

Lower Jackson Road Street Width Discussion

Karl Oberjohn

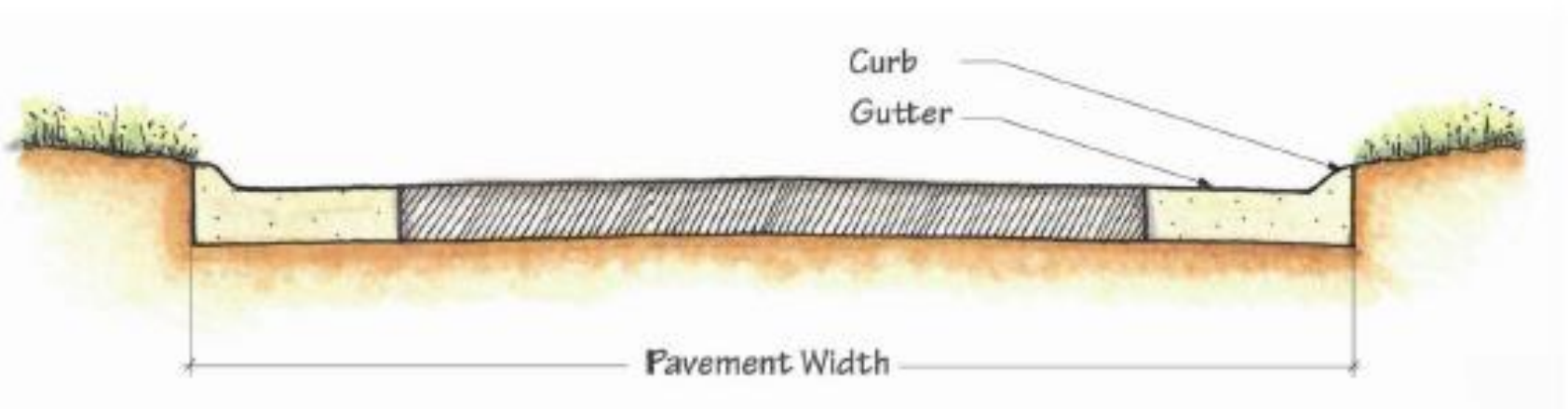
Infrastructure Committee

8/27/2018

Outline

- Definitions/Considerations
- Resident Concerns
- Street layout alternatives: 18, 20, 22 ft wide
- Conclusions

Pavement Width Defined



- Assume curb is 1-foot wide, whether box style or roll style

Traffic & Parking Configurations

Traffic	Parking	Example
Two-way	Both sides	(none)
Two-way	One side	(most common)
Two-way	None	Hillcrest Ln.
One-way	Both sides	(none)
One-way	One side	Aberdeen Rd.
One-way	None	(none)

Vehicle Widths

Passenger/Light Utility Vehicles ~ 6.5 feet	Commercial/Emergency Vehicles < 8.5 feet
Cars Pickup trucks Minivans SUVs	Delivery trucks Garbage truck Utility trailers School bus Ambulance Fire truck Snowplow

* Width does not include side mirrors

Widths of “Deep Fixed” Streets

31	Terrace Dr.
24-25	Rose Cir., St. James Ave., S. Arlington Rd., Mount Allen Rd., Rosemont Ave., Hilltop Dr., Exter Dr.
22	Altavia Ave., Alhambra Ct., Coram St., Harriet St., Old State Rd., N. Arlington Rd., Cecelia Ave., Scenic Ave.
20	Hillcrest Ln., St. Joseph Ln., Morgan Ct., Aberdeen Rd.

Per **Kenton County Subdivision Regulations**, the narrowest allowable widths for newly-constructed urban residential streets are:

- 22 feet – Local (<200 lots)
- 25 feet – Subcollector (200-500 lots)

