

November 21th 2013

South Kenton Citizens Group Meeting: Transportation Needs

Location: Piner Baptist Church

Those present included George Heeger, Bill Schneider, Kathy Donohoue, Valerie Shearer, Janet McCay, Sharon & Henry Menke, Thomas Brackman, Ike & Barb Gabbard, Amy Heeger, Warren Richardson, Damian Rodrigues, Gailen & Debra Bridges, Tim & Theresa Schneider, Todd Haley, Tonya Lutz, Alex Kenwright, Dan Allen, Steve Hensley, Chris Warneford, Beth Sewell, Robyn Bancroft, Carol Callan-Ramler, James Fausz and Sharmili Reddy.

The meeting was held primarily to discuss roadway needs for Southern Kenton County for incorporation into the Kenton County Transportation Plan update.

The following is a summary of the discussions:

Robyn Bancroft from Ohio Kentucky Indiana Regional Council of Governments (OKI) said that the current transportation plan for Kenton County was adopted in 2003. OKI is the regional metropolitan organization that plans for roadways in the 8-county region. She said OKI has been collecting a lot of data pertaining to roadways but she was here to listen to people that use the roads on a daily basis. Robyn went through a series of maps and explained the data that has been collected. Attendees offered comments on the information.

Crash data:

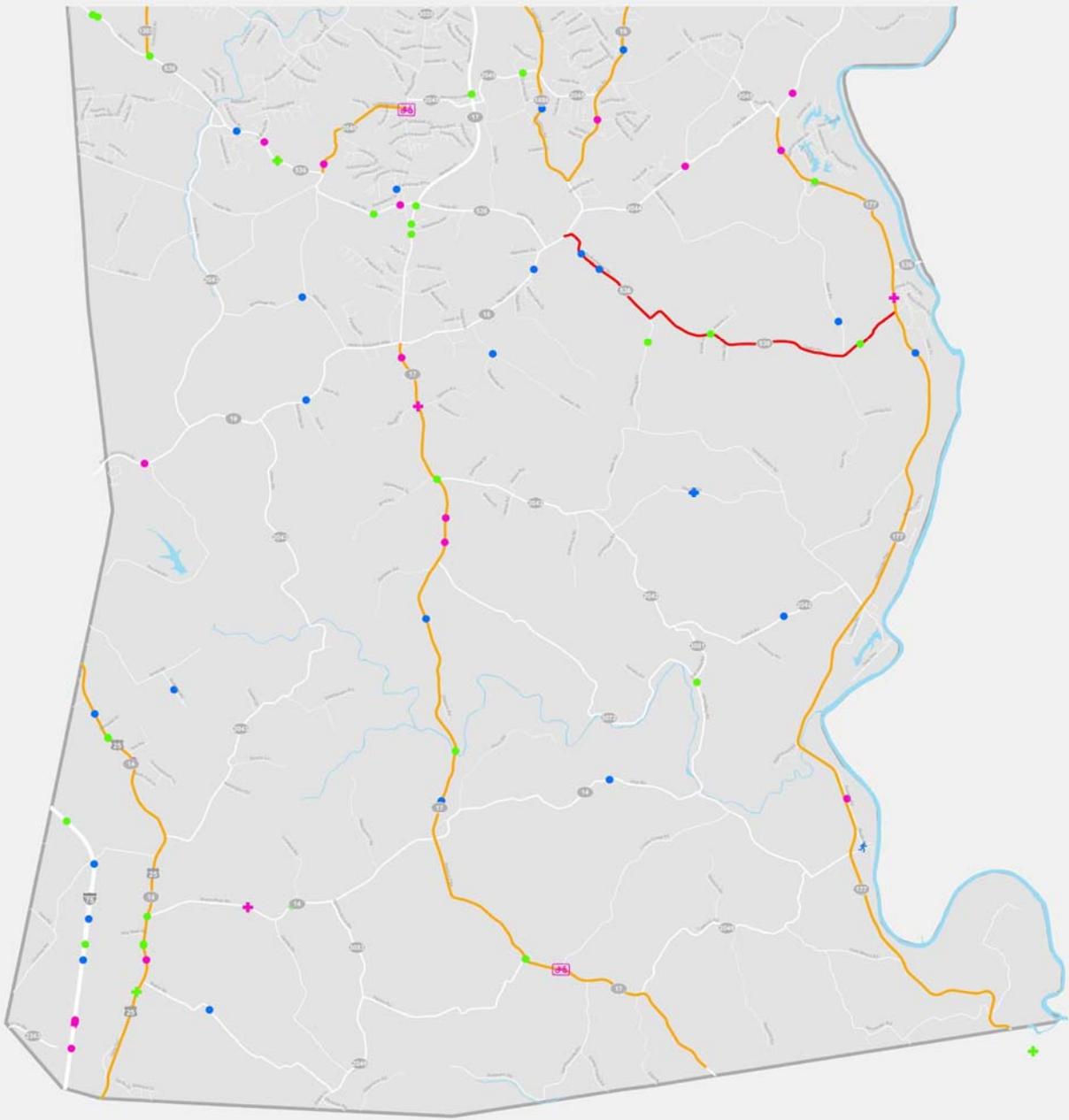
The crash data map shows the actual incidents reported in 2010, 2011 and 2012 including fatalities. Data indicates that 13 crashes have occurred on KY 17 and KY 536 along with one fatality on KY 17. Amy Heeger pointed out that KY 17 is a heavily travelled roadway but not in good condition. There are a lot of gravel trucks coming from Butler that have a hard time getting to the interstate. They get on KY 17 and then on KY 14 and then US 25 to get to the interstate. Thomas mentioned that the road was windy and slippery due to the geology which includes Kope formation. Amy also mentioned that there are a lot of bumps on the road and asked when the roadway would be resurfaced. Carol Callan-Ramler from KYTC said she would find the information and share with the group. Note: Carol obtained the information since the meeting

