



KY 536 Scoping Study

Purpose and Need Statement

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Prepared for the



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Table of Contents

Overview	1
Background	1
Logical Termini and Independent Utility	5
Study Area	5
Purpose and Need Statement	7
Study Purpose	7
Need Elements	7
<i>Safety</i>	7
<i>Existing Geometric Roadway Deficiencies</i>	8
<i>Travel Time, Travel Reliability, Traffic Flow</i>	11
<i>Consistency with State, Regional, County, and Local Planning Initiatives</i>	14
<i>The Transport of Goods and People to Improve Economic Vitality</i>	16
Scoping Study Goals	17

List of Figures

Figure 1. KY 536 Corridor Improvements by Section	3
Figure 2. KY 536 Scoping Study Location Map	4
Figure 3. KY 536 Scoping Study Area	6
Figure 4. Critical Crash Rates by Segment.....	9
Figure 5. Geometric Deficiencies	10
Figure 6. Existing Traffic Volume Data	12

List of Tables

Table 1. Traffic Operations for KY 536	13
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Overview

KY 536 in Northern Kentucky is a major east-west transportation corridor through Boone, Kenton, and Campbell counties. Its location also serves as a possible connector to I-75 for Bracken, Robertson, Pendleton, and Mason counties. Regional leaders, transportation officials, Northern Kentucky businesses and residents recognize KY 536 as critical to east-west connectivity in the region. Other than I-275 and KY 536, there are limited direct route options for east-west travel in Northern Kentucky. Efforts are underway to upgrade KY 536 as a modern corridor that will improve access, mobility and safe travel while enhancing the economic vitality of the region.

The function of this document is to provide a general summary of the current Scoping Study's purpose and why it is being conducted. The Scoping Study's purpose is to identify the transportation issues in the corridor that need to be addressed. The purpose and need statement is used to define and clearly state what will be considered reasonable, prudent, and practical criteria in the Scoping Study's decision-making process. This document is further expanded in greater detail by additional Scoping Study technical documents including the Existing Conditions Inventory and Red Flag Summary/Environmental Overview.

Background

The Kentucky Transportation Cabinet (KYTC), working in collaboration with regional stakeholders, has divided KY 536 improvements into independent sections which are in different stages of planning, development and design (Figure 1):

1. Hathaway Road (west of Old Union Road) to I-71/75, Boone County; Kentucky Transportation Cabinet (KYTC) Project 6-158.00: KY 536 will be improved and widened to five lanes with multi-use paths on each side. Currently, KYTC is acquiring right-of-way along the project corridor.
2. Tiburon Drive (west of I-71/75) to US 25 (Dixie Highway), Boone County; KYTC Project 6-14.00: The KY 536 (Mt. Zion Road) Interchange at I-71/75 will be reconstructed to a Double Crossover Diamond; nine lanes wide at Sam Neace Boulevard to two lanes east of US 25. Currently, KYTC is in the detailed design phase of the project.
3. Boone/Kenton County line to KY 17, Kenton County; KYTC Project 6-162.00: KY 536 will be improved as a four-lane controlled-access urban facility with raised medians, roundabouts, and multi-use paths. Currently, KYTC is in the preliminary design phase of the project and has not yet reached the right-of-way phase. This project is broken into four subsections for funding and construction purposes.
 - a. KY 1303 (Turkeyfoot Road) from Beechgrove Elementary to KY 536 - This subsection will be five lanes with bicycle lanes and sidewalk matching Turkeyfoot Road to the north.



- b. East end of Norfolk Southern railroad bridge (Boone County) to KY 1303 (Turkeyfoot Road). This subsection will be a four-lane controlled-access urban facility with raised medians, roundabouts, and multi-use paths.
 - c. KY 1303 (Turkeyfoot Road) to Williamswood Road/Calvary Drive. This subsection will be a four-lane controlled-access urban facility with raised medians, roundabouts, and multi-use paths.
 - d. Williamswood Road/Calvary Drive to KY 17. This subsection will be a four-lane controlled-access urban facility with raised medians, roundabouts, and multi-use paths.
4. KY 17 (Madison Pike) to Kenton/Campbell County line, Kenton County: The KY 536 Scoping Study is underway to identify improvements for a 6.5 mile segment (Figure 2). KYTC studied possible improvements to this section of KY 536 in 2000, however a preferred alternative was not identified. The 6.5-mile Kenton County segment of KY 536 from KY 17 to the Kenton/Campbell County line is the only one of these four sections for which a preferred alternative has not yet been identified. Currently, OKI is conducting this KY 536 Scoping Study to determine a preferred alternative.
 5. Kenton/Campbell County line to US 27: This section of KY 536 was previously reconstructed over 20 years ago. While local planning documents have identified this section for reconstruction, there are no plans for additional improvements at this time.
 6. US 27 to KY 9 (AA Highway), Campbell County; KYTC Project 6-352.00: KY 536 will be a two-lane road with shoulders traveling on new alignment. Truck climbing lanes may be provided, but to date, bicycle paths and pedestrian facilities are not part of the project's design. KYTC is in the preliminary design phase of this project.

As noted in the OKI 2040 Regional Transportation Plan, the section of KY 536 between KY 17 (Madison Pike) in the City of Independence and the Kenton/Campbell County line is the last piece of the regional program for upgrading KY 536 to provide connectivity between Boone, Kenton, and Campbell counties. KY 536 connects to I-71/I-75, which provides access to Northern Kentucky and Ohio, as well as US 42, US 25, US 27, and KY 9 (AA Highway).