Lower Jackson Road

Resident Concerns

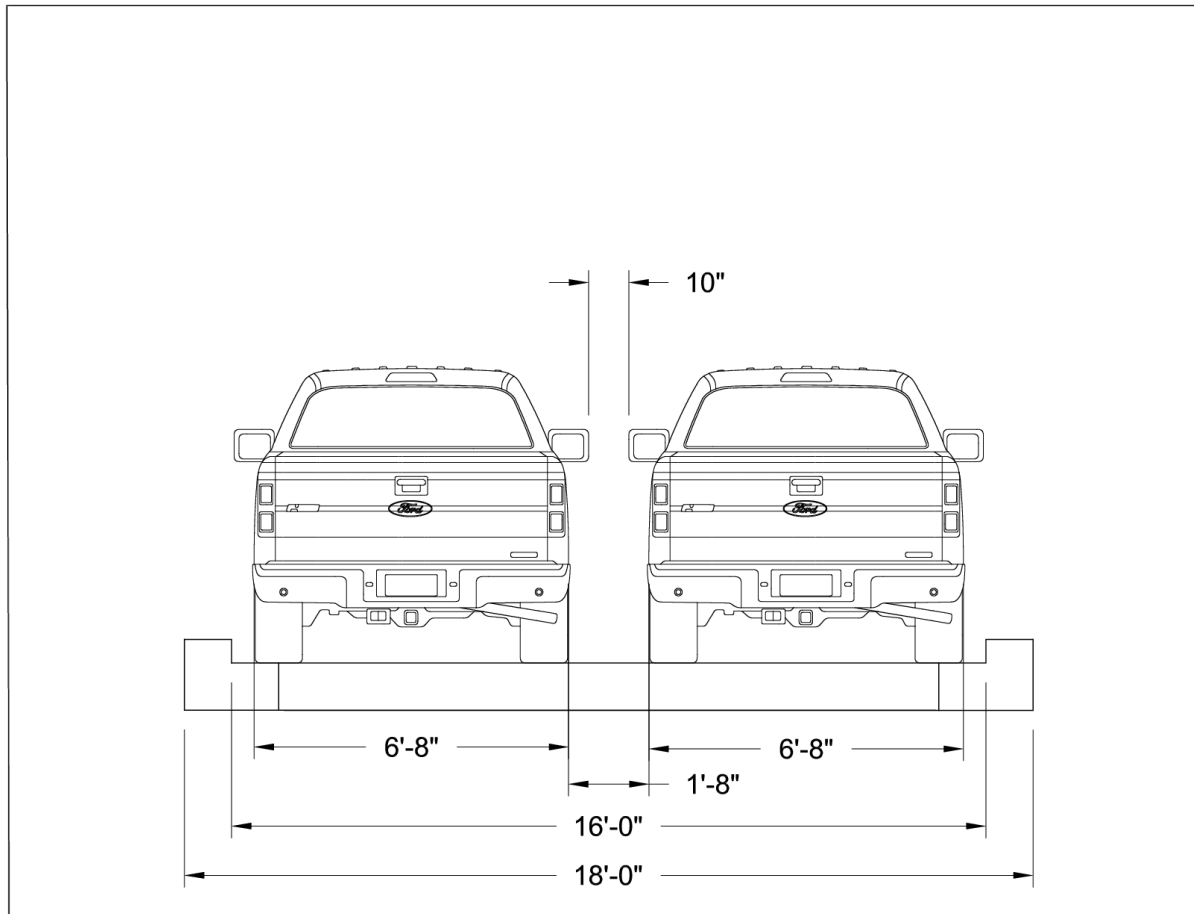
- Street width
 - Current street width is 18 feet without curbs and gutters
 - Infrastructure Committee has planned a major upgrade to storm water management for the street, requiring curbs and gutters
 - Can curbs and gutters be added, while keeping the overall street width the same?