and shared that KY 17 will be resurfaced in 2014.

Crash Data



2010 Crashes	2011 Crashes	2012 Crashes	Crash Critical Rate Factor (2010-2012)
Bicycle	Bicycle	Bicycle	1 - 2.5
Fatality	Fatality	Fatality	Greater than 2.5
Pedestrian	Pedestrian	Pedestrian	
Serious Injury	Serious Injury	Serious Injury	



Other Safety Concerns:

Chris Warneford, Kenton County Public Works Director, mentioned that many of the roadways are 15-18' wide. He added that budget dollars are limited. Steep Creek road was \$179,000 to get it to where it could be paved. Work on Cruise Creek road included removing an existing bridge and putting a new one in. He said that the County cannot buy right-of-way and has to be donated. In addition bridges are inspected by the State and have to be replaced if needed which stretches the limited dollars that are available. Amy asked how roads get prioritized in the county. She asked if roadways were prioritized alongside those in the northern part of the County. Chris said that the county has a Needs Assessment report. Also, every road is covered every 7-10 years. He said roughly \$556,000 has been spent in the southern part of the county compared to \$290,000 in the northern part of the county. Beth Sewell, County Commissioner, asked if there was a way to share the Needs Assessment report with residents. Chris said that the county would start sharing projects through the website so citizens would know.

There were additional questions about the status of KY 536. Carol Callan-Ramler from KYTC said that the roadway will be designed and right-of-way will be acquired for the entire project but construction will be in 4 sections. She said they are close to right-of-way acquisition but before that phase can begin, the environmental document must be approved; which is anticipated early next year. Right-of-way acquisition will take approximately 2 years. She added that construction funds have not been legislated and that KYTC hopes that these funds will be realized when the legislators meet in 2014. In April 2014 the results of the legislative session will be known. Carol said that there are no plans currently for KY 536 from KY 17 to the Campbell County line. That section is on KYTC's radar as a future project. There are several safety issues with that section of the roadway in terms of accidents.