Figure 1. KY 536 Corridor Improvements by Section

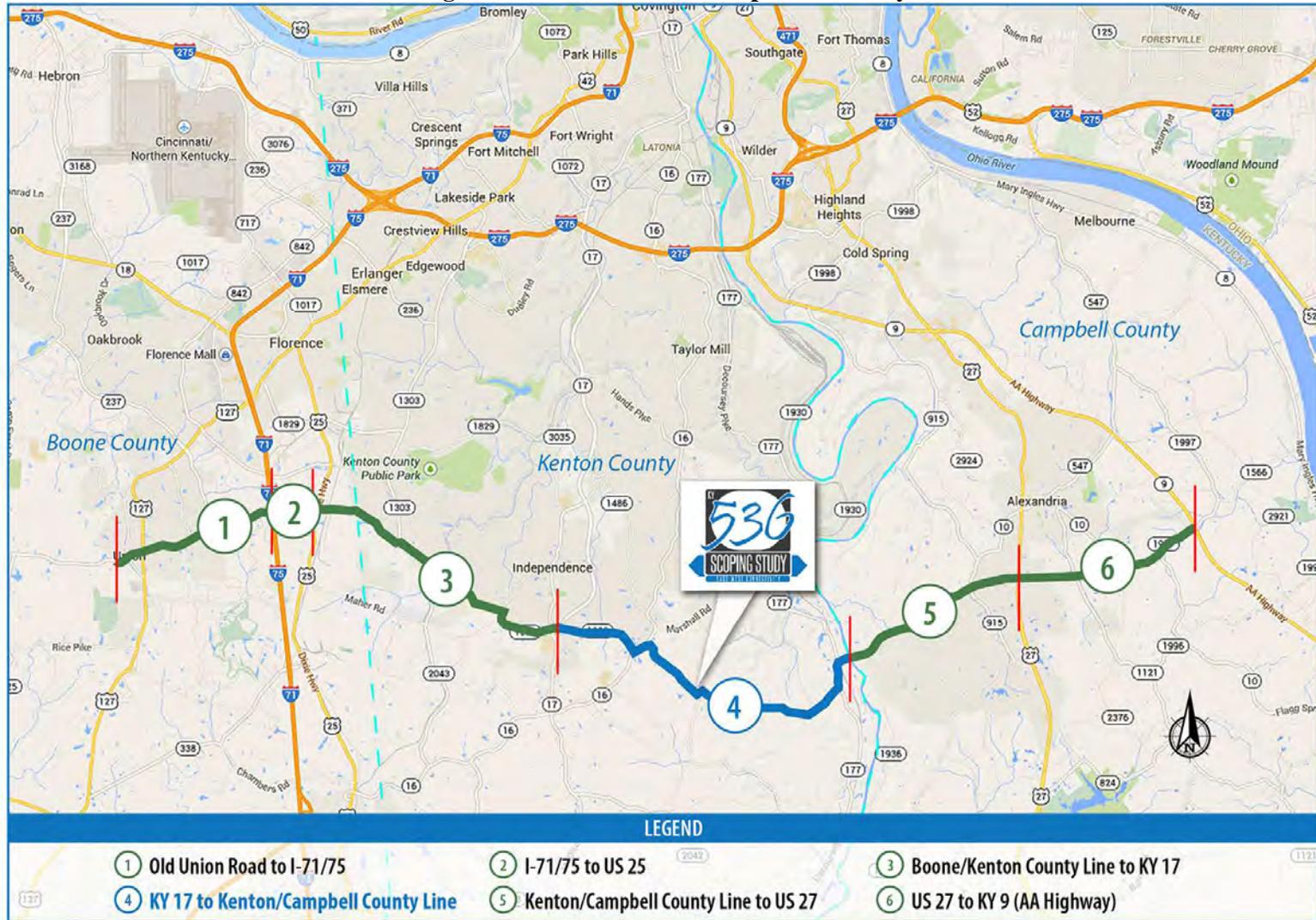


Figure 2. KY 536 Scoping Study Location Map



Logical Termini and Independent Utility

The logical termini have been determined based upon end points of other ongoing, adjacent KY 536 projects. These other projects are in various stages of development, as previously described.

- Design plans for KY 536 are already established for KYTC project 6-162.00 from the Boone/Kenton County line to KY 17 (Madison Pike).
- KYTC project 6-352.00 has been designed for the segment of KY 536 from US 27 to the KY 9 (AA Highway).

This defines the logical termini for this study section from KY 17 (Madison Pike) to the Kenton/Campbell County line. The segment from the Campbell County line to US 27 was reconstructed previously.

Improvements as a result of the overall KY 536 projects have independent utility since these projects are part of the regional program to upgrade east-west connectivity and improve safety through Boone, Kenton and Campbell counties. The elimination of any disconnections or safety hazards within the study area has independent utility as it improves the safety and mobility of the corridor for the entire Northern Kentucky region.

Study Area

The study area for the Kenton KY 536 Scoping Study consists of the 6.5-mile segment of KY 536 between KY 17 (Madison Pike) and the Kenton/Campbell County Line (Figure 3). KY 536 within this Scoping Study comprises various local roadways including Harris Pike; Taylor Mill Road (KY 16); Maverick Road; Staffordsburg Road; Visalia Road; Decoursey Pike (KY 177); and Creektrace Road. This section of KY 536 is characterized by fragmented connections, drastic elevation changes, poor sight lines and high crash rates.