Lower Jackson Road

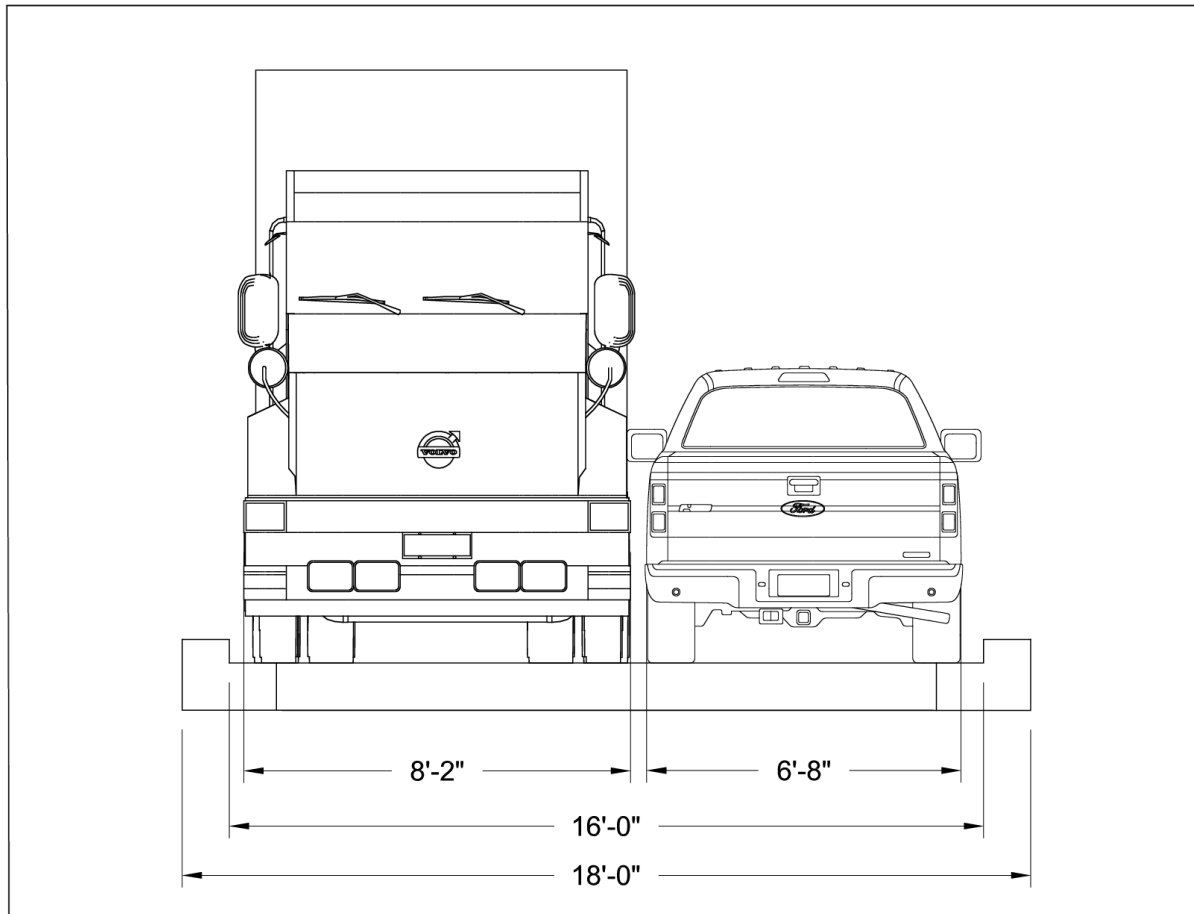
Resident Concerns

- Sidewalk location
 - Keep the planting strip between the sidewalk and the street, or
 - Locate the sidewalk directly against the curb
- Tree preservation
 - Can the trees be preserved during the construction project?

