

SAFETY



MOBILITY



ECONOMICS

Envisioning the Future

The Dixie Fix

of Dixie Highway

The **Dixie Fix**

Envisioning the Future of Dixie Highway

Dixie Highway Corridor Access Management Redevelopment Plan

June 30, 2006

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The preparation of this document was financed cooperatively by the Federal Highway Administration, the Kentucky Transportation Cabinet, and units of local and county government in the OKI Region.





Executive Summary

The Dixie Fix Plan (Dixie Highway Corridor Access Management Redevelopment Plan) is a long range planning approach to relieve congestion problems and provide better access to Dixie Highway. It was conducted to identify transportation planning and design solutions to address Dixie Highway's informal status as the most heavily traveled and congested arterial in Kenton County.

Several factors are blamed for Dixie's transportation problems including forty-four signalized intersections and scores of curb cuts along the eight-mile corridor that permit continuous, full vehicular access. Dixie provides direct access to a variety of business and institutional facilities for nine cities in Kenton County and one city in Boone County. In addition, it serves as a connector for personal, commuter, and commercial traffic on a local and regional basis. Due to its parallel alignment and close proximity to I-71/75, Dixie Highway is commonly used as an alternate route during interstate incidents or during peak hour interstate congestion. The prevalence of traffic signals and mid-block left-turn movements, combined with narrow four-lane segments that lack turn lanes, contributes to travel delays and high accident rates.

As an aging corridor with increased traffic demands, it is necessary to pursue opportunities for improving safety, travel efficiency, and quality of life along Dixie Highway. *The Dixie Fix Plan* for access management provided a collaborative and proactive approach for local, county and state governments, organizations, and citizens to identify problem areas. With its completion, *The Dixie Fix Plan* proposes solutions for achieving these goals.

The goals of The Dixie Fix Plan are to:

- Improve safety
- Improve mobility
- Maintain reasonable and adequate access to Dixie Highway properties
- Foster economic development
- Increase environmental stewardship through development of multi-modal options and site design standards
- Improve aesthetics

Operational improvements can mitigate Dixie Highway's problems, but any significant improvement must involve access management. Access management is the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed. To succeed, access management would have to be implemented systematically through the coordinated effort and persistent commitment of local governments in the corridor.

The Plan has two major components: (1) a prioritized list of 36 projects taken from a total of 168 short- and long-term site specific access management recommendations and (2) each chapter outlines different, yet critical guidelines that serve as implementation standards such as future right-of-way widths, transit stop improvements, expanded bicycle and pedestrian accommodations, and increased streetscape/design measures.

In addition to these recommended improvements, *The Dixie Fix Plan* provides a draft Ordinance, draft Memorandum of Understanding, and the discussion of numerous potential funding sources as references for use in advancing immediate implementation.

The Dixie Fix Plan, financed cooperatively by the Federal Highway Administration, the Kentucky Transportation Cabinet, and units of local and county government in the OKI region, began in August 2005 and was concluded on June 30, 2006.

The project was administered by OKI in partnership with the Northern Kentucky Area Planning Commission (NKAPC). The agencies' efforts were guided by an Oversight Team that included the Cities of Florence, Elsmere, Erlanger, Edgewood, Crestview Hills, Lakeside Park, Fort Mitchell, Fort Wright, Park Hills, and Covington, Boone and Kenton Counties Fiscal Courts, the Transit Authority of Northern Kentucky (TANK), Boone County Planning Commission, Kentucky Transportation Cabinet, the Northern Kentucky Chamber of Commerce, the Catholic Diocese of Covington, NKAPC, and OKI. This 19-member stakeholder group provided additional input and recommendation approvals to the study. Monthly Oversight Team meetings were held. Seven local visioning sessions and one comprehensive public open house were also held at key points during the planning process.

Upon its completion, *The Dixie Fix Plan* is recommended for adoption by the Northern Kentucky Area Planning Commission, the Boone County Planning Commission, and OKI's Executive Committee.

The full *Dixie Fix Plan* is available electronically at www.oki.org and www.nkapc.org or on CD-rom upon request from both agencies.



Robyn G. Bancroft
Corridor Studies Project Manager
Ohio-Kentucky-Indiana Regional Council of Governments
720 East Pete Rose Way, Suite 420
Cincinnati, Ohio 45202
Tel: 513-621-6300 ext. 420
Fax: 513-621-9325
rbancroft@oki.org



Keith D. Logsdon, AICP
Deputy Director for Long Range Planning
2332 Royal Drive
Ft. Mitchell, Kentucky 41017
Tel: 859-331-8980
Fax: 859-331-8987
klogsdon@nkapc.org

