

APPENDIX B  
DOCUMENT TEXT MODIFICATIONS

The following two pages contain proposed edits to be made to the 2005 Cold Spring Comprehensive Plan as a portion of the 2010 comprehensive plan update. The portions of text to be removed via this update are represented with strikethroughs.

Page 8 – 4 reflects the elimination of the first three sentences of the bullet referring to Dry Creek Road due to a decision that Granite Springs would not connect to Dry Creek at any time, given the condition of Dry Creek and its county road status. Dry Creek Road is very low on the County’s priority list for improvements.

Page 8 – 8 reflects the elimination of the fourth bullet referring to a Bunning Lane Extension to Dry Creek Road.

## Improvements To Existing Roads

### *Upgrade of Existing Arterial Streets*

#### U.S. 27/Alexandria Pike

- Due to the existing and anticipated traffic volume and the difficulty in making left turn movements, access management techniques should be utilized. These can include a non-traversable median, curb-cut controls, etc. To handle left turn movements with a non-traversable median it is further proposed that the city and state investigate the potential for locating “controlled u-turns” and designated intersections. Installation of managed u-turn will likely require that the median area be widened resulting in a wider roadway/rights-of-way at those locations.
- Improve pedestrian safety along U.S. 27/Alexandria Pike through the use of streetscape improvements.

#### Pooles Creek Road

- Widen to improve accessibility between Darlas Drive and AA Highway. Note: Due to physical constraints it appears unlikely that the section of Pooles Creek Road from U.S. 27/Alexandria Pike to Darlas Drive will be improved to the extent that it can serve as a good arterial road). When complete, this section, along with the remaining roads, may be reclassified.

### *Upgrade of Existing Collector Streets*

#### East Alexandria Pike

- To improve the safety and flow of traffic (vehicular and pedestrian) at the intersection of Goetz, Dodsworth, East Alexandria Pike and the entrance to City Hall, a modern roundabout could be installed. A modern roundabout can manage traffic at intersections, such as this one, where roads enter at odd angles. It is therefore recommended that the city investigate the potential for a roundabout at this location.

#### Dry Creek Road

- ~~Widen and re-align road from Murnan Road west to proposed access to the Granite Spring development (i.e. address inadequate lane widths and horizontal/vertical curves, etc). Where Dry Creek Road connects with the Granite Springs development, this portion of the road should be classified as a local street to the AA Highway. Any improvements to Dry Creek Road in this area should be made in accordance with public street standards.~~ It is therefore recommended that emphasis on using this road for major access to the AA Highway be removed in favor of increasing access at Murnan Road via a new interchange (see recommendations for Murnan Road).

- Pooles Creek Rd / Martha Layne Collins /NKU Connector – to provide a new roadway west of U.S. 27/Alexandria Pike to serve Northern Kentucky University area.
- Darlas Dr extension – to provide a new roadway extending Darlas Drive from its current terminus to U.S. 27/Alexandria Pike via Bunning Lane or other local streets.
- Bunning Lane extension north – to provide a new roadway extending Bunning Lane from its current terminus, north to Pooles Creek Road.
- ~~Bunning Lane extension south – to provide a new roadway extending Bunning Lane south to Dry Creek Road.~~
- St. Michael Dr. extension – to provide a new roadway extending St. Michael Drive from its current terminus, northwest to Pooles Creek Road.
- East Alexandria Pike/Ripple Creek Road connector – to provide a new roadway between these existing streets, south of Sabre Dr and north of Keating Drive.
- Crossroads Boulevard – to provide a new roadway that would extend at the terminus of Crossroads Boulevard and connect with the AA Highway.
- Plaza Drive – to extend the existing public street to connect with the AA Highway via an easement through private property as per recent development plan approval.

## TRANSIT

The Transit Authority of Northern Kentucky (TANK) has provided transit services to Boone, Campbell and Kenton counties as well as downtown Cincinnati since 1973. Table 8-2 shows TANK's annual ridership since 1980. TANK's fixed route bus operation consists of 117 coaches operating along nearly 30 routes, of both local and express service. In 1999, 4.3 million miles of transit service were provided to nearly 3.9 million passengers. Ridership rose nearly 8 percent from 1998 to 1999. Ridership is expected to increase in Cold Spring due to the increased residential development in the area. Cold Spring residents are provided TANK service via two routes, one during peak hours and another during off-peak hours, both of which run north and south through Cold Spring along U.S. 27/Alexandria Pike.

Since 1995, TANK has opened park-and-ride locations, one of which is located in Cold Spring, on the east side of U.S. 27/Alexandria Pike, northwest of Chapman Lane. A park and pool lot is located on Pooles Creek Road near the AA Highway, however, it is recommended that this be converted to a park and ride facility. Park and Rides have become extremely popular in recent years because of the convenience and cost savings. The average suburban commuter using a TANK Park and Ride saves close to \$9 per day by riding TANK over driving their personal automobile. Two (2) future park and ride lots are proposed at the Northern Kentucky University (NKU) campus, and within the Cold Spring Crossing development near the AA Highway and the U.S. 27/Alexandria Pike interchange.