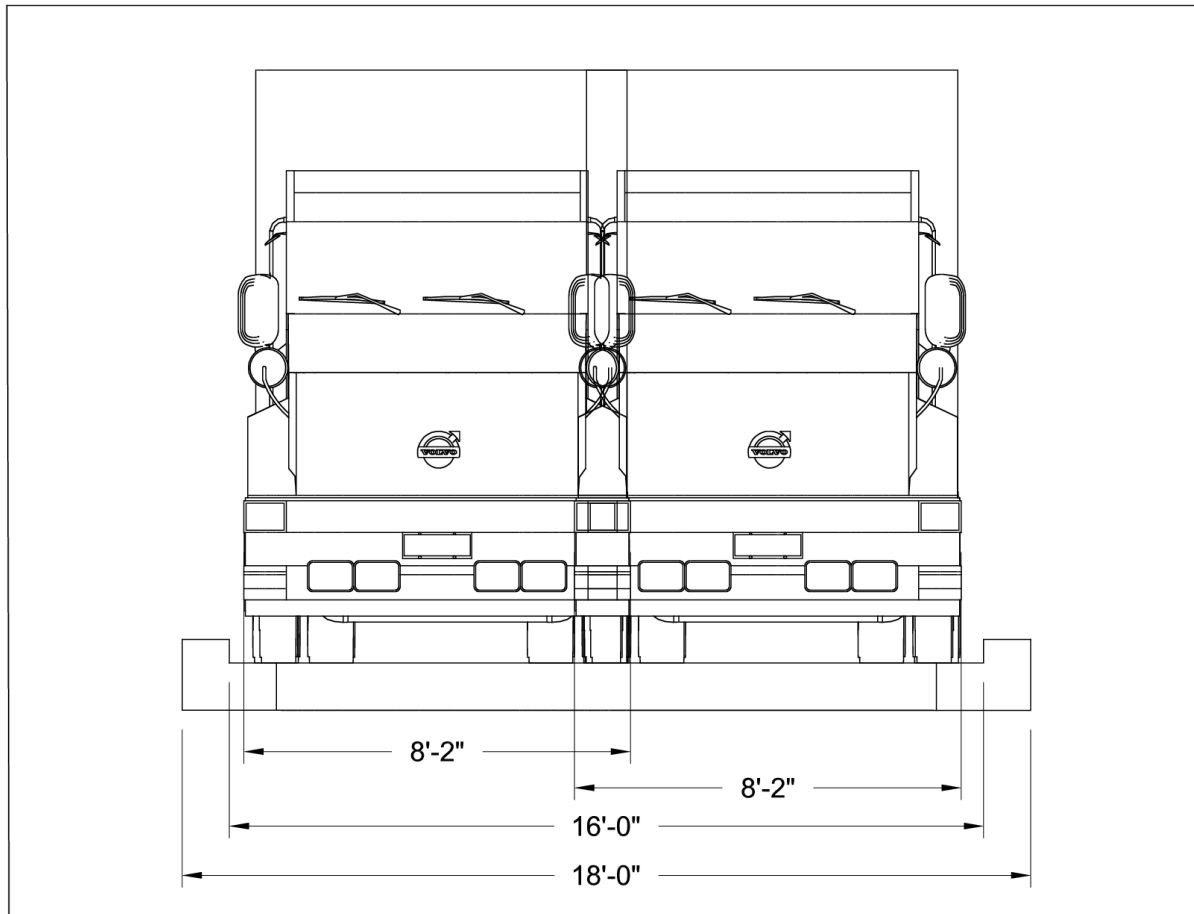
18-foot Street



18-foot Street



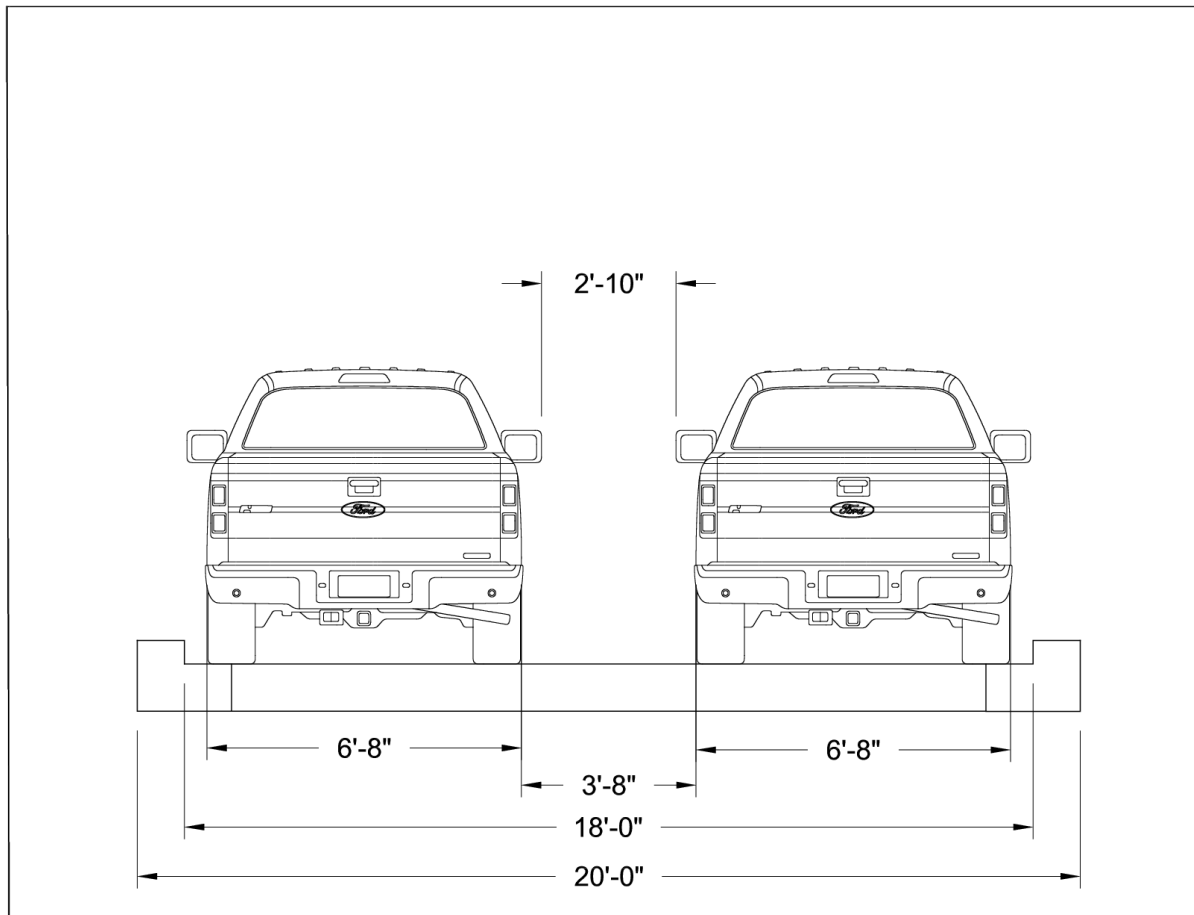
18-foot Street



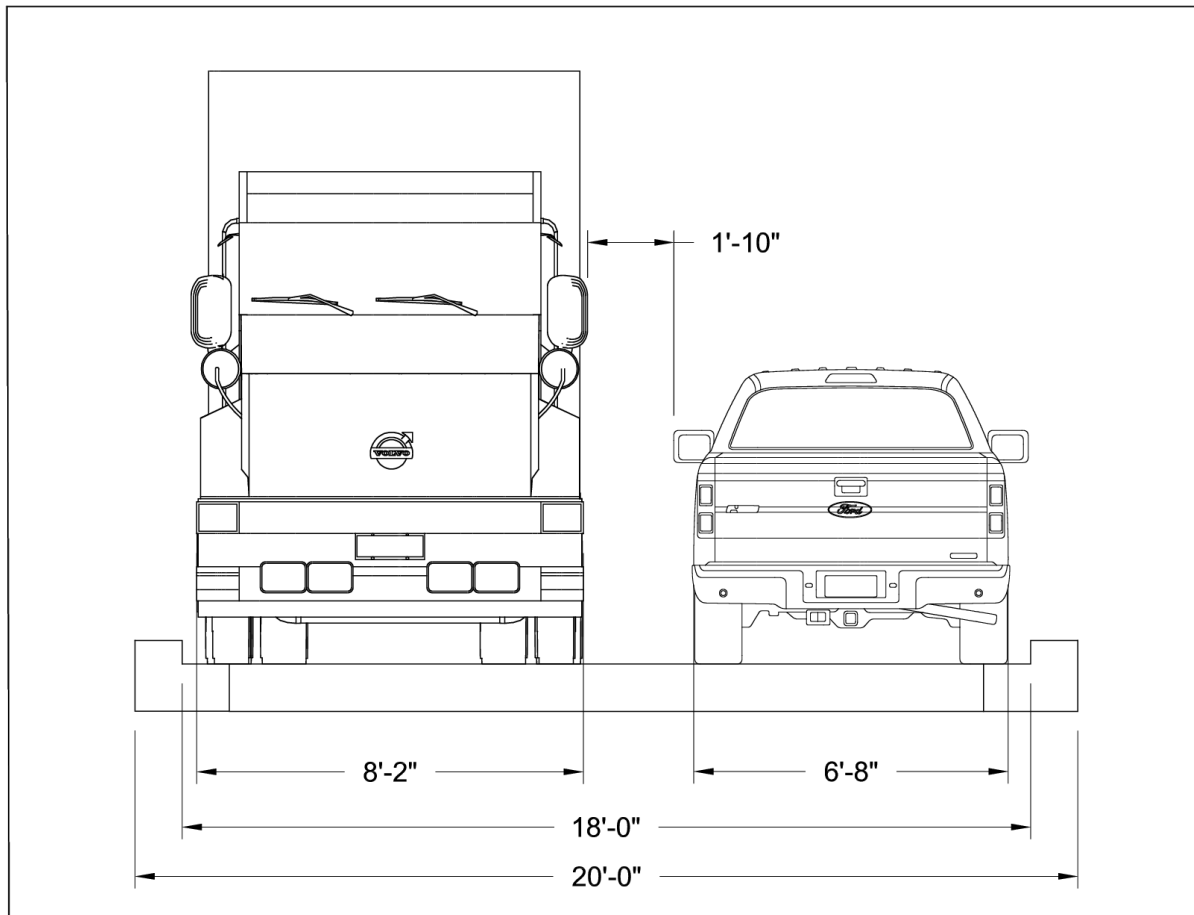
18-foot Street

- 16 feet between curbs
- Two 8-foot lanes, assuming driving on gutters
- Not acceptable for a 8.5' vehicle passing a 6.5' vehicle
- Impossible for two 8.5' vehicles to pass each other

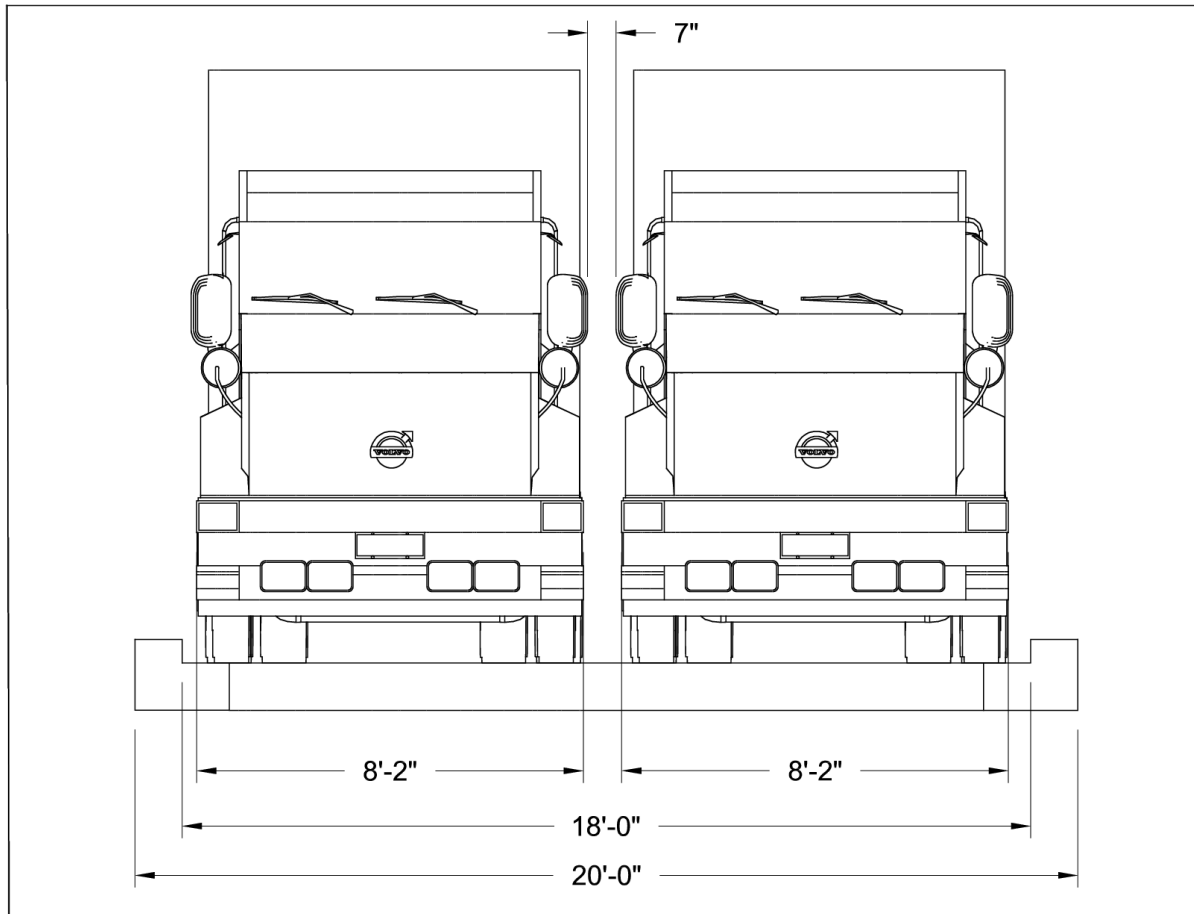
20-foot Street



20-foot Street



20-foot Street



20-foot Street

- 18 feet between curbs
- Two 9-foot lanes, assuming driving on gutters
- Barely acceptable for a 8.5' vehicle passing a 6.5' vehicle
- Not acceptable for two 8.5' vehicles passing each other
- Only four “deep fixed” 20-foot streets in Park Hills
 - Morgan Court and St. Joseph Lane
 - Negative feedback from residents and service personnel regarding street width
 - Hillcrest Ln. has no parking
 - Aberdeen Rd. is one-way

20-foot Street: Morgan Ct.



