

Original Comments Received during the Open House Public Meeting

Station 1 - Consider the Construction of a Westbound Right Turn Lane on Highland Avenue at Dixie Highway - Comments Received

Highland Avenue – Roadway Geometrics & Traffic Evaluation City of Fort Mitchell, Kenton County, Kentucky Open House Public Meeting – Tuesday, January 15, 2019

Highland Avenue begins at a signalized intersection on Dixie Highway and runs southeast for approximately ¼ mile in the City of Fort Mitchell, Kenton County, Kentucky. It has a posted speed limit of 25 mph and serves as a collector roadway for approximately 370 homes/properties. It also provides secondary access to Blessed Sacrament.

On-street parking is permitted along the north side of Highland Avenue from Dixie Highway to Longmeadow Lane except it is prohibited from Dixie Highway to Oak Street between the hours of 7:00 AM and 9:00 AM.



Blessed Sac
 2 Left turn
 lanes from church
 exit.

Left TURN
 Lane on Dixie
 To Highland

TURN Lane
 on City Property
 ONLY

DEPENDING
 ON THE
 COST

Project Purpose: To evaluate traffic on Highland Avenue from Dixie Highway to Longmeadow Lane and to make recommendations to improve traffic flow and safety.

Issue Identified:	Agree	Disagree
	<p>1. Congestion at Dixie Highway during the AM peak hour and the interaction of the Blessed Sacrament School traffic with Highland Avenue residential traffic.</p>	
Potential Solution/Improvement:	Agree	Disagree
	<p>1. To help alleviate congestion and queues along Highland Avenue at Dixie Highway and extending through Oak Street to Floral Avenue, consider the construction of a westbound right turn lane on Highland Avenue at Dixie Highway.</p>	

Thank you for your participation!



City of Fort Mitchell KY
 A Great Place to Live and Work



STATION 1

Crosswalks at Dixie - pedestrian safety with ~~the~~ right turn lane
concerns with Greenbriar left turns

Turn lane is not long enough - take it to oak St.

Safety concern with sidewalk directly behind curb (no green space between)

Take space from city landscaping for turn lane. ✓

Allow those turning right onto Dixie Hwy to use lane through City Bldg. parking lot during morning school traffic hour. Another option is to contract with cemetery to open back gate as they did during road construction.

Adding the turning lane & taking away street parking will encourage higher traffic speeds in that area, making it dangerous for the people living there.

- If removing space between street & sidewalk, add barrier to protect pedestrian traffic.
- Limit use of space to city property (minimize private impact). Agree ✓ ✓
- Reexamine the under utilization of the Pleasant Ridge light. BS directs 6 buses to that light and 154 cars to Idaho. Have new engineer consider route.

Highland is impacted by short light at dixie, Beechwood backup and Thursday prayer breakfast when Sheriff blocks Dixie. Sometimes only 1 car can get out to the right.

- Please try to protect The residential character of old highland. ✓

- Address 'Peak' time through creative discussion with institutions (Schools, Streets) ✓

- Make turn lane at hwy; take property from City bldg. ✓

- Make traffic light change more often ✓



PROJECT #: 17-0229 SHEET 1 OF 3
PROJECT: Highland Ave
CLIENT NAME:
SUBJECT: open house public Mtg. - Station #1
DRAWN BY: Karp DATE 1-15-19
CHECKED BY: DATE

Safety concern
for sidewalk directly
against road.
(no green space)

YIELD ON
LEFT TURNING
FROM GREENBRIAR
AVE

- SB Dixie to EB Highland → using Greenbriar
Grazer green, ~~no~~ yielding
- bicycle hit in crosswalk from EB Greenbriar to NB Dixie
↳ left turns do not yield to
Highland right turn
- look at crosswalk @ intersection, maybe switch to south side
(crossing Dixie)
- look at extending turn lane to oak
(current plan, turn lane isn't long enough)
- turn lane impact cost & impact crosswalk
- estimate 10-15 cars stack in turn lane



PROJECT #: _____ SHEET 2 OF 3
PROJECT: _____
CLIENT NAME: _____
SUBJECT: _____
DRAWN BY: _____ DATE _____
CHECKED BY: _____ DATE _____

- have we considered raised sidewalks @ dixie & across dixie
- light at Dixie & Idaho?
- sometimes its quicker to leave Highland to Oak to Idaho & right on Dixie in AM w/ school but parking on Idaho & entering traffic may be an issue
- reversible lanes 3 northbound in AM & 1 southbound
1 northbound in PM & 3 southbound
Go on Dixie
- church lets out on Saturday, same problem
- pedestrian overpass crossing Dixie (instead of scary underpass)
- speeding issues → speed humps (Edge Wood)
↓
previously suggested but stop signs installed instead speed humps (C Oak)
- Blessed sacrament traffic → use their light cars & buses at light to avoid use at Highland
- wider move to City's side for turn lane
- speed issues now, only get worse if parking is moved or removed



PROJECT #: _____ SHEET 3 OF 3
PROJECT: _____
CLIENT NAME: _____
SUBJECT: _____
DRAWN BY: _____ DATE _____
CHECKED BY: _____ DATE _____