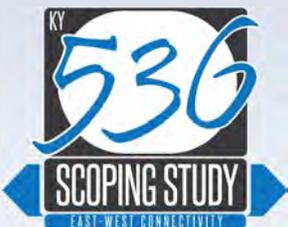
The study area extends one-mile on either side of the existing KY 536 roadway in order to provide for a range of potential alternative solutions. The study area has a hilly terrain from KY 17 (Madison Pike) and KY 16 (Taylor Mill Road), but a significant elevation change from west of Steep Creek Road to KY 177 (Decoursey Pike). Between KY 177 (Decoursey Pike) and the Licking River, the terrain is relatively flat.

The western portion of the study area, west of KY 16 (Taylor Mill Road), is characterized as urban with low density, single-family residential land uses. This portion of the study area is within the City of Independence and includes the commercial Independence Town Center Development and Simon Kenton High School. The eastern portion of the study area is characterized as rural and with low density single-family residences on lots larger than an acre. The majority of homes along KY 536 have direct access to the road. In addition to residential uses, the study area includes open space and agricultural land uses.

In addition to the existing roadway system, one Class I rail line travels through the study area. A CSX mainline track line runs north-south, paralleling KY 177 (Decoursey Pike) west of the Kenton/Campbell County line and the Licking River. This rail line bisects KY 536 (Creektrace Road), connecting southern Kenton County to Ohio.



Figure 3. KY 536 Scoping Study Area



Purpose and Need Statement

Study Purpose

The purpose of the KY 536 Scoping Study is to:

- Improve safety;
- Correct existing geometric roadway deficiencies and bring to current standards
- Improve travel time, reliability and traffic flow;
- Develop consistency with, state, regional, county and local city planning initiatives; and,
- Enhance the transport of goods and people to improve economic vitality

Need Elements

Safety

The primary concern for KY 536 is travel safety for all modes of transportation along the corridor. The substandard geometric conditions contribute to safety issues in the study area. An analysis of crashes from September 1, 2011 through August 31, 2014 indicates that there were 119 total crashes along the corridor with 58 percent of the total crashes noted as single vehicle collisions. An important finding was that an increased concentration of single vehicle crashes occurred in sections with horizontal curves and steep grades.

Critical Crash Rate Factors (CCRF) were calculated by applying the methodology described in the Analysis of Traffic Crash Data in Kentucky (2009 – 2013) published by the Kentucky Transportation Center. Individual section or spot crash rates can be calculated along the route and compared against the Statewide Critical Crash Rate to determine a CCRF. A CCRF greater than one assists in showing the probability that crashes are not occurring randomly and that a segment of roadway is a high-crash section or spot.

Crash rates were calculated for 15 sections or spots of the KY 536 study corridor. For this analysis, a section is defined as a location *longer* than 0.3 miles; whereas a spot location is *less* than 0.3 miles in length. Five of the 13 locations evaluated in the study area were identified to have CCRFs greater than one (Figure 4). Further analysis of these locations indicated that the primary manner of collision within each of the five high-crash locations was single vehicle



Roadway with steep grade and lack of shoulders

crashes. The five sections with a CCRF greater than one were mapped to better understand the context of each location. The map showed that each of the five high crash sections was located on a section of roadway with horizontal curves and steep grade. The correlation of roadway curvature and grades with a primarily single-vehicle crash type suggests that

drivers are having difficulty navigating the existing geometry. The results of this safety analysis show that the existing substandard geometry is a contributing factor to the high concentration of crashes along the study corridor.

The lack of dedicated pedestrian and bicycle facilities is also a concern. The OKI Northern Kentucky Bike Route Guide recommends using caution on this roadway. Currently, sidewalks are only present near the intersection of KY 536 (Harris Pike) and KY 17 (Madison Pike); therefore pedestrians either have to walk in the road or on the adjacent slope to the road. Bicyclists have to ride in the road under the same substandard sight distance issues experienced by motorists. These issues virtually eliminate this route as a viable multi-modal route and expose the pedestrian and bicyclists to hazardous conditions. The lack of dedicated sidewalks or bicycle lanes also reduces the opportunity for safe access to schools in the area for pedestrians and bicyclists. Safety of school children is also compromised due to severe curves and poor sight distances, as well as the lack of shoulders or safe areas adjacent to the roadway for waiting, on-loading and off-loading. The Green Umbrella Regional Trails Alliance has identified the KY 536 corridor as a key west to east connection as part of a regional bicycle and pedestrian network. The corridor would need to be improved for the trail plan to become a reality.

Existing Geometric Roadway Deficiencies

The existing roadway in the study area has substandard geometric conditions, including poor sight distances, severe elevation changes, lack of shoulders and sharp, winding curves at the eastern end of the study area. These deficiencies contribute to safety concerns and longer travel times across the study area for those traveling the corridor. Figure 5 shows locations of vertical and horizontal deficiencies along KY 536 within the study area. The standard for horizontal deficiency is dependent upon the design speed of the roadway segment and its curve radius. They range from a minimum radius of 535 feet at 40 mph to 1205 feet at 60 mph. Radii shorter than the standard are considered deficient. For vertical curves, the standard relates to Stopping Sight Distance, requiring a minimum length of vertical curve for a particular design speed. They range from 305 feet at 40 mph to 570 feet at 60 mph. Vertical curve lengths less than the standard are considered deficient. A summation of the geometric deficiencies is 57 out of 93 vertical curves (61%) are deficient. Of the 59 horizontal curves, 22 (39%) are deficient. This equates to 53% of all curves on the project being deficient.