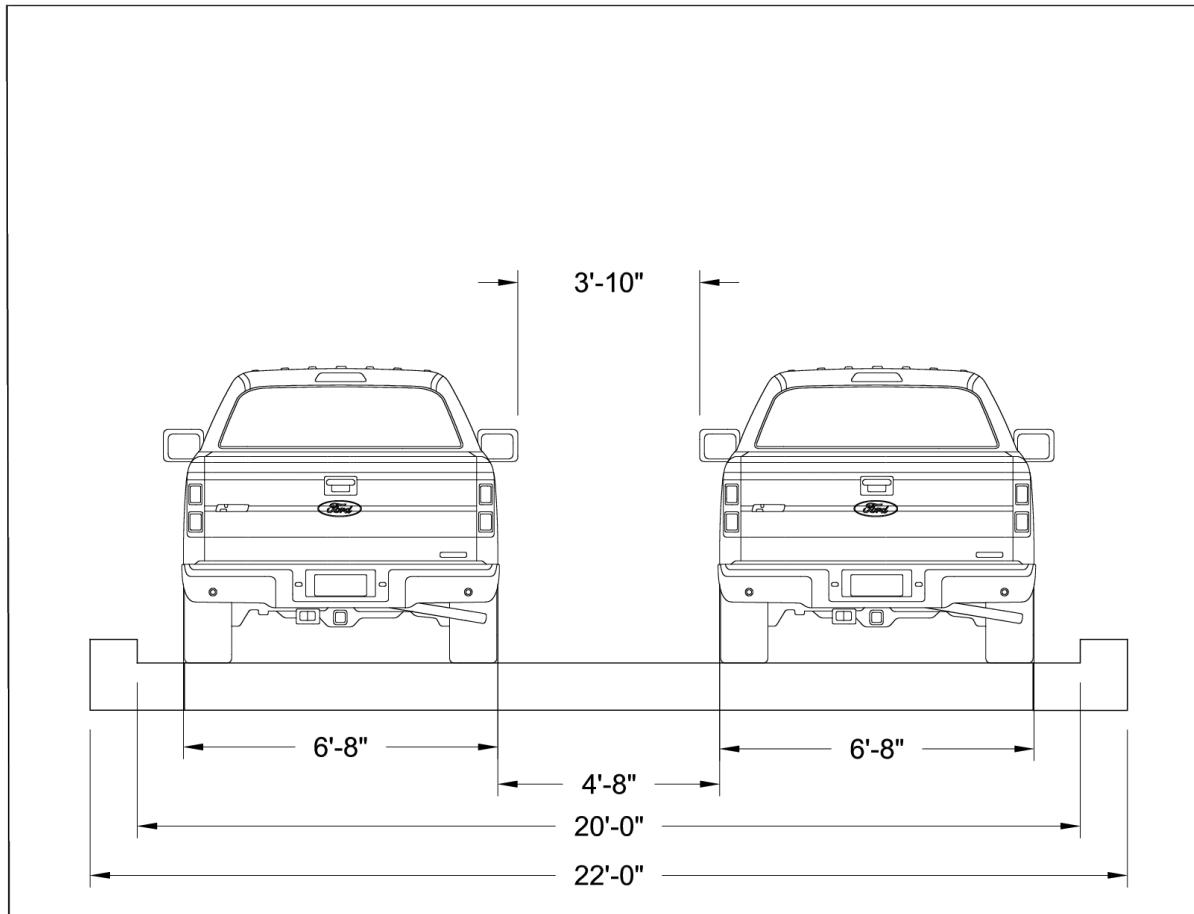
20-foot Street: St. Joseph Ln.