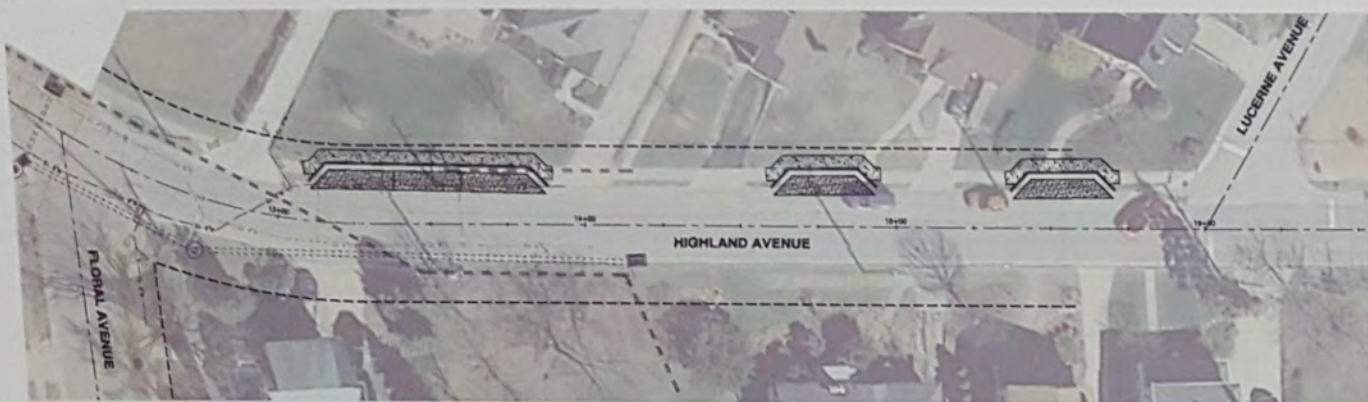
- get average speed now with parked cars & then remove parking for one day (street cleaning) & measure speeds
 - will see an increase parked cars help reduce speed
- make Highland Ave idler & oak no parking during schools in Am
- school buses for Ft. Wright students & Ft. Mitchell students
 - already going back Highland can they provide busing for Blessed Sacrament
- Blessed Sacrament → will they look at changes to their site to minimize Highland use
- eliminate on street parking will allow better sight lines to walk & improve safety (can see kids instead of parked cars blocking view)
- Some people observed & voters placing more than one red sticker on the disagreement box

**Station 2 - Consider Shifting On-Street Parking out of the Traveled Lane along Highland Avenue -
Comments Received**

Highland Avenue – Roadway Geometrics & Traffic Evaluation City of Fort Mitchell, Kenton County, Kentucky Open House Public Meeting – Tuesday, January 15, 2019

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On-street parking is permitted along the north side of Highland Avenue from Dixie Highway to Longmeadow Lane except is it prohibited from Dixie Highway to Oak Street between the hours of 7:00 AM and 9:00 AM.



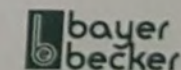
Project Purpose: To evaluate traffic on Highland Avenue from Dixie Highway to Longmeadow Lane and to make recommendations to improve traffic flow and safety.

	Agree	Disagree
<p>Issue Identified:</p> <p>2. Impacts to vehicular traffic as a result of on-street parking.</p>		
<p>Potential Solution/Improvement:</p> <p>2. To minimize impacts to vehicular traffic as a result of on-street parking or to eliminate conflicts between opposing traffic because of encounters with parked vehicles, the on-street parking could be shifted out of the travel lane by widening the pavement along Highland Avenue.</p>	<p>Agree</p>	<p>Disagree</p>

Thank you for your participation!



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STATION 2

Easel Pad
Tableau à feuilles mobiles
Block de Hojas Reposicionables

Super Sticky
Super collant
Super Adhesivas

RED-AGREE

GREEN-
DISAGREE

1

30

30 IN/PO/PULG x 23.5 IN/PO/PULG
76,2 cm x 59,6 cm
CONT. 1 BLOCK DE 30 HOJAS

3M

STATION 2
Enforcing No Park / Limited street parking ✓✓✓✓

Survey streets for bump outs ✓

Bumpouts SHOULD NOT BE ON SAME SIDE OF STREET AS SIDEWALK
(TOO MUCH PEDESTRIAN TRAFFIC INCLUDING CHILDREN)

Removing parking will encourage more speeding + possible ~~more~~ accidents ✓✓

Widen street by @1' between curb & sidewalk, each side of street ✓✓

Enforce stop sign & speed limit! ✓✓

DAMAGES Residential nature and feel of street. ✓✓✓

DONT THINK ABOUT AS LOSING A FOOT OR TWO FROM YOUR FRONT YARD, AS MEASURE
AS A % OF YOUR YARD.

Will encourage more speeding on Highland.

Reverse traffic to Blessed Sacramento

WHO HAS RIGHT OF WAY ON THE STREET? IF I DO, AND HIT, IS THE OTHER ...
DRIVER CITED? DO THEY HAVE TO PAY FOR MY DAMAGE?

**Station 3 - Consider Eliminating On-Street Parking within the Defined Intersection Sight Distance
Triangles at Lucerne Avenue and Highland Avenue - Comments Received**

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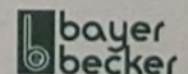
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Issue Identified:	Agree	Disagree
Potential Solution/Improvement:	Agree	Disagree

Thank you for your participation!



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SUPERSTICKY EASEL PAD
TABLEAU À FEUILLES MOBILES SUPERCOLLANTES
SUPERADHESIVAS BLOC DE HOJAS REPOSICIONABLES

STATION 13



30



25 IN/PO x 30 IN/PO
63,5 cm x 76,2 cm
5.2 SQ FT/PI² (0,48 m²)

3M

STATION 3

- no parking at all on Highlands (side street parking or driveway parking)
L YES, THIS ↑ PLENTY OF OFFSTREET PARKING
- This is not as high of a priority as the Dixie to Floral stretch.
The all-way stop helps.
- Parking prohibition has negative impact on residential character and ~~increases~~ speeding risk.
- Clear vegetation to improve sight lines.
- Taking away street parking will increase speeding throughout Highland, making it unsafe for the children living there & harder for those residents to pull ⁱⁿ out of their driveway. ✓

When trees are trimmed back in Greenspace between 211 Highland and the next house east the sight line problem is solved.