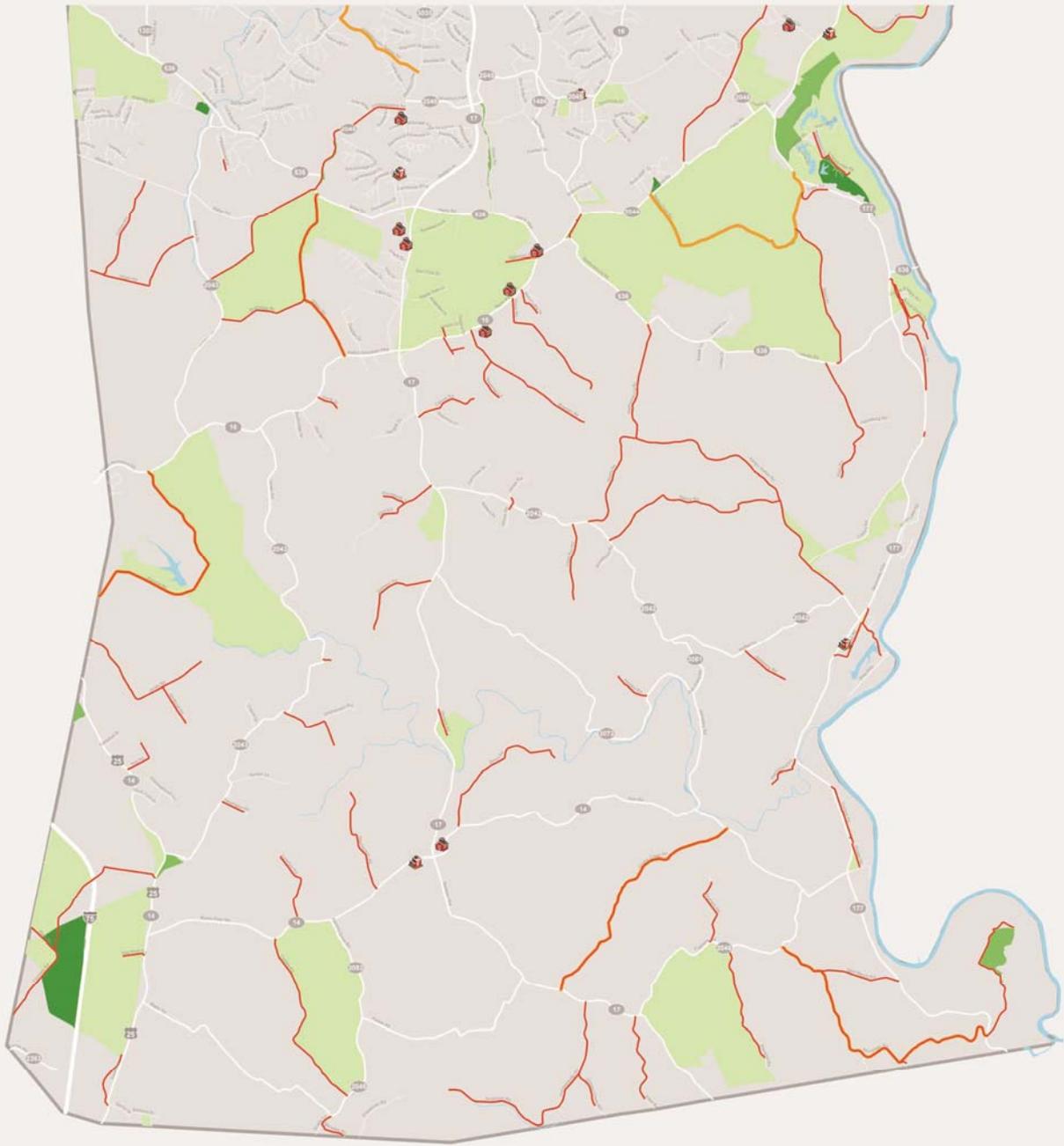
There was a lot of discussion about the need for roadways and attendees concluded that there was no need for new roadways in southern Kenton County but maintenance of existing roadways should be a priority. When widening is being discussed it refers to shoulders and not necessarily additional lanes. It was also mentioned that the intersection at KY14 and US 25 needs to be improved.