Lack of shoulders on KY 536 and a typical turning movement

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Figure 4. Critical Crash Rates by Segment

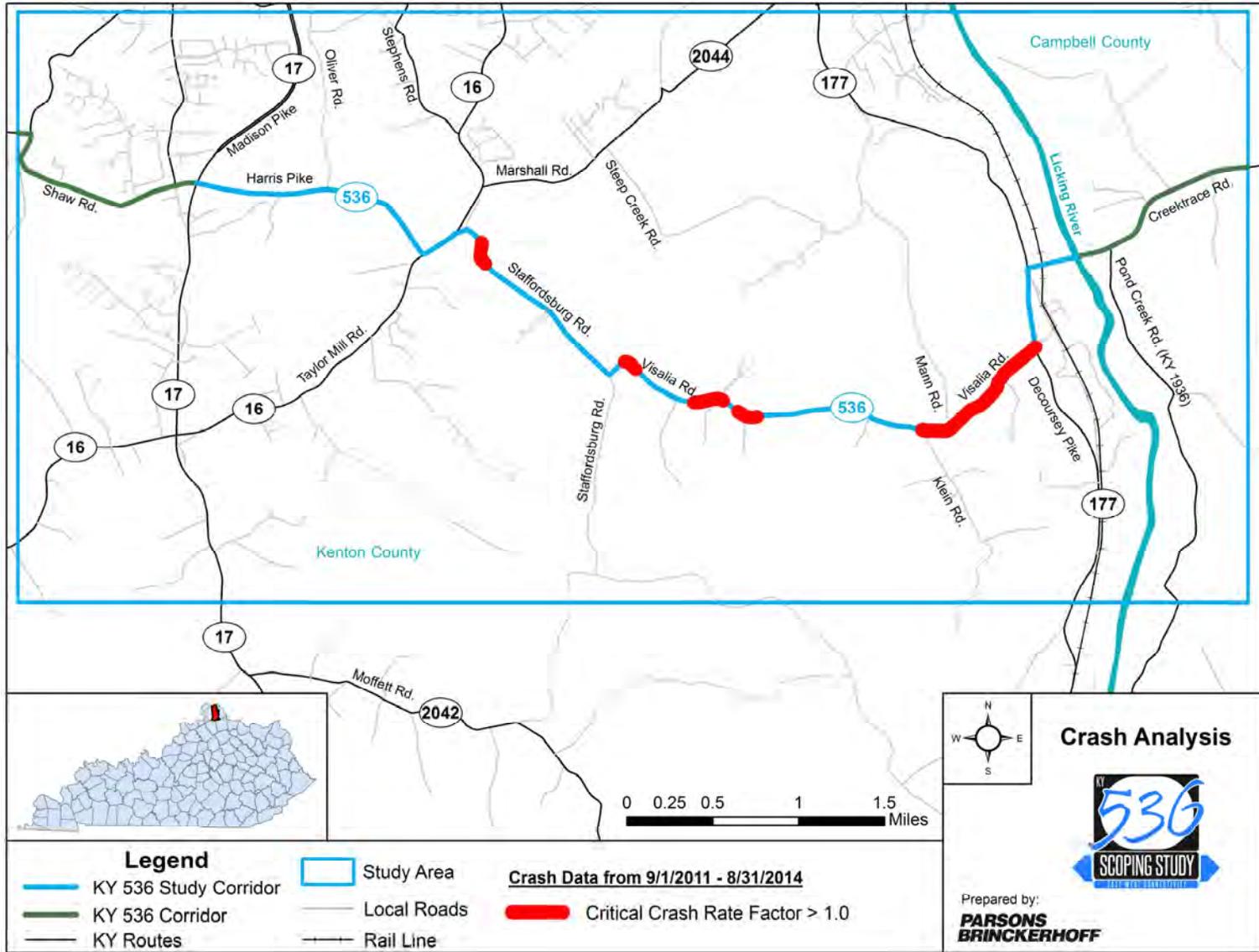
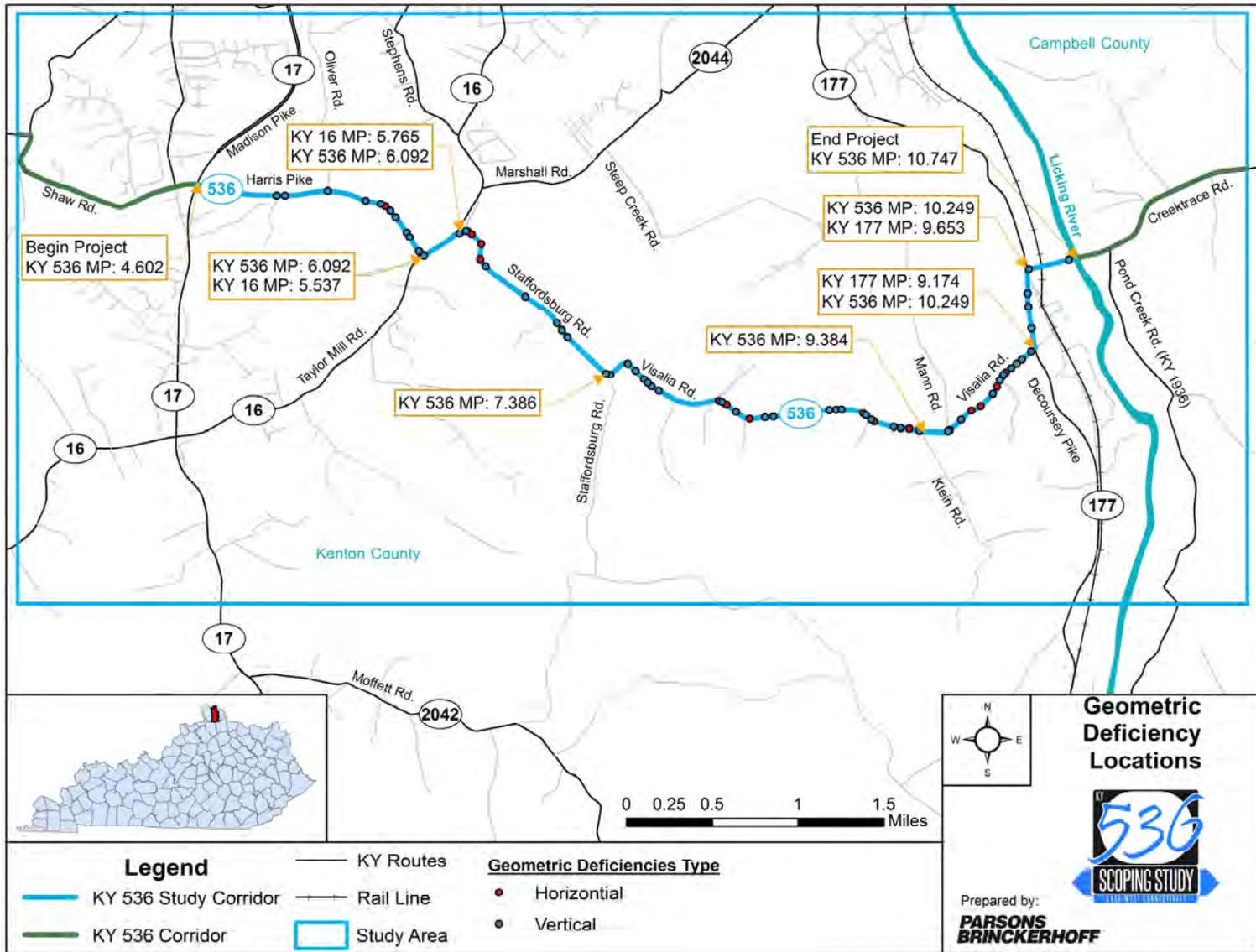