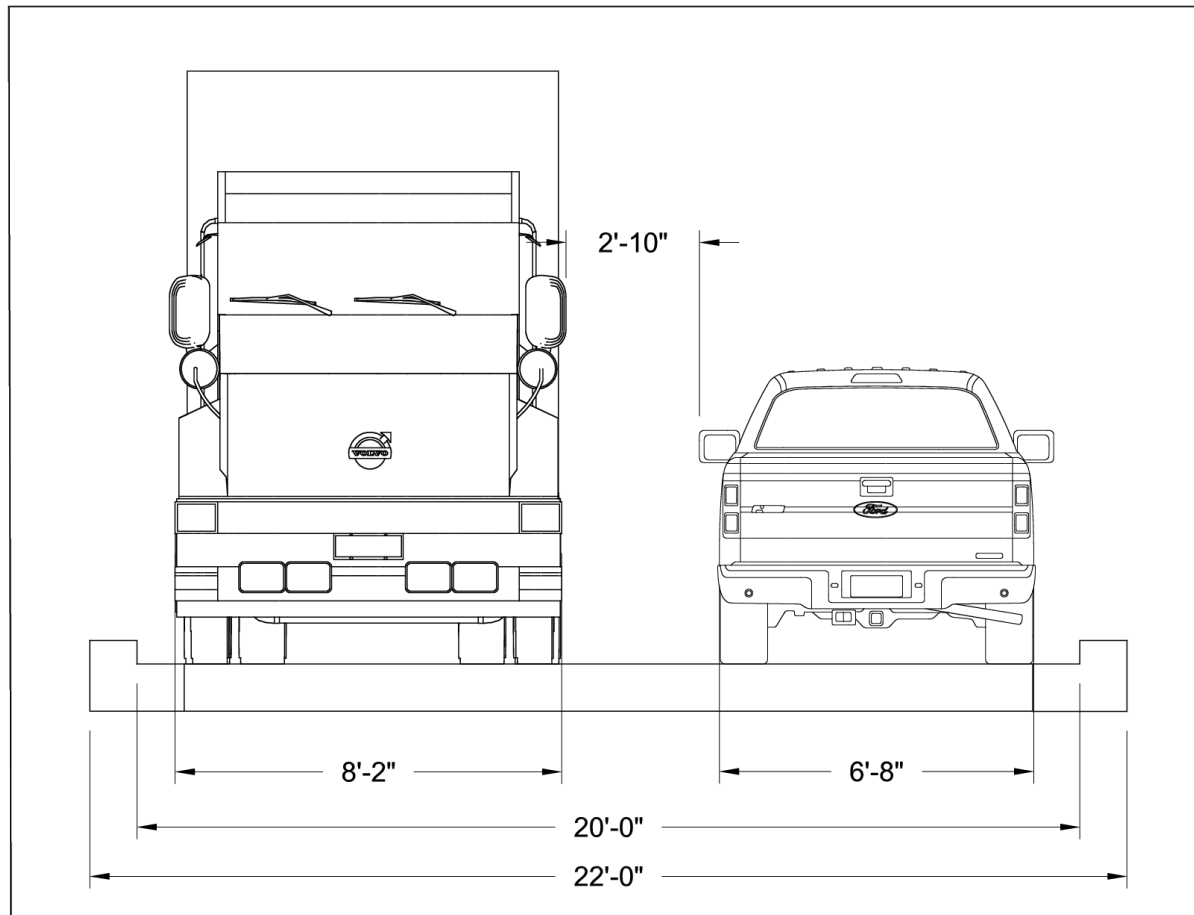
20-foot Street: Hillcrest Ln.



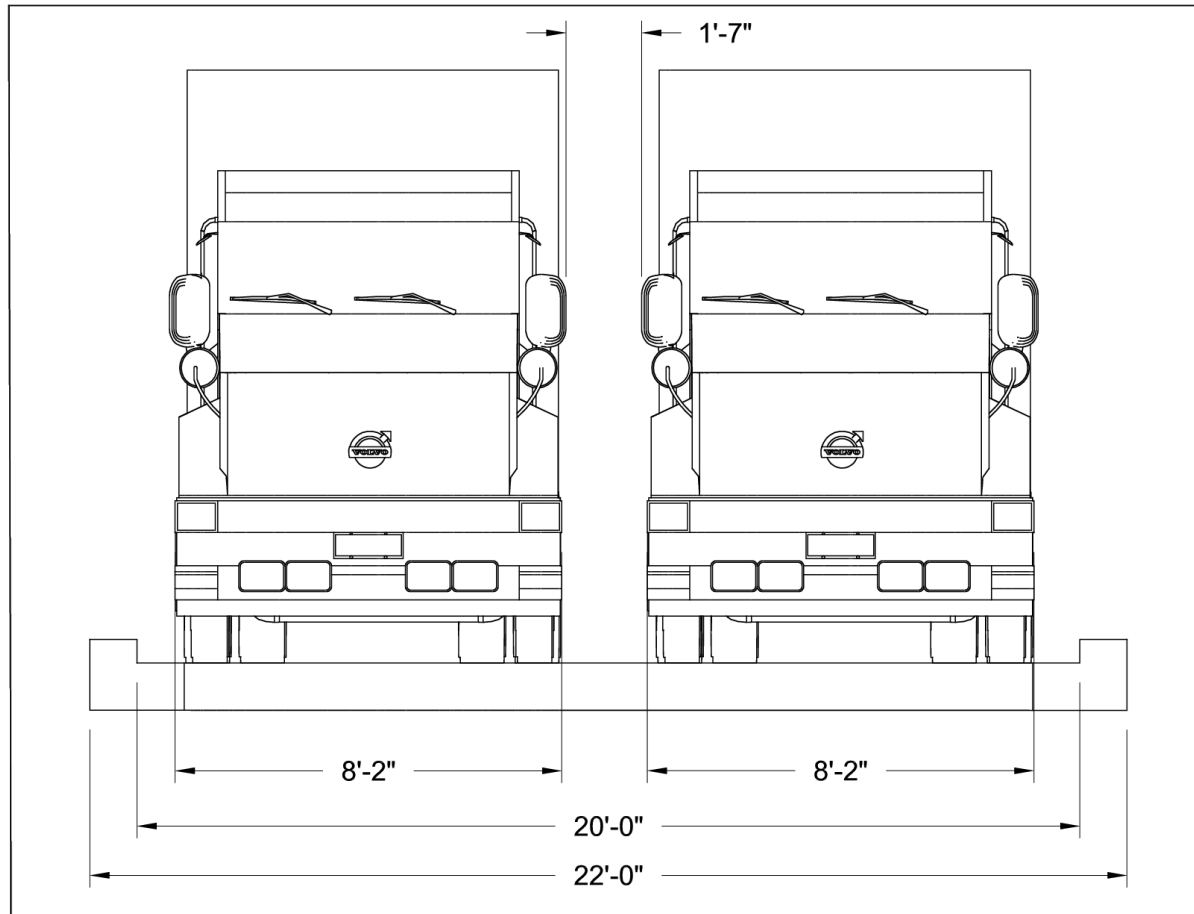
22-foot Street



22-foot Street



22-foot Street



22-foot Street

- 20 feet between curbs
- Two 9-foot lanes, not counting gutters
- Acceptable for two 8.5' vehicles passing each other
- Compromise between driver comfort and traffic calming

