



**MINUTES OF THE
KENTON COUNTY ADVISORY TEAM MEETING
OCTOBER 9, 2013**

ADVISORY TEAM MEMBERS

Mr. Andrew Aiello, Transit Authority of Northern Kentucky
Judge Steve Arlinghaus, Kenton County Fiscal Court
Councilmember Nancy Atkinson, City of Edgewood
Mayor Dan Bell, City of Taylor Mill
Mayor Sherry Carran, City of Covington
Mr. Paul Darpel, Kenton County Planning Commission
Mr. Rob Hans, Kentucky Transportation Cabinet-
Mayor Marty Lenhof, City of Elsmere
Mr. Larry Maxey, Resident-
Mr. Chris Moriconi (representing Mayor Wiest), City of Ft. Mitchell
Mr. Jason Ramler, Kentucky Bicycle & Bikeway Commissioner
Councilmember Christopher Reinersman, City of Independence
Mr. David Spaulding, Esq., Northern Kentucky Water District
Councilmember Bernie Wessels, City of Ft. Wright

GUESTS

Ms. Carol Callan-Ramler, Kentucky Transportation Cabinet
Mr. Mike Yeager, City of Covington

STAFF

Ms. Robyn Bancroft, OKI
Ms. Regina Brock, OKI
Mr. James Fausz, NKAPC
Mr. Dennis Gordon, NKAPC
Mr. Bob Koehler, OKI
Mr. Mark Policinski, OKI
Ms. Emi Randall, OKI
Ms. Sharmili Reddy, NKAPC

WELCOME AND INTRODUCTIONS

Judge Arlinghaus, Chair, called the meeting to order at 10:07 a.m. He welcomed everyone to the meeting and asked everyone to introduce themselves.

OVERVIEW: WHAT HAVE WE ACCOMPLISHED SO FAR

Ms. Bancroft reported that we are on schedule and on budget. OKI is paying for this plan using Kentucky Exclusive – Fiscal Year 2014 Planning funds. She reported that she had held one-on-one meetings with each of the Advisory Team members and attended meetings or had phone conversations with several additional stakeholders from throughout the county that are not on the Advisory Team (NKY-ADD, NKU, Water District, SD 1, Kenton County Public Works, Kenton County Mayor's Group, NKAPC-Northern Kentucky Area Planning Commission. She also mentioned that public outreach has been taking place using several social media resources (dedicated web page, online survey, facebook).

Ms. Bancroft reported that she had solicited submittals from Traffic Engineers to work and provide professional services as we move forward to develop recommendations with cost estimates from our needs assessment and the deadline for submittals was last Friday. She reported phone interviews were conducted Monday afternoon and she will be selecting an engineer by end of day tomorrow.

She reported that the majority of work conducted to date has focused on data collection, review, and analysis by OKI and NKAPC staff. The presentation of the findings on the transportation needs that staff has identified so far will be the main content of this meeting's agenda and discussion.

Before starting Data Needs Assessment presentations, Ms. Bancroft pointed out two maps which were provided for Advisory Team members' reference and information, rather than discussion. The first showed all the current OKI Transportation Improvement Program (TIP) projects for Kenton County. The group should be aware of what projects are already funded (whole or partially) and are moving forward towards implementation. Staff is considering these improvements as they look at transportation data to ensure no duplication of project recommendations in the creation of this new Plan.

The second map showed Roadway Classification or Functional Class. Ms. Bancroft reported that when she met individually with each of the Advisory Team members, she noted that this Plan will focus on the heavier-used roadways and not local, neighborhood streets. Since we're looking at the whole county, we have to focus on the larger transportation system. Also, this Plan will not include the interstates or Brent Spence Bridge due to the fact that the Kentucky Transportation Cabinet (KYTC), along with (in the case of BSB) the Ohio Department of Transportation, has already conducted extensive studies along the I-75/71 and I-275 corridors and that improvement recommendations are already in place, underway or scheduled. Also, this map shows in grey the Urbanized Area in which OKI federal funding can be invested. The needs of the non-urbanized area and southern, more rural sections of the county are not being ignored, but will require separate, but equal attention in that – different funding sources and approaches to presenting the recommendations will be made for these transportation facilities in this Plan.