Figure 5. Geometric Deficiencies



The *horizontal deficiencies* relate to curves and *vertical deficiencies* contribute to poor sight distances. Adequate sight distance allows a motorist to see an object ahead of them with enough time to react and move or stop safely. The majority of these types of deficiencies are due to the topography between KY 16 and KY 177. KY 536 from KY 17 (Madison Pike) to KY 16 (Taylor Mill Road) is classified as an Urban Collector. AASHTO's Policy on Geometric Design of Highways and Streets and the KYTC Highway Design Manual specifies design guidelines for roadways that both protect the environment and provide a safe highway facility. Design guidelines for urban collectors call for curbs and gutter rather than shoulders in order to handle traffic on low-speed urban highways and facilitate the safe use of sidewalks and multi-use paths. Hence, the absence of curbs and gutters in these areas is considered substandard.

From KY 16 (Taylor Mill Road) to KY 177 (Decoursey Pike) and the Kenton/ Campbell County line, the section is classified as a Rural Major Collector. With an average annual daily traffic (AADT) of 1,670 vehicles, the shoulders are required to be six feet wide in order to handle the type and volume of traffic used on these types of roadways. However, the majority of shoulders from KY 16 (Taylor Mill Road) to KY 177 (Decoursey Pike) are less than six feet wide or are not present at all.