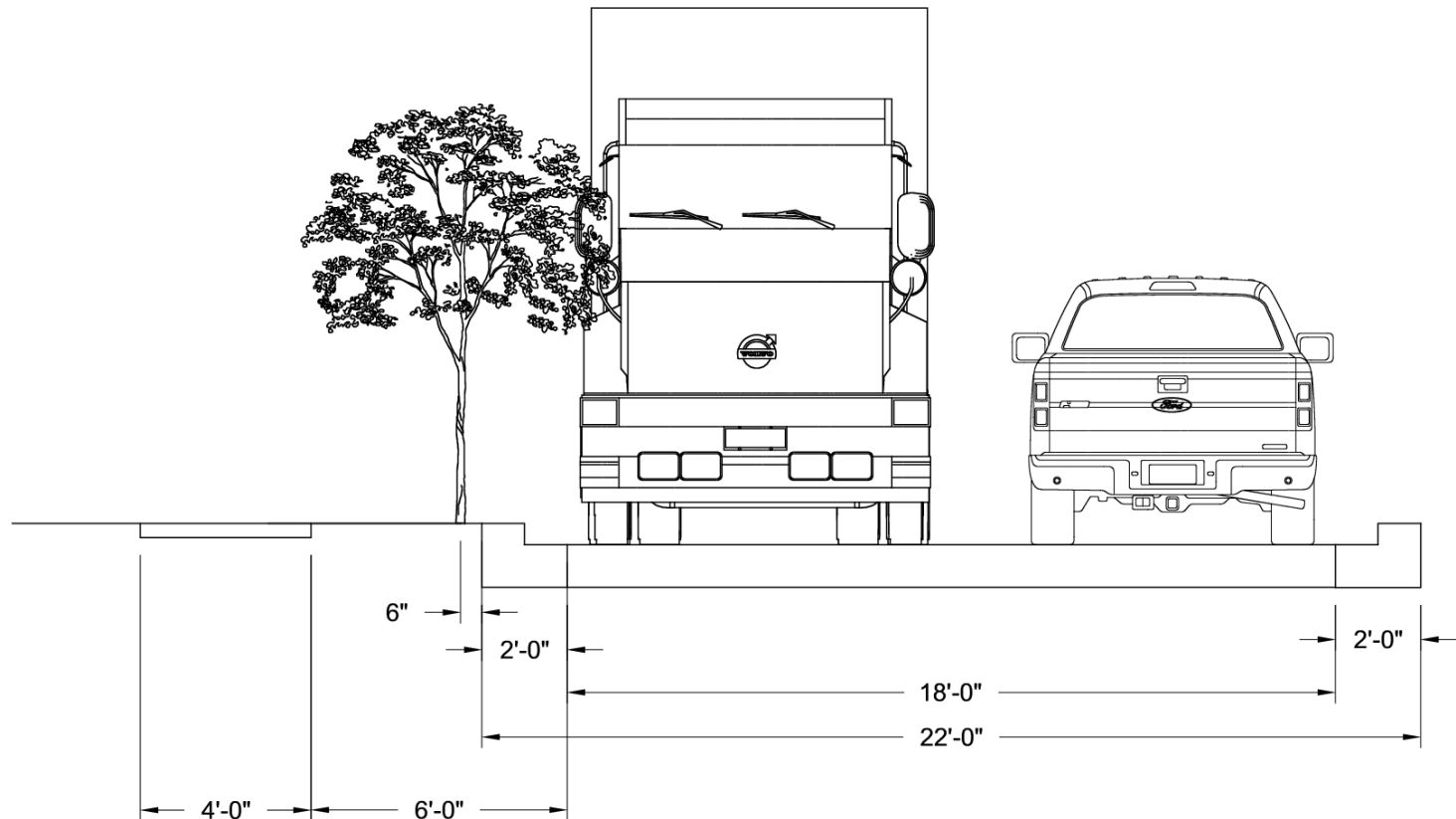
22-foot Street: Old State Rd.



24-foot Street

- 22 feet between curbs
- Two 10-foot lanes, not counting gutters
- Driver comfort is enhanced with 10-foot lanes; wider lanes may encourage speeding

Impact on Street Trees



Centerline of street will shift 1 foot north to reduce impact on downhill driveways on the south side

Conclusions

- A 22-foot wide street offers the best balance of safe passing clearances and traffic calming for the current traffic and parking configuration, while adding essential storm water management features
- Edge of north curb will be nearly in the center of existing planting strip
- Sidewalk against curb will result in more gradual slope in front yards and driveways on north side
- Next Infrastructure Committee meeting: 8/30