Ms. Bancroft began with a summary of the data that has been collected, reviewed and analyzed in order to begin to highlight those areas of highest transportation need – whether the needs arise from future growth, safety concerns, traffic congestion, narrow roads, heavy trucks, or demand from alternate modes like bus, bike and walking. Each Advisory Team member was provided an 11x17 copy of each of the maps that staff will be discussing. The plan for today's meeting is to keep staff remarks brief to facilitate feedback from Advisory Team members and group discussion.

Ms. Bancroft introduced James Fausz to present staff's Needs Assessment from the perspective of future land use demands.

NEEDS ASSESSMENT

Land Use

Mr. James Fausz, NKAPC, spent a few minutes discussing the Future Land Use Demands and Transportation Issues map. He reported that an internal NKAPC and OKI staff round table discussion was held on August 28 as a working session relying on local expertise to identify potential future land use change areas and transportation issues. Members of planning, engineering, building and transportation departments met to talk about identified demographic trends around a series of maps housing density changes from 1990 to 2010, current employment density, projected changes in household and employment 2005 to 2040, special needs population groups and proximity to transit, disabled, aging, lower income, parcels in Kenton county with no structures present, funded transportation projects and existing land use and topographic constraints

Mr. Fausz reported on the potential of major land use changes in lieu of the current existence of problematic corridors/intersections in the county. At the meeting on the 28th, the group came up with a majority of what is presented on the land use map today. Over the last month, the map was been revised and edited to give a clearer picture of what is expected in Kenton County over the planning horizon (Year 2040). Mr. Fausz went over the land use bubbles and transportation issues presented on the map and stressed that this is a working map and that the group's input was greatly desired.

Mr. Reinersman mentioned the congestion during peak rush hour along KY17 around Walmart and I-275 and how it extends back to Pioneer Park.

Judge Arlinghaus brought up that CVG is losing travelers to other areas and the fact that the location of I-275 so far north in northern Kentucky has not encouraged economic development and transportation mobility to the extent it has in the region's Ohio counties. Mr. Maxey shared his knowledge and experience in the history of examining the potential for an interstate extension through Kenton and Campbell Counties to connect to Clermont. He believes it to be a cost issue now, even more so than when first discussed decades ago. He also mentioned that Brent Spence Bridge is carrying the bulk of traffic due to lack of east/west connection.

Safety

Ms. Bancroft reported on safety data findings. KYTC provides OKI Critical Rate Factors (CRF) which is the quotient of the crash rate for a roadway spot or segment divided by the critical crash rate for similar roadway spots or segments based on the roadway type, number of lanes, and median type. The critical crash rate is the sum of the average crash rate for a given roadway type plus a factor which measures the exposure (vehicle miles of travel) to possible crashes. She reported that a critical crash rate factor greater than one is indicative of the statistical probability that crashes are not occurring randomly at the spot or in that segment.

She explained this serves as a better indicator of safety because it normalizes the data with data from similar roads and provides a statistical basis for our analysis. The safety map she used in her presentation focused on roadways where the 2012 CRF was greater than 1. She mentioned Dixie

Highway, KY 8, Madison in Downtown Covington, Kyles Lane, Stevenson Road, KY 236, Turkeyfoot Road, Senior Road and KY536.

Mr. Moriconi mentioned Dudley Pike as another area of safety concern.

Mr. Maxey mentioned KY 177 and Visalia Road (KY 536) where a fatality has occurred due to site distance issues and speeds.

Mayor Bell brought up Wayman Branch Road with Scott High School buses and young drivers. He mentioned the frequency in which cars are being pulled-out from the ditch due to road conditions and slippage. Mr. Hans mentioned that Wayman Branch and Hands Pike are being discussed to determine which one should be improved.

The group encouraged staff to reexamine all the State Routes and take a look at 2010 and 2011 data along with 2012 for a broader, more comprehensive safety examination.

Congestion

Ms. Bancroft reported that the congestion map shows 50% slower speeds during am/pm combined on KY 8, KY 16 & 17, 4th Street, Main, Madison in downtown Covington, Turkeyfoot Road, Dixie Highway and Kyles Lane and I-275. Eastbound I-275 backups and KY 17 is reduced to one lane.

