

## Brainstorm Meeting Notes for I471/KY Interchange

Project Item Number: 6-8104

County and Route: Campbell, New Route

Project Description: The I-471/KY 8 Interchange Modification Project is examining modifications to the interchange to reduce traffic delays on southbound I-471 at the KY 8 exit ramp, resulting in improved safety for southbound and exiting traffic.

Project Manager Contact information (Cabinet): Carol Callan-Ramler, KYTC- D6, 859-341-2700 x272, Carol.Callan-Ramler@ky.gov

Project Manager Contact Information (Consultant): Warren A. Iulg, GRW Engineers, Inc., 859-331-9220, wiulg@grwinc.com

Other contacts: Michael Galbraith, Public Involvement Coordinator, H. W. Lochner, Inc., 859-224-4476x224, mgalbraith@hwlochner.com

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Approximate dates: April 13, 2007

Comments (number of people reached, effectiveness of the technique, what you would do differently, etc.): Twenty-six members of the Interchange Advisory Committee and Section 106 Committee attended the brainstorming meeting. Additionally, 13 members of the project team were present to facilitate the brainstorming exercise and answer questions from the workgroups. The attendees were seated in three groups, with the intent of mixing the representation from the local communities and organizations. Large aerial photos, 11X17 photos and markers were provided and the workgroups were encouraged to design the interchange. Each group designated a note taker and a presenter and presented viable solutions at the conclusion of the exercise. The notes and sketches from within each group, as well as notes from general discussion during the presentations, were compiled into meeting notes and placed on the website. The exercise is a very useful tool; allow enough time for each step so that the committee members do not feel rushed or unappreciated.

**I471 / KY 8 INTERCHANGE MODIFICATION  
CAMPBELL COUNTY, KENTUCKY  
ITEM NO. 6-8104.00**

**Interchange Advisory Committee / Section 106 Consulting Parties  
Conceptual Alternatives Brainstorming Session**

A meeting was held at 1:00 p.m. on Friday, April 13, 2007 at the Newport City Hall Council Chambers in Newport, Kentucky. The following people were in attendance:

**Design Team Meeting Attendees:**

Jim Brannon	KYTC- Design	<a href="mailto:jim.brannon@ky.gov">jim.brannon@ky.gov</a>
Stacee Hans	KYTC- Design	<a href="mailto:stacee.hans@ky.gov">stacee.hans@ky.gov</a>
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**Interchange Advisory Committee**

Andrew Aiello	TANK	<a href="mailto:aaello@tankbus.org">aaello@tankbus.org</a>
Michael Bradley	IAC	<a href="mailto:Michael.bradley@zoomtown.com">Michael.bradley@zoomtown.com</a>
Steve Brun	Bellevue City Council	<a href="mailto:sbcomp@fuse.net">sbcomp@fuse.net</a>
Robert J. Buchert	IAC (Newport)	<a href="mailto:rbuchert@amsselfstorage.com">rbuchert@amsselfstorage.com</a>
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Beth Fennell	Newport Commissioner	<a href="mailto:beth@Fennelappraisal.com">beth@Fennelappraisal.com</a>
Thomas Guidugli	Newport Mayor	??
Jay Hamilton	ODOT	<a href="mailto:jay.hamilton@dot.state.oh.us">jay.hamilton@dot.state.oh.us</a>
Joe Hurley	Bellevue Neighborhood Assoc.	<a href="mailto:joehurley@fuse.net">joehurley@fuse.net</a>
Robert Koehler	OKI	<a href="mailto:RKoehler@oki.org">RKoehler@oki.org</a>
Walter Pagan	SouthBank Partners	??
Kenneth Rankle	IAC (Dayton)	<a href="mailto:krankle@zoomtown.com">krankle@zoomtown.com</a>
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Amanda Joering	??	

