

## Section Two - Mobility

The preferred redevelopment alternative for the Park Hills Dixie Study area relies heavily on the recommendations from *The Dixie Fix* study to address transportation issues within the corridor. The study area for *The Dixie Fix* study extended approximately eight miles along Dixie Highway from Boone County to the City of Covington. The primary method used by *The Dixie Fix* study to address both safety and mobility within the corridor is through the implementation of a thorough access management plan to control driveway movements. *The Dixie Fix* study identified the Park Hills stretch of Dixie Highway as the section of the corridor which would most benefit from access management and projected nearly a 28 percent reduction in crashes with a proper access management plan. The Preferred Redevelopment Alternative chosen for the Park Hills Dixie Study achieves better access management by reducing the number of driveway openings from 45 to 13 and by visibly separating the driveway/parking access points through the introduction of tree lawns and sidewalks which separate Dixie Highway from designated parking areas.

Another major component of *The Dixie Fix* study which has been integrated into the Preferred Redevelopment Alternative is the selection of a new cross-section for Dixie Highway. This new cross-section can be seen in *Figure 6.2* of this Chapter. The new cross-section transforms the corridor from a four lane highway to a two lane highway with a landscaped median. The proposed cross-section provides adequate capacity for the lower traffic volumes on this section of Dixie Highway. The new cross-section will also provide traffic calming and speed reduction benefits to better accommodate the retail and school oriented development adjacent to the corridor. Turning traffic will be better

served under the proposed cross-section through the introduction of dedicated turn lanes at major signalized intersections and access points. Implementation of this cross-section was identified as the highest local priority for Park Hills in *The Dixie Fix* study.

Additionally, *The Dixie Fix* study recommends the incorporation of bike lanes along Dixie Highway. These bike lanes are just one component of the bicycle and pedestrian facilities recommended by the Park Hills Dixie Study. Details about bicycling and pedestrian activity throughout the corridor can be found in **Section 1** of this Chapter. Specific location for new bike and pedestrian facilities can be found within the following subsections.

### *South Area*

In the section of the corridor between St James Street and St Josephs Lane all major changes to the transportation system occurs in the first phase of redevelopment. See *Figure 6.8*. The three entrances to the existing businesses on the north side of the road are closed and the full access is provided through the updated road to Covington Catholic High school. The current full access directly to the Sisters of Notre Dame Convent will become right-in/right-out due to the



FIGURE 6.8  
SOUTH AREA – PHASE TWO

vegetated median. See “1” in *Figure 6.8*. The current right-in/right-out access to Covington Catholic High School is removed. A new street connecting Terrace Drive to Dixie Highway at the intersection of St Joseph Lane will also provide access to Covington Catholic High School. In Phase Two a new right-in/right-out access into new developments is located between the Covington Catholic intersection and the St. Josephs intersection. This access reaches the high school through the parking lots of the new development. The intersection at St. James Avenue does not change.

The gateways designated within this section of the corridor could be used to promote alternate modes of transportation. For example, the vacant lot on the corner of St. James Avenue and Dixie Highway could incorporate a replica trolley station to be utilized as a TANK stop.

### Core Area

The section between the St Josephs Lane intersection and the Arlington Road/South Arlington Road intersection will undergo many changes. The intersection of St. Josephs Lane will be converted from a full access three-way intersection to a full access four-way intersection with the building of a new road connecting with Terrace Drive. This road will also serve as one of the two primary access points to the core development area along with the Arlington Road intersection. A new ring road which will run parallel to Dixie Highway will be constructed joining these two intersections in order to provide access to the core, as shown in *Figure 6.9* (See “2” in *Figure 6.9*). The development of the ring road will affect access from the west side of Arlington Road, as residents will no longer have direct access to Dixie Highway, but will instead have access via the ring road.

The configuration mentioned above eliminates the offset intersection at Arlington Road as called for in *The Dixie Fix* study. The intersection of Arlington Road and South Arlington Road with Dixie Highway is currently off-set which requires for two traffic signals spaced less than 100 feet apart. The proximity of these two signals creates a chaotic environment in which drivers often mistakenly run one of the two lights by misinterpreting this area as one intersection rather than

two. The preferred redevelopment alternative calls for these two intersections to be consolidated into one by realigning Arlington Road to South Arlington Road.

A non signalized full access intersection located between the St. Josephs Lane intersection and the Arlington Road intersection will also access the core development area on the west side of Dixie Highway. Good circulation through the core development on the west side of Dixie Highway is provided by interconnecting parking lots and internal roads.

Along the eastern side of Dixie Highway all direct property access is removed and access is from St Joseph Lane or South Arlington Road into a series of connected parking lots located behind the expected new structures. Circulation for the eastern residential



FIGURE 6.9  
CORE AREA – PHASE TWO

area will also be improved by providing an extension of Cecelia Ave from its current terminus at Rosemont Avenue south to St. Joseph lane.

A new ring road will be constructed joining these two intersections in order to provide access to the core, as shown in *Figure 6.9*. The development of the ring road and the core will affect access from the west side of Arlington Road, as residents will no longer have direct access to Dixie Highway, but will instead have access via the ring road. This configuration also eliminates the offset intersection at Arlington Road as called for in *The Dixie Fix* study. Additional indirect access is also proposed for the western residential areas via an extension of Terrace Drive beyond Old State Road, into the rear of the new development area known as the core area. Circulation for the eastern residential area will also be improved by providing an extension of Cecelia Ave from its current terminus at Rosemont Avenue south to St. Joseph Lane.

### North

The section of the corridor north of Arlington Road/South Arlington Road intersection to the City line undergoes a dramatic reduction in the number of direct access points. See *Figure 6.10*. The plan calls for four on each side of the road with one each being right-in/right-out only. The alignment of Dixie Highway is also shifted, to the east at the north end of the corridor to reduce the angle of the curve as the highway enters Covington.

Additionally, the Preferred Redevelopment Alternative calls for a newly constructed bike/pedestrian pathway to link Dixie Highway with the Gateway Community and Technical College site at the top of the hill. This new access point could provide non-motorized access for any potential new residents of the site at the top of the hill to the activities along Dixie Highway.



FIGURE 6.10  
NORTH AREA – PHASE TWO

## ***Existing Residential Access***

In addition to consolidating access to the commercial parcels immediately adjacent to Dixie Highway and the proposed cross section, access and circulation for adjacent residential areas have been modified as well. Three existing signalized intersections on Dixie Highway at St. James Avenue/Hilton Drive, St. Joseph Lane and Arlington/South Arlington Road will remain. However, the two intersections at St. Joseph Lane and Arlington Road will also be used to serve as the primary access to the core development area. The intersection at St. Joseph's Lane will be converted from a full access three-way intersection into a full access four-way intersection.

Overall the proposed access plan for the Park Hills study area should greatly improve both the mobility and safety of the corridor. This is primarily realized by the aggressive access management efforts which

aim to consolidate access points and clearly delineate intended accesses and turning movements. Integration of the retail and residential uses which are adjacent to the corridor will also be furthered by the proposed cross-section which reduces the number of lanes on Dixie Highway and adds a landscaped median. This effort will be furthered through the improved connectivity and circulation patterns brought about by the modified local street network. Finally, the corridor during the development process will be designed to accommodate pedestrian, bicycle and transit users through the implementation of complete street strategies. These users will be served by the bike lanes on Dixie Highway, pedestrian and bicycle access and connectivity to adjoining residential areas, and by existing bus facilities located along Dixie Highway that can be improved with shelters to identify and enhance these locations.