**Station 4 - Provide Any Additional Information, Concerns, and/or Suggestions Not Previously Identified -
Comments Received**

Highland Avenue – Roadway Geometrics & Traffic Evaluation
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Thank you for your participation!



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STATION 4

Turn Lane Improvements - encourage faster traffic
- effect is more dangerous for pedestrians - especially kids going to school

~~Emergency Services~~ a problem with parked cars on the street
- Fire / EMS block traffic to rest of subdivision
- could only handle 1 emergency at a time

Consider No Parking on Highland during Peak Hours

- move curbs towards public sidewalks to add about a foot to each side of the road

Consider No Parking
for a day or week
a study of speed
to see if it is going
to affect the parking

Consider development restricts to prevent further
excess density, ^{YES}

- Taking away parking for
residents of upper highland unfair &
encourages ↑ speed, danger to kids.
↑ PLENTY OF OFF STREET PARKING where?

Get schools to stagger start times further apart

Other Comments Received

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Issues Identified:

1. Congestion at Dixie Highway during the AM peak hour and the interaction of the Blessed Sacrament School traffic with Highland Avenue residential traffic.
2. Impacts to vehicular traffic as a result of on-street parking.
3. Sight distance concerns at the intersection of Lucerne Avenue and Highland Avenue.

Potential Solutions/Improvements:

1. To help alleviate congestion and queues along Highland Avenue at Dixie Highway and extending through Oak Street to Floral Avenue, consider the construction of a westbound right turn lane on Highland Avenue at Dixie Highway.
2. To minimize impacts to vehicular traffic as a result of on-street parking or to eliminate conflicts between opposing traffic because of encounters with parked vehicles, the on-street parking could be shifted out of the travel lane by widening the pavement along Highland Avenue.
3. To provide for adequate sight distance at the intersection of Lucerne Avenue and Highland Avenue, on-street parking within the defined intersection sight distance triangles should be eliminated.

Are there any other issues/concerns that should be included? Are there any other potential solutions/improvements that should be added?

I AM AGAINST ANY ACTION THAT WOULD IMPACT HOME OWNERS ON HIGHLAND IN TERMS OF REDUCING GREEN SPACE, (FRONT YARD). THE YARDS ARE SMALL AS IS AND I BELIEVE WIDENING THE STREET WOULD NEGATIVELY IMPACT PROPERTY VALUES. IN ADDITION, SPEEDING WOULD BE AN ISSUE.	

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Comments

- ① I do not want to take residents property away to make for a turn lane.
- ② All of the proposed solutions require \$\$\$s. Blessed Sacrament traffic is a variable that can be changed or at least tried; (ie staggered arrival/earlier times for car riders to not conflict with bus drop off and use Blessed Sacrament light or only allow individuals from BS that are turning north bound to use Highland/left turn must use light at BS)

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Comments

I feel the big problem is the traffic in the morning and parking on the street. I would suggest adding a turn lane and limiting parking on the street.

Thank you for your participation!



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Comments	TURN LANE ON DIXIE @ LEFT ONTO HIGHLAND
	NO PARKING ON E/H HIGHLAND DIXIE TO LONGMEADOW

Thank you for your participation!



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Are there any other issues/concerns that should be included? Are there any other potential solutions/improvements that should be added?

Comments

- ① Street parking is the main cause of traffic backups from Oak St. to Dixie Hwy. Is there anyway to eliminate on-street parking from the intersection of Oak and Highland to Dixie Hwy?
- ② Ft. Wright should be open minded about creating a safe exit for their residents and pay for it.
- ③ Will Ft. Wright be helping to pay for any suggested road changes?

Thank you for your participation!



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Highland Avenue – Roadway Geometrics & Traffic Evaluation
City of Fort Mitchell, Kenton County, Kentucky
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Comments

Solution: no parking on Highland Ave. (parking in driveways or on side streets)
with a longer + more frequent green light on Highland/Dixie

Thank you for your participation!



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Comments

EXTEND HIGHLAND TO ORPHANAGE

Print
File: avery.com/path

Thank you for your participation!



City of Fort Mitchell KY
A Great Place to Live and Work



**Original Comments Received after the Open House Public Meeting during the
Comment Acceptance Period**

Katie Dillenburg

From: Sharmili Reddy <SReddy@FORTMITCHELL.COM>
Sent: Monday, January 14, 2019 10:47 AM
To: Katie Dillenburg
Subject: Highland - Public Comment

Katie:

Below is a comment we received through our website regarding Highland. I am going to start forwarding these to you so you have a record of all comments made. We don't need to do anything else at this point.

Sharmili Reddy AICP, City Administrator
sreddy@fortmitchell.com

City of Fort Mitchell
2355 Dixie Highway
Fort Mitchell, Kentucky 41017
859-331-1212 ext 201
FortMitchell.com

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-----Original Message-----

From: [REDACTED] >
Sent: Monday, January 14, 2019 10:00 AM
To: Sharmili Reddy <SReddy@FORTMITCHELL.COM>; Janie Patterson <JPatterson@FORTMITCHELL.COM>
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: Highland Ave turn lane


[REDACTED]

Message Body:

I probably won't make the meeting about this on Tuesday, Jan 15, so I want to make a comment. Just wondering if it's feasible to just direct people to Idaho, via Oak St. Right turns are always available there. I know that left turns are permitted during part of the day, but maybe that could be changed. Blessed sacrament, and other left turn traffic could be routed to the light at the drive across from Pleasant Ridge, almost eliminating that traffic on Highland. It just seems to me that the construction of a turn lane on highland would be a lot of expense for very little benefit. One other possibility, route right turn traffic, on a designated path that would not interfere with police and other traffic in that parking lot, through the city building parking lot to Silver Ave for the right turn.

Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Wednesday, January 16, 2019 4:57 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY


Subject: [your-subject]

Phone [your-phone]

Message Body:

Please do a study concerning the traffic coming from Blessed Sacrament. The days they are not in school there are typically no traffic issues. If they were to use their traffic light to turn left instead of Highland, there would be a lot less congestion.

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburger

From: WordPress <contactform@fortmitchell.com>
Sent: Wednesday, January 16, 2019 6:32 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburger
Subject: City of Fort Mitchell KY

From: [REDACTED].com>
Subject: [your-subject]

Phone [your-phone]

Message Body:

The solution to fix all these problems without any construction or costing the city any additional tax dollars would be to make no onstreet parking on Highland Ave. (parking on side streets and driveways only) and the light on Dixie to turn green more often and for longer intervals. My child goes to Blessed Sacrament and the biggest problem with drop off and pickup is weaving in and out of parked cars on the street.

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Wednesday, January 16, 2019 8:07 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:
Hello,

I think it would be helpful to have residential traffic only on Highland. So, no school traffic from BS could use that light, they have their own light, and it's not a public school. When school isn't in for BS, Highland isn't as bad. I also think no parking from Oak to the light 24/7. I live off Anthony and have to turn left to get to my daughters daycare (off orphanage). I leave our house from 7:05-7:15 everyday and almost 3/4 days a week there are still cars parked on the street when they should have had their cars taken off the street by 7.

I don't think BS should be able to use Idaho either, I always get cut off by parents dropping off kids. Parents drop kids off on Oak and Idaho for BS. I hate BS because of all the issues with traffic it causes our little city.

I do hope something happens and the issues get resolved. Feel free to email with any follow up questions.

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Thursday, January 17, 2019 9:38 AM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:
Hello,

I was unable to make the meeting, and am not sure if this topic was addressed. The morning traffic from Blessed Sacrament filtering from Oak onto Highland is a huge issue for parents trying to get to Beechwood Schools in the morning. It's only going to get worse when the new development is completed on Floral. I urge the city to work with BS school to look at an alternative route that doesn't clog Highland.

Thank you!

[REDACTED]

--

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Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Thursday, January 17, 2019 10:00 AM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY

From: [REDACTED].com>
Subject: [your-subject]

Phone [your-phone]

Message Body:

Station 1: There will be complaints about the removal of green space, how much green space will be lost due to a turn lane and will any trees be cut down?

Station 1: Post a "left turn yield" sign for those coming from Greenbriar to N. Dixie as Highlands traffic must be in that lane to get to Beechwood.

Station 1: Move the cross walk on Dixie to the south side of the intersection. This way there is more visibility to pedestrians crossing, and left turn vehicles will be able to see someone in the crossing. Less cars coming from Greenbriar turning right and there is a way to the sidewalk without interacting with Greenbriar to north bound Dixie.

Station 2: Love the idea of parking pads. However, some residents don't. Could council consider changing our code to allow private side driveways (like 217 highland) so they have a private spot? Would be cheaper for the city and those that don't have a large enough drive way would be able to choose.

Station 2: Is there a study or data that would provide an impact to the property values if a pad is build?

Station 2: If pads or a no parking ordinance is not done on highland to allow 2 way traffic, can a line be put down the middle of the road and signs stating "Yield to incoming traffic" to clarify to outgoing traffic they do not have the right of way? (Similar to the line on Beechwood Rd.)

Station 2: If pads or no parking is done, to alleviate concerns of speeding, do a stealth study after and if appropriate, reduce speed to 20mph and enforce. (would rather consistently move at 20mph then stop & go between parked cars.)

Station 3: Sighting is a problem in this section (Ross to Lucerne) please do something. i.e. no parking, pads, widen, divider line.

Why can't we ask BSS to use their light? At St. Agnes, they stage the cars in lines, then let them through one line at a time. Give the buses one line (staged) and send them up to the light, then let cars in. (For morning drop - off, not much of a concern during the afternoons.)

What is our contingency plan for emergency vehicles to get to any road past Lucerne? The last time I asked Mr. Fuller, it was "In the event of any type of incident occurring in this area which involves the roadway being blocked we give these incidents a high priority in regards to getting the roadway reopen". I would like a better plan. Maybe they can come to some agreement with the owners of the private drive that connects Highland to Orphanage? Or explore other possibilities? An example of this recently happened with the power line that was down near 334 Highlands, and the power company was not made aware of this till 24hrs later (or so I was told).

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Thursday, January 24, 2019 7:55 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:

Good Evening

Our family supports a turn lane from Highland to Dixie. The amount of cars will only grow with the addition of new homes on Floral; so assisting residents with the only access out of the neighborhood would be a great.

In addition the on street parking situation between Ross & Lucerne needs attention. There has been some close calls as there is really no space to get over and the line of sight is less then desirable to get through that section safely. I understand the needs of residents that have limited parking but nearly every house has enough parking spaces in their driveways for two cars.

The 'bump outs' could be helpful by still providing overflow parking options for residents and allowing cars to pass without the obstructions. If residents are worried about speeding in that section perhaps a speed bump could be installed. As long as vehicles are not allowed to park to close to the speed bumps (it would be hard to get over for on coming cars if parked vehicles were there & speed bumps).

In other words our family supports the proposals suggested in the traffic study. Yes to a turn lane & yes to parking bump outs on Highland.