Travel Time, Travel Reliability, Traffic Flow

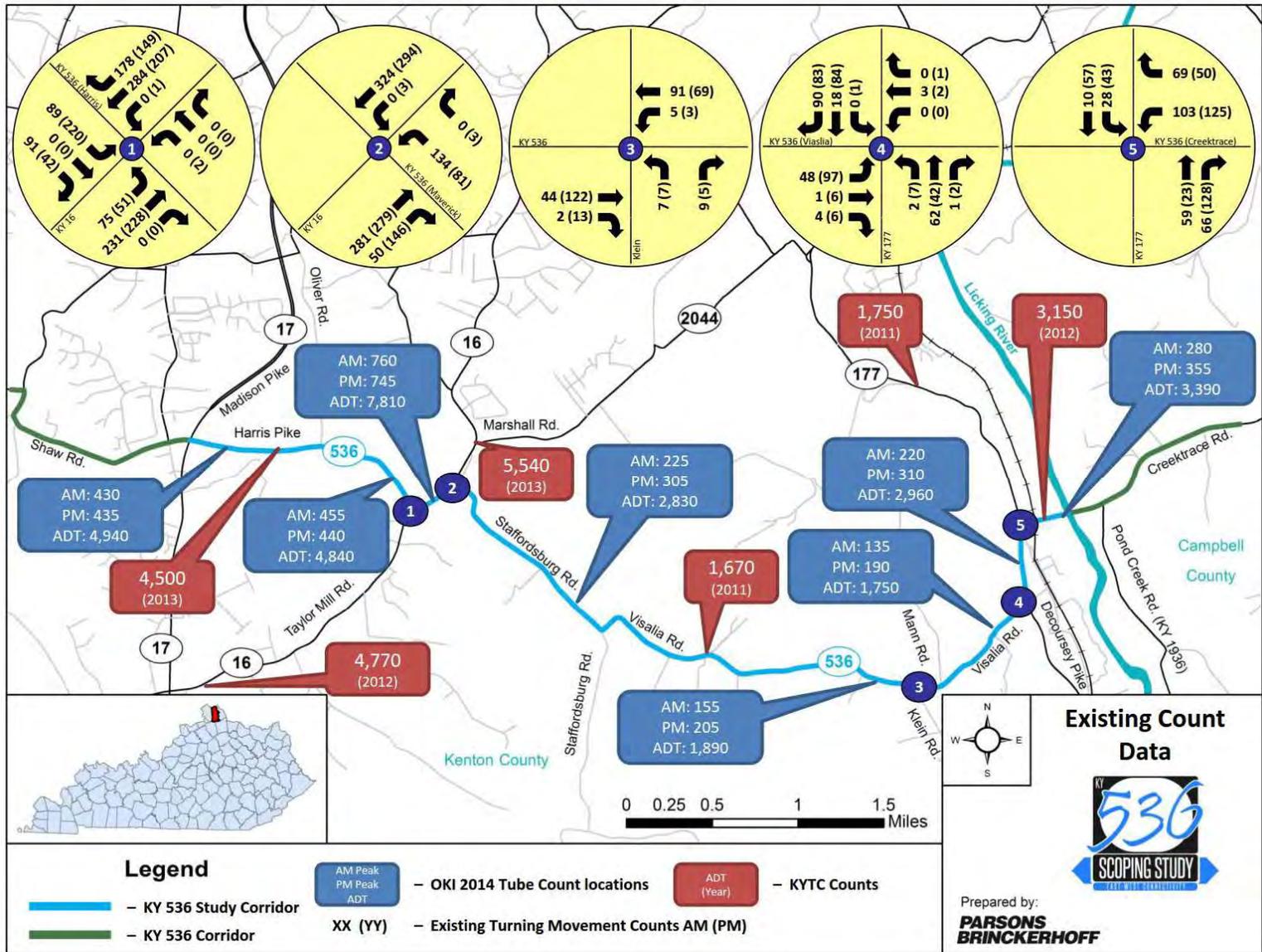
Travel time is the average time spent by vehicles traversing a highway segment, including control delay. The current configuration of KY 536 is disjointed from KY 17 to the Campbell County line involving multiple turning movements which increases travel time compared to a more direct route. The average length of time to travel this 6.5 mile section of KY 536 under regular weekday, dry weather conditions is 12 minutes and 32 seconds when traveling from west to east, and 11 minutes and 39 seconds when traveling east to west.

Emergency response times factor into the safety risks for residences in the area. Kenton County Police and Fire Departments and Emergency Medical Services (EMS) were contacted by the project team (via phone interviews) to determine response times and safety issues on KY 536. Police response times are affected by the lack of east-west roadway options, constant changes in speed, and multiple turning movements throughout the corridor. Additionally, commuter traffic can reduce response times west of KY 17 due to increased traffic volumes. Response times for Kenton Fire Department and EMS are approximately three to four minutes between 6:00 AM and 6:00 PM and are between 10-12 minutes after 6:00 PM. This is mostly due to staffing. Topography on KY 536 is a challenge for fire trucks to navigate due to the severe elevation changes, according to Kenton Fire Department and EMS representatives.

Existing traffic volumes for this study were obtained through multiple sources as well as through data collection efforts. Existing ADT on KY 536 in the study area ranges from 1,750 to 7,810 based on OKI 2014 traffic counts (Figure 6). Traffic volumes are higher on KY 536 between KY 17 (Madison Pike) and KY 16 (Taylor Mill Road). The highest ADT is on the section where KY 536 overlaps with KY 16 (Taylor Mill Road).



Figure 6. Existing Traffic Volume Data



Level of service (LOS) is used to provide a rating scale for congestion and operations of a roadway. Similar to a grading system for students, LOS ratings range from A to F. LOS A represents a free flowing facility with little time spent following another vehicle and plenty of opportunities for passing on a two-lane facility. With each subsequent level of service, the percentage of time spent following other vehicles increases and opportunities to pass and travel speeds decrease. Conditions deteriorate until reaching LOS F, which represents a congested roadway that is over capacity with no opportunities to pass and has low travel speeds.

Analysis of LOS in the study area shows that KY 536 from KY 17 (Madison Pike) to Klein Road has a LOS E, and KY 177 (Decoursey Pike) between KY 536 (Visalia Road) and KY 536 (Creektrace Road) has a LOS D in the PM peak. LOS D or E is generally considered unacceptable for this type of facility. Table 1 shows LOS and volume to capacity (v/c) ratios at particular locations in the study area. The analysis was performed for both the AM and PM peak hour periods. The results in the table indicate that LOS is primarily related to the percentage of time drivers follow another vehicle and the average speed of the facility rather than a high volume to capacity ratio. On KY 536 between KY 17 (Madison Pike) and Klein Road drivers spend more than 80 percent of travel time following another vehicle and the average travel speed is 40 miles per hour or less (while the posted speed limit ranges from 35 to 45 mph). Similarly, on the KY 177 section between KY 536 (Visalia Road) and KY 536 (Creektrace Road), drivers spend more than 65 percent of travel time following another vehicle, and the average travel speed is less than 45 mph (while the posted speed limit is 55 mph).