## Section 106 Consulting Parties

Jack Meyer	Bellevue (Mayor)	??
Kathleen Almoslechner	Bellevue Neighborhood Assoc.	??
Julie Boudousquie	Friends of Bellevue	<a href="mailto:boudousquie1@insightbb.com">boudousquie1@insightbb.com</a>
Carol Bruns	Newport	<a href="mailto:Carolyn.bruns@fuse.net">Carolyn.bruns@fuse.net</a>
Emily Jarzen	City of Newport	<a href="mailto:ejarzen@newportky.gov">ejarzen@newportky.gov</a>
Jody Robinson	City of Bellevue	<a href="mailto:jody.robinson@bellevueky.org">jody.robinson@bellevueky.org</a>
Margaret Warminski	Cincinnati Preservation Society	<a href="mailto:margo@cincinnati-preservation.org">margo@cincinnati-preservation.org</a>

The following is a summary of discussion:

### INTRODUCTION

- 1) The meeting was announced to the IAC and Section 106 committees via mail on 3/13/07 and email on 3/14/07. The purpose for the meeting was defined as a venue to solicit input for interchange improvement alternatives that will satisfy the Project Purpose and Need Statement:

#### **Project Purpose and Need Statement:\*\***

To improve safety and reduce traffic delay at the I-471 / KY 8 Interchange in Kentucky by correcting deficiencies that cause or contribute to I-471 southbound exit ramp queues that occur on the Daniel Carter Beard Bridge over the Ohio River.

\*\* This Purpose and Need Statement appeared in the Meeting Handout. This statement was refined on 4/09/07 during a Team Meeting with FHWA, DEA, D-6 Design and the Consultant.

- 2) Jim Brannon, KYTC Preconstruction Branch Manager for Design, opened the meeting. He reviewed the meeting purpose, requesting input from all attendees that will be utilized by the Design Team in further documenting and studying conceptual alternative improvements to the interchange.
- 3) Mike Galbraith, Lochner Public Involvement Coordinator, discussed the desire to obtain long-term solutions for the project design through the input of everyone in attendance.
- 4) Mike explained the format of the meeting. Tables were set up with large project area maps spanning the length of each table. 6-8 chairs were placed around each table. Markers were placed on the tables so the attendants could mark up the map with their ideas and suggestions. Each table was asked to discuss the project, the obstacles and generate ideas and alternate concepts that they feel would be viable. Each table was asked to choose a note taker from their group to record the ideas and comments taken/made at each table.
- 5) Each group included a facilitator (a member of the consulting team) to provide guidance and technical information. Additional design team consultants were visiting

each table to assist with technical information within their field of expertise.

- 6) Warren Iulig, GRW Project Manager, introduced the Design Team to all in attendance. He then reviewed the project development chart, showing the progression of the project which is currently in the planning stage of preliminary design. He stated that the consulting team is here to listen to the input of the committee members and utilize this information to formulate alternates. Alternate formulation should be completed by July, at which time they will be evaluated and rated with the committees.

### **BRAINSTORMING TABLES**

- 7) The attendees randomly sat in three groups around three tables. Each table had a large aerial photo of the project area, markers and copies of the aerial photo on an easel. Each table was assigned a member of the consulting team to provide guidance, assistance and answer possible questions. The remaining consulting team members as well as KYTC personnel visited each table to also provide assistance. The groups were asked to select a table note taker to record the ideas and conclusions that their group developed.
- 8) The group was given approximately 1.5 hours to discuss ideas. They were invited to use markers to draw on the aerials. All members of each group (each of three tables were occupied by approximately 8 in number) seemed to be very involved in discussion.
- 9) Following this break out session, each group was asked to choose a representative to present their ideas utilizing the easel aerial. For the purpose of recording, they will be listed as groups A, B and C.

*Sketches made by committee members have been transposed and recorded for inclusion with this memorandum in the support document file; **Public Comments & Notes 4-13-07.pdf**. Each sketch received has been assigned a letter designation from A to Z, AA and BB.*

**Group A:** Contributed ideas represented by Sketches H, I, J, K, L, M, P, Q, R, S, T, U, V, W and Z. (Reference attached file; Public Comments & Notes 4-13-07.pdf)

**Notetaker:** Tom Eigel

**Presenter:** Steve Brun

### **Notes:**

- Re-sign Cincinnati side to direct vehicles to Taylor/Southgate Bridge from Southbound I-71.
- Direct traffic from Southbound I-71 and 5<sup>th</sup> Street in Cincinnati to use the 10<sup>th</sup> Street Exit rather than the KY 8 Exit. This can be done with signage and / or potential physical barrier to changing lanes.
- New southbound ramp should extend to Riviera Drive. Widen Riviera Drive for Bellevue and Dayton traffic.