Thanks

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburger

From: WordPress <contactform@fortmitchell.com>
Sent: Friday, January 25, 2019 10:54 AM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburger
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:

Hi there- I live on Ross and am asking that BS traffics be routed to the light at Dixie rather than on Highland to Dixie. Furthermore, we are in real need of a designated turn lane- perhaps the retaining wall can be removed to accommodate rather than accessing the land on the other side of Highland? Highland cannot sustain the traffic at peak times, leading to unnecessary wait times for those of us who live off the street.
Thanks

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Friday, January 25, 2019 12:38 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:
Hello All Concerned:

My suggestion regarding the congestion surrounding the traffic issues, on and near Highland Avenue, is to focus on the major volume time frames of the day. I reside in the back section of Fort Mitchell Meadows and travel Highland Avenue many, many times each day. Sometimes 6 times out of the area = 12 round trips, all at various times of each day, so I am a good resident to provide sampling feedback on needed areas of help.

The only problem time felt/seen is during the school year, highlighting the morning window timeframe between 7:15-7:50. That being said, this leads me to believe it is school related volume. (Let it be noted, when either Blessed Sacrament or Beechwood independent of each other, are closed for the day, the volume reduction is greatly felt and even further noted when Beechwood is closed, Dixie Highway is significantly less congested from Pleasant Ridge to Beechwood Road.)

To follow that line of thinking, my recommendation which appears to me to be the most cost effective, and the least disruptive to existing road patterns, would be to space apart the start times of the two schools. Blessed Sacrament is reliant on Kenton County School District with use of their buses, so would it be possible for Beechwood to delay their start time by as little as 15 minutes? Would this give enough time for Highland Ave traffic to clear and Dixie Highway to open up?

All the above being said, I cannot speak to any issues a delayed start would have effect on at Beechwood. One other option to space out Beechwood Road traffic would be to have a secondary/internal delayed start time between the elementary and high schools.

These options appear to me to be economically logical and least intrusive to the existing infrastructure to the city. If the delayed start time attempts would be moved ahead with for a 1 year trial, and prove to not offer substantial resolution, then infrastructure changes could be further reviewed.

Thank you for opening this discussion up to residents who most travel this pattern.

Respectfully submitted,
[REDACTED]

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This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburger

From: WordPress <contactform@fortmitchell.com>
Sent: Friday, January 25, 2019 4:05 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburger
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:

I agree that the congestion is an issue at the top of Highland Ave. Residents have figured out that when going south on Dixie Hwy and wanting to turn left onto Highland, it is easier to stay in right lane and turn right onto Greenbriar and go straight when light turns green. This slows down the vehicles on Highland turning left. A turning lane would be helpful. Suggestion is to have a sidewalk on only one side of Highland Ave instead of both sides and to move the no parking sign further down on Highland. Traffic is backed up all the way back by Lucerne and takes at least 5+ minutes to get up to the top of the street.

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

Katie Dillenburg

From: WordPress <contactform@fortmitchell.com>
Sent: Friday, January 25, 2019 4:09 PM
To: SReddy@FORTMITCHELL.COM; Katie Dillenburg
Subject: City of Fort Mitchell KY

From: [REDACTED]
Subject: [your-subject]

Phone [your-phone]

Message Body:

Sight concerns are very valid at the intersection of Highland Ave and Lucerne. Vehicles are parked along the street and you can't see if other vehicles are coming or not.

--

This mail is sent via contact form on City of Ft Mitchell <http://fortmitchell.com>

My family has been living on Longmeadow Lane for the past 17 years. We lived on Lucerne Avenue for the preceding 6 years. During these 23 years, I estimate that I have driven up and down Highland Avenue at least 10,000 times.

In regards to the traffic/roadway situation on Highland Avenue, there are two main "pain points" which are experienced nearly every trip up Highland.

As drivers maneuver westbound on Highland Avenue, they are very likely to encounter vehicles traveling in the opposite direction. Since vehicles are allowed to park on the westbound side, the westbound drivers need to concede to the traffic by ducking behind a parked car or continue to drive "three abreast". Whenever possible, I prefer to drive "three abreast" in order to minimize delays. It seems as though that the vast majority of drivers are not comfortable doing this. It is frustrating to follow a driver up Highland that feels they have to duck behind parked vehicles every time another car is in sight.

As the top of Highland comes into view, the first thing I do is assess the intent of any cars waiting for the light. It is frustrating and painful to see the dreaded left turn signal flashing on the car waiting at the light when I am heading North on Dixie Highway and only need to make a right turn.

I have a couple of 'outside the box' ideas which I am submitting for consideration which address these pain points. These ideas are in contrast with the officially publicized alternatives. The ideas shown below are easy to deploy, extremely cost effective, and can have the same impact on traffic as the official alternatives.

- Have the traffic light at the intersection of Dixie Highway and Highland is capable of displaying a flashing red signal to the traffic on Highland Avenue. At predetermined times; the traffic light would operate in flashing red mode. At other times, the traffic light would operate in a normal red, green, yellow mode. While functioning in the flashing red mode, motorists will have the opportunity to turn left on red as conflicting traffic on Dixie Highway allows. The vast majority of times, the number of vehicles waiting at the top of Highland at any one time are less than three.

It would be a big time and energy saver to have the ability to make left turns onto Dixie Highway without needing to wait for a green signal. Right-turn drivers waiting behind the left-turning ones would surely be appreciative as well. Left turns onto Dixie Highway can be made safely as there is excellent line-of-sight in both directions of Dixie Highway.