In Crescent Springs, the congestion issues regarding Anderson Road/Buttermilk and getting stuck at Grandview were mentioned. There was a suggestion that a right-only to Crystal Drive or have the Buttermilk/I-75 off-ramp go straight into Grandview like in Fort Wright at Kyles.

KY 17's congestion was discussed. Ms. Callan-Ramler mentioned that volumes are too high for roundabouts. Mr. Reinersman supported the flashing lights which enable single left turns rather than wait for light at Madison Pike and Dudley Pike. Ms. Callan-Ramler pointed out that flashing lights are not for double left turns.

Truck Traffic

Ms. Bancroft reported on the Roadway Width & Truck Traffic Assessment map, showing a couple of different pieces of information – but all primarily impacting the more rural and southern portions of the county. She reported the blue lines indicate corridors carrying 10% or more trucks (Truck counts collected 2003-2012)

- KY 17 (from KY 14 to KY 16) - Highest = 14.6% trucks
- KY 2043 (from US 25 to KY 16)
- KY 536 (KY 16 to KY 177)
- KY 177 (KY 536 to Pendleton County Line)
- KY (I-275 to Dudley Road) – only location NOT in southern part of the County
- KY 16 (Boone County Line to KY 536)

She reported that the other roads also carry a lot of trucks; these just have a much higher than average percent of their volume composed of trucks and that trucks put additional weight and wear on roadways – their size also impacts truck driver's ability to safely navigate winding, two-lane, "country" roadways – even in dry and clear weather conditions. Truck traffic impacts other users of these roadways as well – such as passing vehicles, school buses, mail trucks, etc. The consideration

of truck impacts on these corridors will be considered as the plan develops which is in line with MAP-21's Freight Movement performance measures to enhance freight mobility, efficiency and safety.

Roadway Width

She reported next on roads that are less than 20 feet in width. These are not functionally classified, but there is a clear need to review and consider these roadways – perhaps present a comprehensive plan for establishing a prioritized list for maintaining them. Narrowness and maintenance of roadways has been a recurring message in regards to southern Kenton County roads. On the other hand, staff has been told that some people prefer the roads stay narrow and retain their rustic charm, privacy, and low traffic volumes. However, further growth is anticipated and consideration must be given to these narrow roads as volumes and demand for use increases. Staff will be overlaying these roadways with Future Land Use Demand to help determine needed improvements and priorities.

High Risk Rural Roads

The third item presented on the Roadway Width & Truck Traffic Assessment map are roadways designated as High Risk Rural Roads. KYTC and FHWA coordinated to provide funds to counties for signing curves. Our northern Kentucky counties were selected as the pilot project for this program. Kenton County Public Works selected the six (purple) roadways for sign installation. Public Works Department has installed the signs and is building a GPS inventory of sign locations.

- Alexander Road, Cruise Creek Road, Steep Creek Road, Wilson Road, Percival Road
- Independence Station Road (as of meeting date, signs yet to be installed)

Safety data will be overlaid with these high risk rural roads to better understand transportation issues and needs.

Mr. Maxey mentioned that safety should be the first priority and that roads are not wide enough. Cars can barely pass let alone two school buses.

It was mentioned that more white should be yellow and to seek information from school/fire department on input for roads.

A need to form a collector connection from KY17 to I-75 rather than Highland & Kyles also people cut through Villa Hills.

Mr. Wessels mentioned Ft. Wright gets collector 3L through Covington.

Bicycling

Ms. Bancroft reported on the OKI Bike Route Map for Kenton County – which was last updated 2009

- The blue lines note preferred routes for bicycling
- Yellow = use with caution
- Red are NOT recommended

She stated KYTC and many of our local communities have recognized the accommodation of bicyclists as a desirable goal. KYTC has been taking measures so that bicycling considerations are part of the environmental assessment and design phases of all projects, including new construction, widening, highway improvements, and resurfacing. This map assists with our Kenton County Transportation Plan as we look at possible improvement recommendations for roadways, we will

reference this guide to see what the existing condition is for bicyclists and determine, if appropriate and possible, what should be considered in the recommendation to enhance bike usage. Staff has received input on “yellow” colored roadways such as Dixie Highway and portions of improved KY 17 that are frequently used by bicyclists due to location and their access to major origins and destinations. We will be examining these roads to determine opportunities for improvements.

