

12. RELATED STUDIES

DIXIE HIGHWAY CORRIDOR STUDY

In 1984, the Northern Kentucky Area Planning Commission prepared a study entitled the *Dixie Highway Corridor Study*. (Included in Appendix C.) It reviewed the area between the I-75 interchange on Dixie Highway and Turfway Road. This study was reviewed to see which recommendations were implemented.

The study made several general recommendations concerning the intersecting side streets. Many of these recommendations were implemented as a result of this report. Several other recommendations were not implemented, however, and are summarized below for future consideration in conjunction with the implementation of other improvements. The 1984 study recommends the following:

1. Closing the following streets, at their intersection with Dixie Highway, utilizing the vacated right-of-way between Dixie Highway and the rear of the commercial development for off-street parking facilities. These roads are:
 - Graves Avenue
 - Bartlett Street
 - Vine Street
 - Carlisle Avenue
 - Kenton Avenue
 - Rosebud Drive
 - Lytle Avenue
 - Park Avenue
 - Lexington Avenue

The provision of additional off-street parking areas adjacent to the commercial development would allow for the closure of a number of individual access drives along Dixie Highway.

2. Providing a left turn signal at May Street to accommodate left-turn movements from southbound traffic on Dixie Highway to May Street. The signal phase would also permit simultaneous right-turn movements from May Street to northbound Dixie Highway and through movement for southbound traffic.
3. Constructing a connector road between Stevenson Road and Garvey Avenue, parallel to and north of the Southern Railroad. Traffic at the intersection of Stevenson Road should be limited to right-in and right-out because of the close proximity to Dixie Highway and the Southern Railroad. This new road would provide a connection between Stevenson Road and Main Street via Bedinger Avenue. The design of the intersection of the new road with Garvey Avenue should ensure that adequate sight distance is provided between the intersection and the above-grade crossing of the Southern Railroad, to the south.

4. Limiting on-street parking on the north side of May Street, to facilitate the safe movement of traffic from Dixie Highway to the recommended connector between Stevenson Road and Garvey Road.
5. Requesting cooperation of the Southern Railroad in scheduling of trains to avoid peak hour traffic delays whenever possible.
6. Extending Elm Street from Graves Avenue to Bartlett Avenue, to provide an alternate means of access to Bartlett Avenue.
7. Prohibiting left-turn movements from McArthur (Erlanger) Avenue onto Dixie Highway to alleviate sight distance problem to the south along Dixie Highway. In conjunction with this recommendation a connector road is also recommended to be provided between McArthur Avenue and May Street to the rear of the commercial development facing Dixie Highway.
8. Constructing a connector road between Eastern Avenue and Park Avenue approximately 250 feet south of Dixie Highway, enabling access to Dixie Highway from Park Avenue via Eastern Avenue.
9. Constructing a connector road between Sunset Avenue and Rosebud Avenue south of Miles Elementary School.

NORTH SOUTH INITIATIVE



The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) conducted a major planning study on Interstate 75, known as the *North South Transportation Initiative*. The major focus of the Initiative is to improve the safety, efficiency, and reliability of Interstate 75.

The segment of Interstate 75 reviewed as part of this study connects two states, six counties, 26 cities, 14 townships, and six villages and occurs within the jurisdictions of the two Metropolitan Planning Organizations (MPOs). The report was reviewed in whole, particularly with regard to the segment in Northern Kentucky extending the length of the Dixie Highway Corridor Study: A Plan for Transportation and Traffic Optimization project limits. The recommendations in the North South Initiative that impact the Dixie Highway project are as follows:

KYLES LANE IMPROVEMENTS

- Widen Dixie Highway to a five lane section from I-75 to Arlington Road
- Relocate Kyles Lane to line up directly with George Huser Drive and close off jug-handle access drive nearby or convert to a right-in/right-out access point
- Improve signal timing by interconnecting Kyles Lane signals with Dixie Highway
- Create right and left dual turn lanes from Kyles Lane to northbound I-75
- Create an auxiliary northbound lane on I-75 from the Kyles Lane exit

These same recommendations are incorporated in this study. The traffic signals on Kyles Lane at the interchange ramps for I-75 are very close to the intersection of Dixie Highway and Kyles Lane. Providing an interconnection and coordination timing between these signals and the Dixie Highway corridor is recommended. This will be especially useful if the interconnection to ARTIMIS happens. The interchange signals on Kyles Lane could be adjusted as well. More information on the ARTIMIS interconnection is provided in the Mid-Term Recommendations Section (Section 14). This project was determined to be the second highest priority recommendation in Northern Kentucky resulting from the North South Initiative.

BUTTERMILK PIKE INTERCHANGE

- This recommendation would provide additional capacity for the I-75 SB off-ramp by adding one lane. This alternative would also add one lane on Buttermilk Pike between the interchange ramps to accommodate dual left turn movements onto I-75 SB and improve signal timing along Buttermilk Pike. Widening the existing bridge structure may be required.
- Access management principles would be applied to Buttermilk Pike, especially between I-75 and Anderson Avenue.
- An additional eastbound lane on Buttermilk Pike is also proposed between Anderson Avenue and the I-75 southbound on-ramp to help reduce morning rush hour congestion.
- The existing auxiliary lane northbound on I-75 would be extended to the Dixie Highway interchange.

While this recommendation does not impact the project limits as defined by the Dixie Highway Corridor Transportation and Traffic Optimization Study, it is presented here for emphasis. Improvements at the Buttermilk Pike interchange would ultimately improve the traffic conditions on Dixie Highway. The operation of Dixie Highway is ultimately tied to the operation of I-75 and its interchanges. This project was determined to be the highest priority recommendation in Northern Kentucky resulting from the North South Initiative.

INTERSTATE 71/75

In addition to the above recommendations, the North South Initiative made recommendations concerning mainline I-71/75. The report recommends that the interstate be widened to a 4 lane continuity with auxiliary lanes and high frequency light rail.

These improvements would obviously improve the conditions on the interstate by increasing capacity. The light rail would work to reduce the number of peak hour vehicles. Both of these improvements would work to improve conditions on Dixie Highway.

Finally, the study discusses the Brent Spence Bridge. As discussed above, the study recommends a number of lanes necessary for I-71/75, which sets the width of the bridge. It was determined that this bridge needs to be widened because it has outlived its service life. In addition, the bridge serves as a congestion point for traffic on I-71/75.