- Install some sort of a courtesy/non-regulatory visual aid along Highland Avenue which would provide drivers with a spatial awareness of the positioning of their vehicle relative to cars parked along the road as well as oncoming vehicles. I envision two painted stripes (green maybe); the first one placed one car length from the curb and the second placed equidistant from the first line and the opposite curb. This provides drivers with a 'lane' of sorts which allows drivers to assess the amount of roadway currently available relative to the roadway needed to

Highland Avenue – Roadway Geometrics & Traffic Evaluation
City of Fort Mitchell, Kenton County, Kentucky

Open House Public Meeting – Tuesday, January 15, 2019

Highland Avenue begins at a signalized intersection on Dixie Highway and runs southeast for approximately $\frac{3}{4}$ mile in the City of Fort Mitchell, Kenton County, Kentucky. It has a posted speed limit of 25 mph and serves as a collector roadway for approximately 370 homes/properties. It also provides secondary access to Blessed Sacrament.

Project Purpose: To evaluate traffic on Highland Avenue from Dixie Highway to Longmeadow Lane and to make recommendations to improve traffic flow and safety.

Issues Identified:

1. Congestion at Dixie Highway during the AM peak hour and the interaction of the Blessed Sacrament School traffic with Highland Avenue residential traffic.
2. Impacts to vehicular traffic as a result of on-street parking.
3. Sight distance concerns at the intersection of Lucerne Avenue and Highland Avenue.

Potential Solutions/Improvements:

1. To help alleviate congestion and queues along Highland Avenue at Dixie Highway and extending through Oak Street to Floral Avenue, consider the construction of a westbound right turn lane on Highland Avenue at Dixie Highway.
2. To minimize impacts to vehicular traffic as a result of on-street parking or to eliminate conflicts between opposing traffic because of encounters with parked vehicles, the on-street parking could be shifted out of the travel lane by widening the pavement along Highland Avenue.
3. To provide for adequate sight distance at the intersection of Lucerne Avenue and Highland Avenue, on-street parking within the defined intersection sight distance triangles should be eliminated.

Are there any other issues/concerns that should be included? Are there any other potential solutions/improvements that should be added?

Comments

First, We disagree with all proposals. Seems that these will end up creating more problems than solving them.

Perhaps there is a way for Blessed Sacrament to re-route their drop off, where they can then use the stop light at the Church/Pleasant Ridge. Maybe this could relieve some congestion from all traffic that wants to turn Left from Highland Ave.

It also seems that if another way out for residence that live on or off of Highland Ave would be best. You mentioned at the meeting that there was another way out on original plans —

Thank you for your participation!



City of Fort Mitchell KY
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Comments

Perhaps it would be best to use that or find another way, rather than spend lots of money on several projects that will end up causing more issues than you already have. Speed being one: opening up the lane will just allow traffic to go faster than they already do. Also, if there is ever any sort of emergency along Highland that blocks/prevents traffic from moving you'll end up with more issues. Because if traffic cannot move in/out & there was a need for Emergency Personnel to ~~get~~ get to the blocked off area – well, help will not be able to get there.

BIG Problem:

Nobody wants to be unable to get to or out of their residence. A second way to exit only makes ~~more~~ sense. Start talking to Ft. Wright and have them help in finding a solution. After all, some of those blocked residence ~~are~~ will be in Ft. Wright.

Good Luck – just don't go for a quick fix
– look for the long term + Best fix

Thank you for your participation!



Highland Avenue – Roadway Geometrics & Traffic Evaluation
City of Fort Mitchell, Kenton County, Kentucky

Open House Public Meeting – Tuesday, January 15, 2019

Comments

I Travel Dixie Hwy North bound, everyday between 7:30 + 8:15 AM + 2:15 + 3:00 PM
A problem that exists but that has not been mentioned is that Beechwood Road backs up onto Dixie Hwy with drivers waiting to turn stopped on Dixie Hwy. This is both North + Southbound Traffic. A turn lane on Dixie will increase this effect.

IF Beechwood had 1 or 2 buses Run from Longmeadow to Dixie Hwy. in the AM + From Beechwood to Longmeadow in the PM not only would the Highland Congestion but the Beechwood Road congestion would be aided.

Looking at the schools starting times (Blessed Sacrament + Beechwood) may lessen traffic impact if staggered.

~~Police cars parked~~

Thank you for your participation!



City of Fort Mitchell KY
A Great Place to Live and Work



Highland Avenue – Roadway Geometrics & Traffic Evaluation
City of Fort Mitchell, Kenton County, Kentucky

Open House Public Meeting – Tuesday, January 15, 2019

Comments

I feel any money spent on any of the projects would be a waste. I don't see any of the "problems" as a safety concern. Inconvenient does not equal safety issues. Any issues related to the traffic at the top of Highland and Dixie relate to a problem on Dixie Hwy not anything related to the number of cars on Highland. If there was somewhere to go on Dixie we could get a lot of Highland traffic out each light. The majority of the cars going left at that light in the morning are Blessed Sacrament traffic. I have been doing this morning routine for the past 15 years (taking my kids to Beechwood) and I think with proper planning I have only had a few days we weren't able to get to school on time. People just need to be patient and we always get out onto Dixie eventually. People on Dixie that block to intersection when the light changes will cause us to be stuck - no turn lane fixes the problems on Dixie. Widening any area of Highland will just lead to faster speeds on the road. The parked cars are the only thing that keep people moving slow and safe. I do feel there is a little blind spot on the bend by Lucerne but I think some cheap tree trimming would help the visibility. While I did see a side mirror taken off a car once in that section, I have not seen any other accidents. If people are patient and courteous, we all get where we are going. Again, in 20 years of living on Highland, I have always gotten where I was going without any of these costly changes. Oh-and I don't feel that anyone should

Thank you for your participation!



City of Fort Mitchell KY
A Great Place to Live and Work

have their on street parking taken away. It is a residential area.



