



Groundbreaking by Design.

MEETING MINUTES

Project: 4th Street Roadway Reconfiguration Study
Covington, Kenton County

Purpose: Project Team Meeting No. 1

Place: Virtual Meeting (MSTeams)

Meeting Date: July 24, 2023 at 1:00 PM

Prepared By: Qk4

Participants:

Bob Yeager	KYTC D6
Mike Bezold	KYTC D6
Stacey Hans	KYTC D6
Dane Blackburn	KYTC D6
Cory Wilson	KYTC D6
Sharon James	KYTC D6
Gary Valentine	KYTC Project Development
Jay Balaji	KYTC CO Planning
Keith Lovan	KYTC CO Planning
Catherine Davis	KYTC CO Planning
Libbie Dockemeyer	KYTC CO Planning
Amanda Desmond	KYTC CO Design
Robert Koehler	OKI
Frank Busofsky	TANK
David Reed	Qk4
Albert Zimmerman	Qk4
Rebecca Thompson	Qk4
Jeremy Lukat	Qk4

Gary opened the meeting, welcoming attendees. Its purpose is to discuss the existing conditions for the mile-long study corridor: 4th Street in downtown Covington between the Licking River Bridge and I-71/I-75 ramps. The study is intended to gage the feasibility of a roadway reconfiguration, losing one vehicle lane to designate space for a bike lane. It is intended to assess both short- and long-term feasibility and coordinate ongoing efforts associated with the Brent Spence Bridge (Item 6-17), Licking River Bridge (Item 6-1086), and Covington Central Riverfront (CCR) development projects.

Traffic counts in April 2023 recorded vehicle, bicycle, and pedestrian volumes using the study corridor, which currently provides three 12-foot westbound travel lanes with sidewalks running along both sides. Microsimulation shows peak hour Level of Service (LOS) at signalized intersections is D or better though some individual turn movements operate at LOS E-F in one or both peak hours. The corridor also serves several bus routes, with the Covington Transit Center located a block north along Madison Avenue.

Future traffic projections blend certified forecasts from the Brent Spence project and expected new trips at the CCR development (based on projections from a March 2023 draft technical memorandum). Intersection LOS degrades to LOS E at the intersections with Philadelphia and Main streets, driven by projected north/south volume increases in Brent Spence forecasts. Based on these volumes, a reduction to two westbound vehicle lanes is feasible east of Main Street. To the west, three lanes are needed.

Over the five-year analysis period (2018-2022), 432 crashes were reported along the study route, including two fatalities and 39 injury collisions. Crashes were concentrated at intersections, especially in the western half of the study limits. The most common manners of collision were angle crashes (34%), same direction sideswipes (34%) and rear ends (20%). There were eight incidents involving pedestrians or cyclists—one fatality and the remainder resulting in injuries.

The proposed typical section provides two 11-foot travel lanes for vehicles, with a 5-foot buffered bike lane on the north side of the street. Sidewalks could bump out 3.5 feet on each side to repurpose the reconfigured width: with striping short term or permanent hardscaping long term. Representative concepts at the Garrard, Greenup, Johnson, and Main street intersections were presented.

Team discussion followed:

- A different project considers north-south mobility in Newport but is unlikely to influence demands along 4th Street in Covington.
- Turn lanes crossing the bike lane lead to confusion and conflict points. The standard configuration is shown. Signing or painted pavement markings can help clarify expectations and add visibility.
- The City is interested in a Riverlink trail but no specific alignments or linkages to 4th Street have been decided.
- Bicycle accommodations will be evaluated for feasibility on the Clay Wade Bailey (CWB) Bridge as part of the innovation period with the Design-Build Contracting Team on the Brent Spence Bridge Corridor Project.
- Main Street forms a break point for the corridor, with two lanes to the east but three lanes remaining to the west. The 4th Street bike lane could continue westbound as a shared lane, could transition to the CWB bridge, could cut north on new alignment under the bridge to link towards the riverfront, could follow Johnson to 3rd towards Ludlow, and/or follow one of the existing north/south streets towards 5th Street. Qk4 will explore these options further.
- Is the City pursuing Bus Rapid Transit for the corridor? There is no local push at this time.
- Local advocates are very interested in seeing on-the-ground improvements to the bike/ped network. The roadway reconfiguration could be implemented as part of the planned 4th Street resurfacing project, which could occur as early as Summer 2024.
- There is a meeting scheduled with the City Wednesday morning to provide an update and get their input.

Following input from the city, Qk4 will continue to refine the build concept, specifically looking at connection options beyond Main Street. Additional details and potential costs will be discussed at the next project team meeting.

End of Minutes