Mr. Ramler mentioned Dixie Highway, KY17 are the primary routes to get to downtown Covington. The Licking River Greenway and sidewalks are needed on Dixie Highway especially on the hill in Covington. Mr. Ramler commented that the bike map data is provided by cyclists and valuable, but subjective. He suggested that staff examine bicycle connectivity between roadways with bike lanes and where they are planned and where they end – that this ends could identify areas for future investment.

Ms. Callan-Ramler mentioned there being some State Routes where paths are planned as part of 5-year projects.

Mr. Aiello mentioned that a connection by sidewalk will help assist transit riders in accessing stops and their origins/destinations safely especially within residential neighborhoods and industrial-employment areas.

Online Survey

Ms. Bancroft reported on the Survey Assessment map data from the surveys received as of two weeks prior to the meeting (just under 100 responses):

- Orange-Driving
- Blue-Bicycle
- Green-Freight Transport
- Red-Pedestrian

She reported that one hopes that survey responses will reinforce the data and, so far, they absolutely do. There have been no new surprises. The survey respondents are making comments on same locations mentioned in this meeting. Dixie Highway and KY 17 tie with the most comments – all focusing on traffic congestion as the primary concern. Other areas of driving concerns were mainly focused on KY 8, KY 16, KY 536, Turkeyfoot, Dudley Pike and Kyles. About 90% of all the responses are related to traffic congestion. However, all the comments regarding walking, bicycling and freight transportation are focused on safety concerns.

There were also comments that applied to no single location, so they do not appear on the Survey Needs Assessment map. These include:

- Maintenance of both older city streets and southern Kenton County roads
- Safety for southern Kenton County, rural roads
- Lack of east/west connectivity
- Keeping right-of-way for light rail from CVG to downtown available for potential, future traffic congestion alleviation.

Next Steps for Needs Assessment

Ms. Bancroft reported in conclusion: Staff’s next tasks are:

- Take all your comments from today and make final changes to the individual data maps.
- Answer any remaining data questions

- Incorporate any new **survey** input received (Halloween-deadline)
- Overlay each data layer to identify locations of greatest transportation concerns with the locations will show areas that will be suffering from MULTIPLE ISSUES (growth, safety, congestion, etc.)
- Review TIP projects to remove any areas already being addressed

TANK NETWORK STUDY

Mr. Aiello, TANK, gave a presentation on the TANK network study. Due to time, he gave a brief overview and then quickly reviewed the proposed transit changes which the study had recommended. As he reviewed the changes, Advisory Team members asked questions and provided input. There was particular interest and concern regarding transit service reductions along Dudley Road in Edgewood and KY 16 in Taylor Mill.

Mr. Aiello ended his report by stating that the next steps are to refine short-term recommendations based on public feedback, create an implementation plan and longer-term recommendations, then finalize network study and ask for TANK board approval in January.

FINANCIAL FORECAST

Ms. Bancroft reported on the financial forecast that will be developed in a fiscally responsible fashion to encompass this Plan's recommendations. Utilizing data from the OKI 2040 Regional Transportation Plan which considers population and a set of reasonably expected available resources, she reported the Fiscal Constraint Calculation for the Kenton County Transportation Plan to be \$1.13 billion for fiscal years 2014-2040. There were no questions or changes made by the Advisory Team.

MOVING FORWARD: WHAT'S HAPPENING NEXT?

Ms. Bancroft reported that there will be a push for survey input in the month of October and October 31st will serve as the deadline for survey input. By early/mid December, she said that staff will share with the Advisory Team a finalized list of transportation needs with locations and problem descriptions to explain why they have been identified. A traffic engineer will be hired and their work will begin by the 1st of December. She reported that the finalized list of transportation needs will provide the Engineer with a clear definition and picture of the transportation problems -- to move forward and address with recommendations.

She reported in March 2014 the development of draft recommendations and performance measures will be presented to the Advisory Team.

Ms. Bancroft thanked everyone for attending and looks forward to working with all of you and moving forward.

The meeting adjourned at 12:08 PM

/rb
10/15/13