To: Fort Mitchell City Council and Mayor

Executive Summary: The morning backup on Highland Avenue is principally caused by congestion on Dixie Highway that frequently prevents traffic from being able to exit Highland to Dixie Highway during the half hour from 7:30 a.m. to 8:00 a.m.; the short traffic signal length at Dixie is an additional factor. These Dixie Highway inadequacies are further aggravated by the impact of Blessed Sacrament School ("BS") routing drop-off traffic to Highland Avenue instead of utilizing the light at Pleasant Ridge, thereby causing increased volume on Highland. A capital improvement project to install a turn lane on Highland is not justified given the only modest projected improvement, if any, and because it does not address the real issues.

A better policy would be to pursue incremental and less expensive mitigation to address the causes of the backups on Dixie Highway that frequently impact Highland, the too short Dixie-Highland traffic signal duration, and non-utilization of the Pleasant Ridge traffic signal for BS drop-off traffic.

The installation of a stop sign at Oak St. is also a contributing factor because it facilitates BS drop-off traffic flow to Highland since Highland lost the priority right of way.

The issue at the Lucerne and Highland intersection is sight distance, which can be improved by vegetation removal and management rather than the expense and impacts of parking bump out construction.

Discussion.

1. **Perspective requires recognition that it is only a half hour on school days that is at issue.** Difficulties exiting from Highland onto Dixie Highway are experienced only on school days from 7:30 am to 8:00 am unless traffic on Dixie is otherwise backed up or stopped. It is 30 minutes, 5 days a week, less than 9 months out of the year. The wait to exit during these times adds a few minutes to travel times, but the wait is predictable and merely an inconvenience. There are usually no issues in summer, or on any other day when either Blessed Sacrament or Beechwood Schools are not in session.
2. **Dixie Highway is the Problem.** The problem is restricted capacity on and access to Dixie Highway caused by traffic congestion and a short traffic signal. A proposed turn lane ignores these root problem causes which will continue to impact even after turn lane installation.
 - A. **Dixie Highway Operations.** Dixie unreasonably restricts access from Highland to Dixie in the following ways:

- i. Dixie Congestion. Dixie Highway congestion causes the issues on Highland. This is a deficiency in Dixie Highway--not Highland; it will not be addressed by the addition of a turn lane on Highland.

Dixie traffic backs up preventing or restricting Highland vehicles from exiting during the green traffic signal. Both northbound Dixie lanes frequently fill to capacity, unmoving, and lacking space for exiting vehicles from Highland. During especially bad times, Dixie traffic will back up into and across the Dixie-Highland intersection entirely so that zero cars can exit Highland, either to the left or right, when Highland has the green light.

When the intersection *is* open, the traffic flow on Dixie can still be so congested that only one or two vehicles can turn right before the traffic signal turns back to red. There simply isn't any space left on Dixie for the vehicles to occupy. Impacts are greatest when Beechwood School is in session, causing backups that start at Beechwood Rd. and stretch back to Highland, or when traffic diverts from the interstate to Dixie Highway for any reason.

- ii. Traffic Signal. The traffic signal at the intersection of Highland and Dixie is simply too short in duration to permit the stored traffic on Highland to exit Highland on a timely basis during the critical half hour from 7:30 a.m. to 8:00 p.m. on school days. This is compounded by congestion on Dixie which may not move during the short period that the traffic signal favors Highland.

The City's 2013 report rates the intersection as an "F" on the Highway Capacity Manual Scale for Level of Service ("LOS"). The anticipated turn lane improvement result is only an improvement of one level to an "E" LOS. That is an overly optimistic assessment if the issues on Dixie remain unaddressed. Essentially, the City is proposing to reconstruct Highland because the Commonwealth isn't providing an adequate service time on the traffic signal and has not dealt with the morning congestion on Dixie Highway.

The state has a duty to provide reasonable access, but has failed to do so for this period of time. The City needs to lobby the governor or appropriate agency to secure adequate time for the traffic signal on Highland and Dixie and other improvements.

- iii. Dixie Pedestrians. Due to the short duration of the Dixie-Highland traffic signal, any pedestrians crossing Dixie at this location during the critical period shortens and sometimes exhausts the useable green light, thereby preventing or limiting a vehicle's ability to exit onto Dixie.

- iv. Kenton County Sherriff Halts Dixie Traffic. Traffic leaving Fort Mitchell Baptist's Thursday morning prayer breakfast at 7:30 a.m. causes backups to the Highland-Dixie intersection because the Kenton County Sheriff blocks Dixie Highway to permit prayer breakfast attendees to exit the church parking lot to turn both left and right. This exacerbates the problems and removes or limits the opportunity for traffic to exit from Highland onto Dixie to the right.

B. Potential Solutions:

- i. Collaborate with the Transportation Cabinet to Improve Flow on Dixie. This is the primary issue. Address Dixie traffic congestion and flow issues which prevent egress from Highland and there will not be an issue on Highland. Issues on Highland are a symptom of the disfunction on Dixie Highway. Lobby the Governor if the Transportation Cabinet is unresponsive.
- ii. Increase Traffic Signal Duration. Obtain relief from the Transportation Cabinet and/or the Governor's office by securing increased duration for the Dixie-Highland traffic signal during the half hour period at issue.
- iii. Raise the Sherriff's Awareness. Discuss with the Sherriff's office how their traffic directing at Fort Mitchell Baptist blocks traffic at Dixie-Highland and see if there are methods or practices to reduce those impacts. Maybe they could direct all cars north (right turn only) so that both lanes on Dixie are not blocked at the same time.
- iv. Left Turn Restriction. Study possibly prohibiting left turns from Highland onto Dixie from 7:30 a.m. to 8:15 a.m. Although, without addressing the Dixie Highway issues, this, much like the purposed turn lane, will have only modest impact.
- v. Crosswalk Relocation. If pedestrian safety and traffic design permits, consider relocation of the Dixie Highway crosswalk to the other side of Highland, so pedestrians do not block right turns from Highland. If the traffic signal time is increased, then this may be unnecessary.