The Dixie Fix 36 Priority Access Management Recommendations

	Access Management Recommendation	A. Regional Priority	B. Local Priority	Desire for Implementation	Cost	Lead Agency(ies)	Progress Report (Date: 06/30/06)
CORRIDOR-WIDE PRIORITIES	Edgewood: Dudley Rd. Intersection	1	1	High	Moderate	KYTC, Edgewood	KYTC seeking \$\$\$
	Erlanger/Elsmere: Garvey/McAlpin Intersection Realignment	3	1	High	High	KYTC, Erlanger/Elsmer	KYTC seeking \$\$\$
	Park Hills: 4 to 2 lanes with landscaped median and sidewalk connectivity	5	1	Medium	High	KYTC, Park Hills	PH's receiving \$250k for sidewalk component
	Park Hills: St. Josephs Ln. Intersection Realignment	7	2	Medium	Moderately High	KYTC, Park Hills	
	Ft. Wright: Kyles Lane Intersection Realignment	10	1	High	High	KYTC, Ft. Wright	
	Erlanger: Kentaboo/Eastern Intersection Realignment	11	4	Low	Moderately High	KYTC, Erlanger	
	Park Hills: Roadway Realignment/Driveway Closures @ Ft. Mitchell Garage	13	3	Medium	High	KYTC, Park Hills	
	Covington: Main St. Intersection Reconfiguration	14	1	High	Moderately High	Covington, KYTC	
	Park Hills: Roundabout "realigning" Arlington Rd.	20	4	Low	Moderately High	KYTC, Park Hills	
	Ft. Wright: St. John/Thriftway Ctr Left Turn Lane & Sidewalk Improvements	23	2	High	Moderately High	KYTC, Ft. Wright	
	Covington: SB I-75 Exit Ramp Dedicated Right Turn Lane	32	3	Medium	Low	KYTC, Covington	
	TANK: Consolidation and/or Removal of bus stops	n/a	n/a	High	Low	TANK	underway
TERMINOLOGY	A. Regional Priority: Each of the 36 local priorities were ranked using 8 weighted criteria factors. A copy of each recommendation's matrix is included in Appendix 3-5. These regional priorities were then numbered 1 (highest priority) to 36 (lowest priority).						
	B. Local Priority: Each of the 10 Dixie community Oversight Team representatives was asked to choose and rank their community's top 5 access management recommendations. 35 were received.						
	DESIRE FOR IMPLEMENTATION: The Oversight Team further classified the "Top 36" by level of desire for implementation timing. HIGH projects are desired for immediate implementation; MEDIUM - 2nd round of implementation; LOW - 3rd round of implementation. All implementation priority and timing is based on funding availability. Lack of funding for more highly desired projects should not prevent the implementation of lower ranked projects should funding for them become available.						
	COST: Low, Moderate, Moderate-to-High, High						
The estimated level of cost is for the commonly expected application of the conceptual planning strategy (basic construction). It does not include cost estimates for additional right-of-way acquisitions, relocation of utilities, or engineering.							

	Access Management Recommendation	A. Regional Priority	B. Local Priority	Desire for Implementation	Cost	Lead Agency(ies)	Progress Report (Date: 06/29/06)	
LOCAL COMMUNITY PRIORITIES	Covington: Jillians Way to Main St. Removal of On-Street Parking	21	2	High	Low	Covington		
	Covington: Montague-Bullock Remove On-/Create Off-Street Parking	15	4	Medium	Moderate	Covington		
	Covington: "The Curve"-Montague Remove On-/Create Off-Street Parking	2	5	Medium	Moderate	Covington		
	Park Hills: Closure of residential drives/new access off side or rear rds.	27	5	Low	Low	Park Hills		
	Ft. Wright: Fortside Driveway Closures, Align new entry w/ signal	18	3	Medium	Moderate to High	Ft. Wright		
	Ft. Wright: Acquire I-75 ROW	34	4	Low	n/a	Ft. Wright		
	Ft. Wright: Rivard Adjacent Commercial Properties Shared Access	35	5	Low	Moderately High	Ft. Wright		
	Crestview Hills: Fill-in Sidewalks Whitehouse to Dudley	4	1	High	Low	Crestview Hills		
	Edgewood: Summit Right Turn Lane	6	2	Medium	Low	Edgewood		
	Edgewood: 5th/3rd Bank & Subway Right-in/outs	12	3	Medium	Low	Edgewood		
	Edgewood: Thornton Driveway Closure	9	4	Low	Low	Edgewood		
	Edgewood: Edgewood Rd.	8	5	Low	Moderate	Edgewood		
	Erlanger: Montgomery Cyclery	16	2	High	Moderate	Erlanger		
	Erlanger:Sunset (Mexican Rest.) Close Entries/Create Shared Access Dr.	31	3	Medium	Moderate	Erlanger		
	Erlanger: Colonial Cottage	26	5	Low	Low	Erlanger		
	Elsmere: Eastern & Park Aves. Driveway Closure	28	2	Medium	Low	Elsmere		
	Elsmere: Paul Wright TV Driveway Closure	30	3	Medium	Low	Elsmere		
	Elsmere: Pasquales Driveway Closure	25	4	Low	Low	Elsmere		
	Elsmere: Vine Street Closure	22	5	Low	Moderate	Elsmere, KYTC		
	Florence:Marshall Dodge Driveway Consolidations/Shared Access @ signal	19	1	High	Moderate	Florence		
	Florence: Taco Bell / Turfway Commercial Center Entrance	17	2	High	Moderate	Florence		
	Florence: McDonald's	24	3	Medium	Low	Florence		
	Florence: Consolidation of Driveways between Nicholas and Bustetter	33	4	Medium	Moderate	Florence		
	Florence: Chinese Restaurant Driveway Closure	29	5	Low	Low	Florence		
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