## NEXT STEPS – WRAP UP

- Minutes will be posted on the community engagement page of [ImprovingTurkeyfootRoad.org](https://ImprovingTurkeyfootRoad.org).
- Send any additional questions and comments to:

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(859) 469-5602

Mike Bezold

[Mike.Bezold@ky.gov](mailto:Mike.Bezold@ky.gov)

(859) 341-2700

- Project Team will review and refine project alternatives based on feedback from today's discussion
- Environmental and cost studies to be completed before the next meeting
- Updates to be presented at next meeting (January 2021)