3. **Blessed Sacrament School Drop-off Traffic.** A contributing factor to the early morning issue on Highland is the impact of school drop-off traffic directed to Highland instead of the traffic signal at Pleasant Ridge. This has increased over what it originally was a decade ago, either because of a change in the school traffic pattern, or the addition of the stop sign at Oak-Highland facilitating drop-off traffic access to Highland, or a combination thereof. The Blessed Sacrament School traffic impact is demonstrated by the virtual absence of this issue on any non-school day. While the current BS traffic pattern works for BS, it does not work for the community. Surely there is a better school traffic pattern solution to safely serve BS while simultaneous minimizing impact on Highland residential traffic. BS traffic impacts in the following ways:

- A. Drop-offs Directed to Highland Instead of Pleasant Ridge Traffic Signal. BS does not utilize the Pleasant Ridge traffic light for returning its drop-off traffic to Dixie Highway. The 2013 City Traffic Report indicates that the light at BS and Pleasant ridge sees low volumes during the relevant morning period. (pg. 2). BS only utilizes the Pleasant Ridge traffic signal for its 5 buses. All other drop off traffic, approximately 172 vehicles, is routed to Idaho with approximately half of that traffic ending up on Highland via Oak to exit via Dixie. (pgs. 1 and 9).

Those 77 vehicles turning right on Idaho go to Highland Avenue via Oak Street. (See 2013 report numbers, p. 9). This is a significant number given that it could represent as much as half of the recorded 154 vehicles turning left from Highland during the same period of the study. This route of travel has been enabled by the addition of the stop sign to Highland at Oak. These vehicles utilize the stop sign at Oak to turn onto Highland and ultimately make a left onto Dixie. Prior to the addition of the stop sign to Highland, all Oak traffic had to yield to Highland Traffic.

- B. Observed Impact on Highland. Traffic inflow on Highland from BS by way of Idaho and Oak streets contributes to the early morning congestion on Highland Avenue. This impact appears to have increased. Perhaps BS may have changed their traffic pattern after the stop sign was added at Oak and Highland.

C. Potential Solutions.

- i. Consider a study with the specific goal and scope of engagement to find a safe alternative BS traffic pattern that reduces traffic directed into the Highland neighborhood and street.
- ii. In cooperation with BS, reroute the BS traffic pattern to safely direct drop-off vehicle traffic (172 vehicles) to the existing under-utilized light at Pleasant Ridge and BS.
- iii. Remove the stop sign at Highland and Oak and replace with a traffic device that only stops traffic on Highland when a pedestrian is waiting to cross.
- iv. Reverse the traffic pattern at BS so drop-off traffic enters on Oak.

4. **Oak Stop Sign and Crosswalk**. The addition of a stop sign at Oak and Highland a few years ago negatively impacted morning traffic flow during the period at issue by increasing traffic from Oak. The stop sign on Highland at Oak encourages traffic flow from Blessed Sacramento to utilize Highland and increases the volume of traffic on Highland. Consider alternative signal or control configurations to protect the crosswalk, but remove the stop sign on Highland at Oak.

5. **Sight Distances at Lucerne and Highland.** The proposed parking bump outs in this area are only an indirect way to address the true issue which is the sight distance at the bend in the road. The better solution, with the consent and cooperation of the affected residents, would be removal or trimming of vegetation on the side of the road to increase the sight distance up the hill toward Ross. The bump out proposal promises little benefit while degrading the appearance of the block and not substantially improving the sight distance itself.
6. **A Word of Caution about the 2013 City Traffic Study.** The 2013 Traffic report is useful for its data, but the conclusions and recommendations in the report should be given little persuasive weight given the specific scope of the engagement. The report acknowledges that access to Dixie is the true problem, and despite the data it collected, it ignores the impacts resulting from BS drop-off traffic entirely. The limited scope is set out on page 1; The Study was intended to justify a turn lane and not to find all the issues or solutions. Given only the modest projected improvements resulting from a turn lane, the Study largely failed to justify the creation of one. Reviewing the data in the Study suggests that the turn lane is a subpar, high-cost solution that only raises the rating of the Dixie-Highland Intersection from LOS "F" to "E" at what can be assumed to be considerable cost.
7. **The Residential Quality and Character are Worthy of Protecting.** The turn lane, the sacrifice of green space, residential parking restrictions to benefit through traffic and the like will reduce the neighborhood character and quality on Highland Avenue. The injustice is that these things are proposed in lieu of addressing the real problems which are with Dixie Highway and merely manifest on Highland Avenue.

Part of the appeal of Fort Mitchell is that it has protected its residential charm while many of the surrounding cities have not. Widening Highland to add the turn lane, along with the other proposals, each negatively impact this intangible asset and sacrifices the special character of Highland and the quality of life of its residents to address a problem that only exists for thirty minutes on some days.

The turn lane will also degrade the City's own long-term goal for an appealing City Center with the addition of the clock and the wall. Those aesthetics are not improved by surrounding the City Building in more concrete or trading green space for a turn lane.

Perspective is also important; we are talking about a half hour during only a portion of the year during which it may take an additional 3 to 5 minutes to exit Highland. It doesn't justify a large capital expenditure and the sacrifice of the intangible residential spirit of the street. In any case this conversation should only occur after attempts to address the true problems of Dixie Highway access and BS drop offs have been attempted.