- Maintain existing SB ramp to Route 8 via Park – (Levee traffic, left turn only).
- New southbound ramp to exit on 6<sup>th</sup> Street (Newport traffic only).
- Exit to new “Pavillion” development from Grand Avenue or Memorial Parkway.
- Ideas to address concerns about Party Source Ingress/egress:
  - Provide right turn in from Route 8 into Party Source – entrance only.
  - Allow only right turn out from northern most parking lot egress point.

**Group B:** Contributed ideas represented by Sketches N, O & X. (Reference attached file; Public Comments & Notes 4-13-07.pdf)

**Notetaker:** Margo Warminski

**Presenter:** Warren Iulig

**Notes:**

- Ian Budd presented a rendering of a design that included roundabouts at the following intersections:
  - NB Ramps / KY 8
  - KY 8 at the Levee garage entrance
  - KY 8 / Washington
  - KY 8 at the Taylor-Southgate Bridge
- The Interchange modification is based on constructing a roundabout on Riviera Drive opposite Save a Lot.
  - The existing Riviera Drive intersection is closed at KY 8
  - Riviera Drive traffic combines via the centrally located RAB, with ramp traffic and uses the ramp RAB at KY 8 near the floodwall gate.
  - SB I-471 exit traffic crosses beneath the Interstate mainline and enters the RAB.
  - SB I-471 entering traffic does so as today.
  - NB I-471 exit traffic bridges over the Riviera RAB to a RAB intersection at the existing NB ramp intersection with KY 8
- Other suggestions included the following:
  - Committee and design team members agreed a traffic flow improvement study would be beneficial for access to parking at attractions in and around Newport on the Levee. It was noted when the Levee garage becomes full and optional ground lots are mandatory driver confusion frequently occurs and results in slow downs on KY 8 and long queues that extend to Park Avenue.
  - The signal system in Bellevue needs to be improved.
  - The importance of somehow closing off Riviera Drive to KY 8 was presented as part of the “Concept N” interchange modification plan. The close proximity of this intersection to the NB ramp intersection was cited as a problem. The possibility of restricting the existing Riviera Drive / KY 8 Intersection to right – in, right – out only was discussed as an idea, separate from the Concept N interchange option.

**Group C:** Contributed ideas represented by Sketches A, B, C, D, E, F, G, Y, AA and

BB. (Reference attached file; Public Comments & Notes 4-13-07.pdf)

**Notetaker:** Jay Buchert

**Presenter:** Jay Buchert

**Notes:**

Provide a short term and a long term solution (15-25 year/30-50 year)

- GOALS
  - Get traffic off of bridge.
  - Create additional exit points.
  - Stay away from historical district.
  - Be sensitive to others (school, library, adjacent neighborhood)
  
- Short Term Solution: (15/25)
  - Extend (lengthen) ramp from bridge to remove stacking from 471 bridge.
  - Exit at 3 points: high school at 6<sup>th</sup>, Riviera at Landmark and Route 8 at current location.
  - Improve access to Party Source.
  - Discuss roundabouts as viable options
  - Study and improve parking situation at Levee.
  - Alternate: Connect landmark eastward to Center Street or possibly connect to Division Street through Vets.
  
- Long Term Solution: (25/50)
  - Increase dispersion points. What this means may be to attempt to more equally disperse I-471 Interchange traffic throughout the general area, more specifically, to force the utilization of multiple routes to one destination.
  - Greater utilization of the Taylor-Southgate Bridge.
  - Less focus on possible effects on KY 8.
  - Improve Riverboat Row as ped/bike facility.