Table 1. Traffic Operations for KY 536

Route Number	Begin Milepoint/ Road Name	End Milepoint/ Road Name	AM Peak		PM Peak	
			LOS	V/C	LOS	V/C
KY 536	4.602	6.092	E	0.19	E	0.19
	KY 17	KY 16				
KY 16	5.537	5.765	E	0.35	E	0.33
	KY 536 (Harris Pike)	KY 536 (Visalia Road)				
KY 536	6.092	7.386	E	0.10	E	0.12
	KY 16	Staffordsburg Road				
KY 536	7.386	9.384	E	0.08	E	0.10
	Staffordsburg Road	Klein				
KY 536	9.384	10.249	C	0.07	C	0.09
	Klein Road	KY 177				
KY 177	9.174	9.653	C	0.09	D	0.14
	KY 536 (Visalia Road)	KY 536 (Creektrace Road)				
KY 536	10.249	10.747	C	0.13	C	0.13
	KY 177	Campbell County Line				

The section of KY 536 between KY 17 (Madison Pike) and the Kenton/Campbell County line is part of a regional program to improve east-west connectivity and mobility via the KY 536 corridor between Boone, Kenton, and Campbell counties. The existing section within the study area is not direct. This segment of KY 536 contains six turning movements at stop sign-controlled intersections needed in order to navigate from KY 17 to the Kenton/Campbell County line. The nature of multiple turning movements increases travel time compared to a more direct roadway. Increased travel times potentially increase pollution caused by idling vehicles. Additionally, the multiple turning movements provide



additional conflict points at the various intersections with KY 536. These turning movement points or intersections include:

- KY 536 (Harris Pike) at KY 16 (Taylor Mill Road)
- KY 536 (Maverick Road) and KY 16 (Taylor Mill Road)
- KY 536 (Maverick Road) at Staffordsburg Road
- Staffordsburg Road at KY 536 (Visalia Road)
- KY 536 (Visalia Road) and KY 177 (Decoursey Pike)
- KY 177 (Decoursey Pike) and railroad tracks crossing at KY 536 (Creektrace Road)

The intersection of KY 536 (Creektrace Road) with KY 177 (Decoursey Pike) is a primary inter-county connection between Kenton and Campbell counties, as noted in the 2014 Kenton County Comprehensive Plan. Travel time delays are compounded by the CSX Railroad crossing that parallels KY 177 (Decoursey Pike). The at-grade CSX railroad crossing is located on the KY 536 western approach to the bridge over the Licking River. When a train crosses at this location, vehicle stacking or back-ups occur on KY 536 as well as northbound and southbound KY 177 (Decoursey Pike). This blockage compromises travel safety and time.

Consistency with State, Regional, County, and Local Planning Initiatives

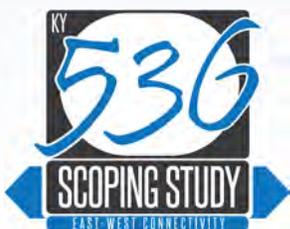
The KY 536 improvements have been identified as needed infrastructure improvements in the following planning documents and previous studies:

- **Kentucky Transportation Cabinet (KYTC) Six Year Highway Plan.** Every two years, the Kentucky General Assembly approves a Six Year Highway Plan. KYTC submits the recommended plan to the Legislature which then reviews, modifies, and approves the plan as part of the biennial budget process. Adjacent sections of the overall KY 536 corridor have been identified in the 2012 Six Year Highway Plan (KY 536 from Boone/Kenton County Line to KY 17) and in 2014 (I-75 interchange at Mt. Zion Road and KY 536 from west of US42 to I-75).
- **Direction 2030: Your Voice. Your Choice (Kenton County Comprehensive Plan) (2014).** The Kenton County Planning Commission and Planning and Development Services of Kenton County (PDS) staff created a long range comprehensive plan for all of Kenton County. This plan includes goals and recommendations for mobility, land use, environment, economy, housing and others. One of the main mobility goals of the plan is to “improve east/west connectivity that links Boone, Kenton and Campbell Counties.” Further, the plan identified specific sections of the overall KY 536 corridor, including the portion from KY17 (Madison Pike) and KY 177 (Decoursey Pike). A goal identified in the plan is to enhance and expand the effectiveness of the transportation system by promoting multimodal approaches. Recommendations for mobility include using access management on roadways; improve safety and facilities for cyclists and pedestrians; and improve safety along rural roads. Land use recommendations note that land classified and agricultural and rural should be maintained for low intensity uses.
- **2010 Boone County Comprehensive Plan (adopted June 2012).** The Boone County Planning Commission oversaw the comprehensive planning process to



plan to the year 2035. The plan included recommendations for community policies, goals, and objectives. This plan included the recommendations from the 2006 Boone County Transportation Plan. This plan identified the section of KY 536 west of I-75 and the interchange of KY 536/Mt. Zion Road and I-75.