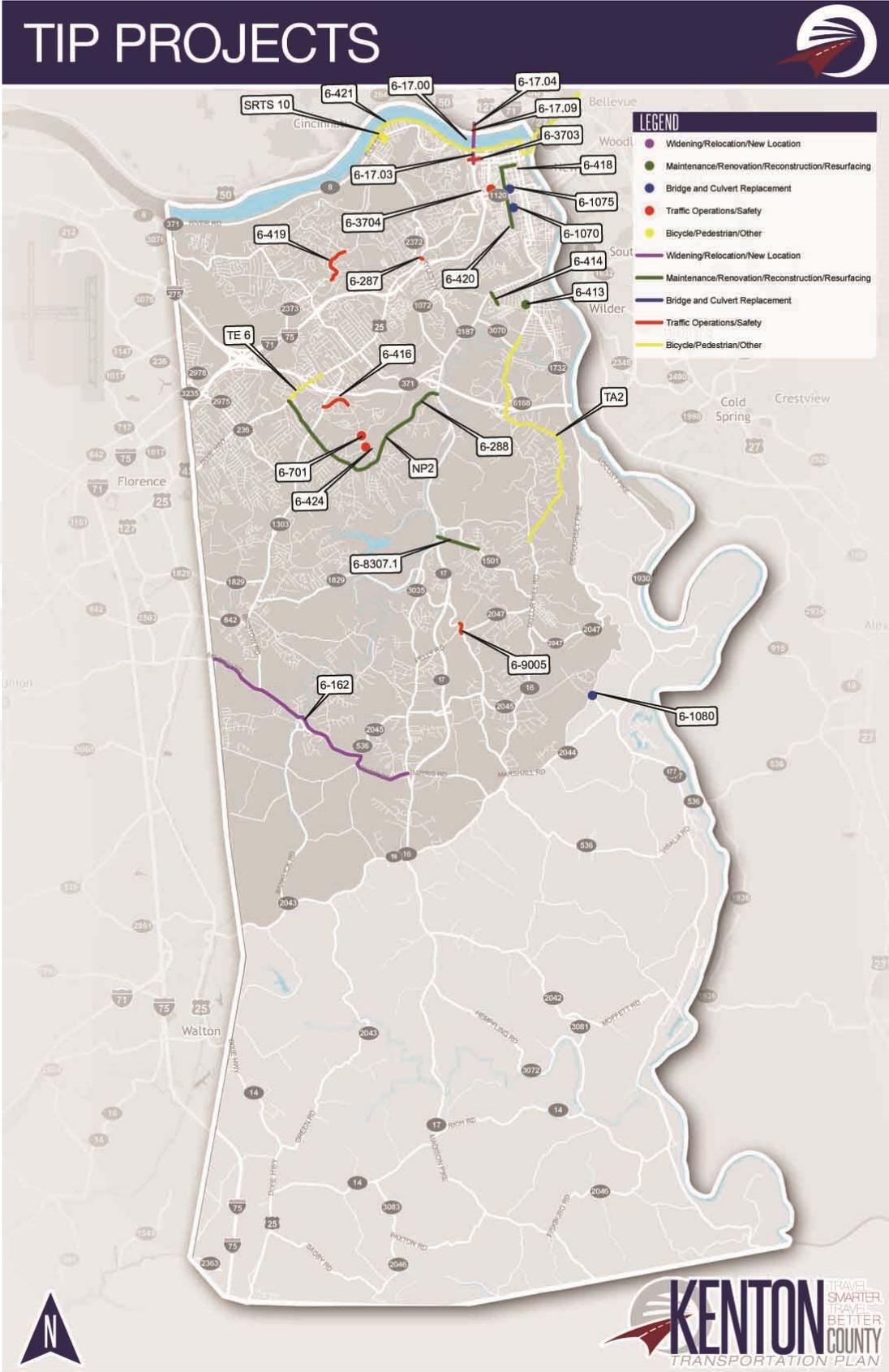
Gailen Bridges said that people who live in this part of the county do not mind driving a little while to get some place. They live out there because they want to be left alone. He mentioned that back in the 80's there was a proposal to extend Interstate 71 to various parts of southern Kenton County. There was a major opposition to the project and it was not feasible to build it. He said there is still no interest in the community to build the project. The proposal had one interchange in Kenton County which is not sufficient to promote economic development. He added that there are a lot of existing roads that need to be fixed and there was no need for new roadways. He asked everyone if they agreed with his statements and everyone present agreed.

Other Safety Concerns



Legend		Percentage Population Over 65	
	Schools		0-20%
	Fire Stations		20-40%
	Roads less than 20' wide		40-60%
	High Risk Rural Roads		60-100%





Transportation Improvement Program (TIP) Projects:

Projects that are included in the TIP reflect the unmet transportation needs in the region. The TIP provides a listing, by county, of all federally-assisted highway and transit improvements that are contemplated by municipal, county, or state governments or transit authorities¹. Robyn explained that the transportation plan will only deal with state and county roads. The recommendations that are made will be fiscally constrained. Note: Amendments are made to the TIP on an as-needed basis. For the most recent version please see <http://www.oki.org/mapsdata/WebContent/tip/Deleted%20Projects%20NKY.pdf>

Future Land Use Demands:

James Fausz from NKAPC explained that the future land use demand map was derived from discussions with planners, engineers and building officials at NKAPC and OKI Staff. These reflect areas where there has been a study or where request for information or applications have repeatedly surfaced over the last several years. This information is based purely on local knowledge of the area and do not reflect what should necessarily happen in the area. The idea behind this map is to proactively think about areas where there could be an increased demand for development which in turn may require improvements to roadways. James said that a majority of the light industrial development is proposed along the Kenton County line in order to take advantage of the proximity to the interstate. In general there will be a demand for single family residential just south of KY 536 particularly after improvements to the roadway. In addition the intersection at KY 17 and 16 could also see increased demand for development.

Attendees expressed concerns regarding the intersection at KY 17 and 16 shown on the map. James explained that this does not reflect what is recommended or should happen in the area but rather indicates the pressure for development. James also mentioned that Green Road has seen more development in recent years as well.

Other Comments:

Attendees repeatedly stressed that it was important to maintain the existing roads rather than building new roadways. Stephens Road was mentioned as a connector between KY 16 and 17 but it is too narrow.

Chris Warneford said that he can provide a list based on paving needs but perhaps a more comprehensive effort was needed. We need to prioritize roadways by collaborating with different groups such as police, fire, public works, citizens and so on. We need to look at crash data, traffic, slippage issues among others. Beth Sewell said that a prioritization process would be more comprehensive. She mentioned that the City of Covington went through a similar process

¹ <http://www.oki.org/departments/transportation/tip.html>

that has helped them seek funds in a planned and thoughtful way. She said we need the expertise but we also need an efficient facilitator. It was concluded that there needs to be a maintenance plan put in place and a dedicated funding source at the County for roadways.

