CHAPTER 6

TRANSPORTATION AND CONNECTIVITY IMPROVEMENTS

This chapter provides a summary of specific transportation and connectivity improvements that are recommended to be undertaken in the Study Area. They are based on the recommendations provided by TEC Engineering, Inc., who was retained to advise the Planning Commission on transportation and connectivity issues, and the information compiled in the Existing Conditions Report. Most of these improvements are also discussed in the “Recommended Land Use and Development Concepts for the 8 Sub-Districts” section of Chapter 2. These improvements are indicated on the Transportation Improvements map on the following page.

Realignment of Mall Circle Road (Map ID 1)

The portion of Mall Circle Road that is parallel to Mall Road is recommended to be relocated eastward to provide sufficient depth for new outlots. No direct access for individual lots should occur from Mall Road. Mall Circle Road itself should be redeveloped as a shared private development street/driveway per the standards in Chapter 3, or similar approach which creates the effect of an urban “street,” even if this occurs incrementally as additional development occurs. This realignment is discussed in the Area 2 text of the “Recommended Land Use and Development Concepts for the 8 Sub-Districts” section of Chapter 2.

Connector Drive (Map ID 2)

This roadway is recommended to be better delineated and separated from the existing parking lots, including the private section of the alignment which extends northward from Cayton Road. This could be accomplished with curbing, different pavement, type or color, and eliminating or drastically reducing the amount of minor parking lot driveways that intersect it. Chapter 2 discusses the use of a single identifiable alignment with one standard street section design for each area where the roadway is located. Chapter 2 also discusses the use of a shared private development street/drive for the section north of Cayton Road.

The private section of this alignment which extends northward from Cayton Road is recommended to be extended to the site at the north end of the Study Area in a defined, continuous alignment. The south end of Connector Road is recommended to be extended southward to Area 5, provided it is feasible due to the creek crossing, and grade and alignment issues. Additionally, improved traffic control needs to be evaluated and
addressed for the intersection of Connector Drive and Cayton Road.

**Steinberg Drive at I-71/I-75 Off Ramp and Mall Road Intersection (Map ID 3)**

Recommended improvements are outlined in the Area 6 text of the “Recommended Land Use and Development Concepts for the 8 Sub-Districts” section of Chapter 2.

**Street/Vehicular Connections and Extensions**

**Service Road to Mall Circle Road (Map ID 4):** Service Road is recommended to be upgraded and extended as a combination connector road between KY 18 and Mall Circle Road and an access road for the adjoining properties, or altogether removed with driveway interconnections provided between sites if the extension is not feasible. Recommended improvements are outlined in the Area 1 text of the “Recommended Land Use and Development Concepts for the 8 Sub-Districts” section of Chapter 2.

**Area 3 Interconnections (Map ID 5):** Streets which interconnect between the temporary dead end of Heights Boulevard, US 42 near the interchange across from Holiday Drive, and Mall Road at the approximate midpoint between Heights Boulevard and Mall Road Center in Area 4 are recommended. The new intersection at US 42 should be restricted to either right-in only or right-in/right-out only. This interconnecting system should include the Diane Drive extension if it is feasible.

**Mall Road Parallel Frontage Road in Area 3 (Map ID 6):** A frontage road parallel to Mall Road is recommended to extend between Heights Boulevard and Mall Road Center in Area 4. No direct access for individual lots should occur from Mall Road.

**Area 3 to Site East of Area 4 Along US 42 (Map ID 7):** A vehicular connection is recommended between the southeast part of Area 3 and the site along US 42 that is immediately to the east of Area 4 and outside of the Study Area, provided it is feasible due to the creek crossing and grade issues.

**Area 4 Interconnections (Map ID 8):** A vehicular connection is recommended between the Mall Road Center development and Diane Drive. Vehicular and pedestrian connections are recommended between each of the three properties in Area 4.

**Diane Drive Extension (Map ID 9):** Diane Drive is recommended to be extended from Area 4 northward as an interconnection with Area 3’s road system under any redevelopment scenario, provided it is feasible due to the creek crossing and grade issues.

**Area 5 to Northeast Corner of US 42/Airview Drive Intersection (Map ID 10):** A connection between Area 5 and the sites at/near the northeast corner of the US 42/Airview Drive should be evaluated as part of any redevelopment.
Preakness Drive/Rosetta Drive Connection (Map ID 11): Both streets currently dead end near each other and are recommended to be connected into a continuous alignment. The need for any additional right-of-way and potential flooding issues/storm water management will need to be further evaluated.

North End of Area 8 to Hopeful Church Road at Chancellor Drive (Map ID 12): A vehicular connection is recommended if the car dealership at this point along Hopeful Church Road should redevelop.

**Construct New I-75 Southbound Entrance Ramp (Map ID 13)**

In order to alleviate traffic congestion during peak times at the KY 18 and US 42 intersections, it is recommended that a I-75 southbound entrance ramp from Mall Road be constructed. This would provide full access to and from Mall Road from three separate I-75 interchanges. Such an improvement also allows for “mid-block” access to I-75 south from Mall Road without having to travel to KY 18 and US 42, thus preserving these intersections or corridors for more local traffic use. This improvement is also being recommended in the update of the State’s Six Year Transportation Plan.

**Pedestrian Improvements**

Overall: Recommendations and requirements for pedestrian circulation and connectivity are outlined in several sections of this document. An overview depiction of these recommendations and requirements is shown on the Concept Pedestrian System map on the following page.

Specific pedestrian connections recommended in this document include:

**Area 6 or Area 7 to Achates Avenue (Map ID P1):** At least one hard surfaced pedestrian connection with substantial lighting between Area 6 or Area 7 and Achates Avenue.

**Area 7 to the Yealey Elementary School Campus (Map ID P2):** A hard surfaced pedestrian connection with substantial lighting between Area 7 and the Yealey Elementary School campus.

**Area 8 to Hopeful Church Road at Chancellor Drive (Map ID P3):** A hard surfaced pedestrian connection with substantial lighting between the north end of Area 8 and Hopeful Church Road in the proximity of Chancellor Drive.
Signage and Wayfinding

A uniform wayfinding signage system is recommended for the Study Area. In addition to identifying the locations of major destinations, it should advocate the use of the main secondary streets and frontage roads including Connector Drive, a realigned Mall Circle Road, the Mall Road parallel frontage road and interconnections recommended for Area 3, and should direct drivers to the US 42 interchange (especially for northbound traffic).