- **Campbell County Comprehensive Plan Update (2008).** The Comprehensive Plan Update, from the 2000 plan, was done to direct and manage development and preservation of significant resources. Campbell County is currently in the process of updating the comprehensive plan. The KY 536 extension from US 27 to KY 9/AA Highway is listed as programmed in this plan.
- **Kenton County Transportation Plan (2003).** The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) Board adopted this plan in March 2003. The purpose of the plan was to meet Kenton County’s transportation needs to year 2030. All sections of the overall KY 536 corridor are addressed in this plan. The section from the Boone County line to KY 17 (Madison Pike) was a committed project by that time and the section from KY 17 (Madison Pike) to KY 16 (Taylor Mill Road) was listed as a priority recommendation. The section from KY 16 (Taylor Mill Road) to KY 177 (Decoursey Pike) is shown as “needed.”
- **Kenton County Transportation Plan (June 2014).** Conducted by OKI, this plan is an update to the 2003 Kenton County Transportation Plan to accommodate changes in population, land use, and economics. The KY 536 Scoping Study is listed as a high priority for implementation in this plan. Construction of the KY 536 section immediately to the west of the KY 536 Scoping Study area is also listed as a high priority recommendation.
- **Campbell County Transportation Plan (September 2003).** The Campbell County plan, conducted by OKI, listed unscheduled needs projects on KY 536. The projects were to include reconstruction of KY 536 with a new bridge over the Licking River to KY 1936/Pond Creek Road and reconstruction of KY 536 from KY 1936 to KY 915.
- **OKI 2040 Regional Transportation Plan (June 2012).** OKI’s current long range plan also shows all sections of the overall KY 536 corridor, specifically calling out the need for KY 536 from KY 16 to KY 177, on its non-fiscally constrained needs list.
- **OKI Regional Freight Plan (August 2011).** This OKI plan provided recommendations for the regional freight network based on strengths, deficiencies, and needs of the existing framework. The plan noted the lack of major east-west access for freight movement, narrow lanes and numerous difficult intersections on KY 536, and congestion due to development in Independence. The plan recommended improved truck access south of I-275, and KY 536 improvements to address truck access problems in the area.
- **KY 237-Camp Ernst Road-KY 536 Corridor Improvements: Boone, Kenton, and Campbell Counties (The “2000 Study”).** The KY 536 segment from KY 17 (Madison Pike) to the Kenton/Campbell County line was included in the “2000 Study” managed by KYTC; however a preferred alternative was not identified.



Therefore, the 6.5-mile Kenton County segment of KY 536 from KY 17 to the Kenton/Campbell County line remains the only one of these four sections for which a preferred alternative has not yet been identified.

- **Independence Community Small Area Study (July 2007).** The small area study was conducted to create a vision and land use plan for the community after experiencing rapid growth from the “new” KY 17. The desire was to revitalize the historic downtown. The plan does note that the intersection of KY 17 and KY 536 needs to balance access needs for commercial areas with capacity.
- **Independence Zoning Update (2012).** The zoning update was developed to implement the recommended land use plan in the Independence Community Small Area Study. Three new zoning districts were adopted in downtown Independence.
- **City of Alexandria 2004 Comprehensive Plan.** The transportation section of this plan was based on the OKI 2030 Regional Transportation Plan. The City of Alexandria identified the need to complete the extension of KY 536. Reconstruction of KY 536 from KY 177 to Pond Creek was not programmed but identified as a high priority and Pond Creek to KY 915 was identified as a medium priority.
- **South Kenton County Land Use Preferences Survey (April 2014).** The southern portion of Kenton County is generally considered the areas south of KY 16 (Taylor Mill Road) and unincorporated areas east of Marshall Road and KY 177. Conducted by PDS, the survey results indicated that households in southern Kenton County have a desire to maintain the rural and agricultural character in the area.

The area between KY 17 (Madison Pike) and KY 16 (Taylor Mill Road) has been identified in 2014 planning documents (*Direction 2030* and the *Kenton County Transportation Plan*) as an area of interest for future development. Development in the area is planned for single-family residences. As shown on the *Direction 2030* Concept Map, the areas of interest are where development pressure will likely occur over the next 20 years and where planning for additional resources should happen. As a result of this expected development and potential increase in population near the City of Independence, there is a need for a safe and contiguous regional east-west connector.

The Transport of Goods and People to Improve Economic Vitality

All of the above issues related to safety, geometric deficiencies, travel time, reliability, traffic flow and cost-effective and efficient transportation connectivity combine to deter motorists from utilizing the roadway and visualizing the KY 536 corridor as an asset to economic vitality. In addition, all three county comprehensive plans present existing and future land uses that depend upon the ability of the corridor to serve the traveling public and transport of goods for the prosperity and well-being of the communities they serve.

Job retention and creation is an expressed need across the Northern Kentucky region from both the public and elected officials. An unsafe, fragmented and geometrically deficient roadway impedes the flow of people, goods and services. A review of existing roadways concludes that there are no roadways located south of I-275 in Kenton County that safely



and efficiently serve east-west freight movement, including KY 536. For access to interstate I-71/I-75, commuters and truck traffic rely upon north/south connections to I-275 interchanges in order to utilize roadways that meet current standards. Truck traffic also utilizes existing north/south routes to access major freight generators located along I-71/I-75 in Boone and Kenton counties and US 27 in Campbell County. Traffic counts performed in several intersections along KY 536 between KY 17 and the Kenton/Campbell County line indicate that the percentage of trucks fell from 7.6 percent of traffic at KY 17 to between 2-4 percent between KY 16 and KY 177. As a result, I-275 interchanges are exhibiting elevated traffic counts and more extensive travel delay. These negative conditions are resulting in higher fuel costs and additional travel time for commuters and businesses. Truck traffic utilizing north/south routes would travel approximately an additional eight minutes on designated truck routes to gain access to I-71/I-75 rather than using the existing KY 536 in Kenton and Boone counties.

Scoping Study Goals

The current KY 536 Scoping Study will identify a preferred alternative for improvements to KY 536, between KY 17 (Madison Pike) and the Kenton/Campbell County line to meet the purpose and needs established for the project. It will also identify and evaluate possible alternatives that will:

- Consider community input gathered through an open and transparent communications process
- Address local and regional needs for travel safety and reduce accident rates
- Update this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system and can support multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot)
- Provide infrastructure that can support economic prosperity in the region through efficient transportation connectivity
- Be consistent with current plans that address existing and future land uses to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of study area
- Maintain/enhance the quality of life for residents, business owners and other stakeholders located within the study area
- Preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area while providing for mobility needs
- Demonstrate public support