**CONCEPTUAL ALTERNATIVES EVALUATION MATRIX:**

When the group presentations were completed, Warren passed out a Conceptual Alternatives Evaluation Matrix along with an example conceptual alternative. It was presented and described as a tool that scores, rates and compares alternatives based on the following categories:

- Operational efficiency
  - Interstate Level of Service (LOS)
  - KY 8 Intersection LOS
  - KY 8 Intersection Delay
  - KY 8 Travel Time
  
- Environmental
  - Cultural Historic Impacts
  - Relocations
  - R/W – Environmental Justice
  - Access to Commercial Facilities
  - Utilities

- Noise
- Hazardous Materials
- Natural Areas
- Access to Public Transportation
- Viewscape / Aesthetics
- Construction
  - Duration
  - Maintenance of Traffic (Ramp or Lane Closures / Delay)
  - Maintenance of Traffic (Local Street Delay)
- Cost
  - Right-of-Way
  - Utilities
  - Construction

Traffic Consultant Steve Bergman pointed out that all of the alternate ideas and concepts discussed today would be incorporated and considered. The alternate handed out with the matrix is just one of many ideas/concepts that will be considered. The matrix was distributed to show how alternates will be rated for viability. The suggestions/alternates gathered today will be placed into this matrix to evaluate viability/feasibility.

Warren added that as months go on and as alternates are further developed, we will be filling out the evaluation form and rating the alternatives using the three colors: Green ~ Good, Yellow ~ Average and Red ~ Poor. The form will be the tool to determine the most feasible alternates. (All feasible alternates must satisfy the Purpose and Need Statement.)

**QUESTION AND ANSWER PERIOD:**

Q: Was there a reason why re-routing Riviera to intersect KY 8 at Patchen did not incorporate a full-fledged intersection at the present Riviera / KY 8 Intersection location? This is presented as right-in, right-out in your alternate.

A: This was done to show improvement of spacing of intersections along KY 8. Another option would be to simply bring Riviera Drive into KY 8 at the present intersection location. We don't know if that area will be able to support right in/right out at this moment.

Q: Table C mentioned Riverboat Row – shutting it off currently has increased Route 8 traffic. Riverboat Row allowed for an alternative routing of east – west traffic. Why can't it be opened again, extended and become a viable alternate route to Bellevue?

A: I don't know the answer to that. Can somebody speak to that today? Mayor Guidugli: We *have* been using it for events. It could be opened periodically but that creates confusion. Warren: It's really an access road and is not meant to be an alternate to a State Route. Mayor Guidugli agreed.

Q: Regarding the Southshore Development: Isn't there going to be another intersection on KY 8 through the floodway into Southshore?

A: We are aware of that. It is not opposite the exit ramp. It is opposite Beach Ave. Jay Buchert: Design plans show an entrance into the garage and a roadway that starts at a new break in the floodwall down to the access drive. US Army Corps of Engineers has approved.

Q: What about a cut in the floodwall opposite the exit ramp? Jay Buchert: I don't know – you would have to apply from the highway Department and the Corps to get another break in the floodwall. Steve Bergman: The more access points, the more intersections and points of stacking. Jay: Closure of Riverboat Row is max one year between Don Pablo's for the garage construction project. Southshore was discussed and Jay stated that there will be three towers, one of which will be an office tower. Garage is funded which is what they are doing now. Some of parking structure will be public and some reserved for residences.

Regarding the Conceptual Alternative *example* that was passed out with the Evaluation Matrix, Warren stated that it was only conceptual at this time and was common to a lot of the ideas that were generated today. He also pointed out a black dashed line on the exhibit that represented a portion of relocated floodwall under mainline I-471 that would be necessary to keep the relocated SB exit ramp open in the event of a record flood. This floodwall relocation will be common to any alternatives that call for putting the SB exit ramp under mainline I-471.

Q: Is the ramp radius on alternate shown – are they correct?

A: They are designed for about 25 mph radius which is viable. There might be need for special warning signage for the relatively tight curves that carry the ramp under mainline I-471.

#### **MEETING SUMMARY STATEMENT:**

Warren closed the meeting stating his appreciation to all who participated.

The next step will be to summarize all suggestions made and circulate a meeting memorandum to everyone in attendance to ensure correct interpretation of all comments.

The next meeting will be in July, at which time the Design Team will present the planning stage Conceptual Alternatives. These alternatives will have incorporated comments and ideas gained from the 4/13/07 meeting and other internal meetings. The Evaluation Matrix will be utilized to rate the conceptual alternatives.

After adjournment, Steve Brun stated that he wanted to go on record as saying that going through the Bellevue Vets Park would be a nightmare and he would rather that does not happen. He is on council but is also member of Vets and stated that utilizing

this property would destroy ball field use. He said, "I want to go on record saying I'm not in favor of doing this."