Kenton County Transportation Plan

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NOTE: KYTC: Kentucky Transportation Cabinet  
NKAPC: Northern Kentucky Area Planning Commission
Executive Summary
of the Kenton County Transportation Plan

This is a plan for meeting Kenton County’s transportation needs to 2030. Its recommendations are for improving a multi-modal system within the constraints imposed by financial resources. The recommendations account for existing and emerging land use, plan goals and transportation issues, public participation, and trends in population and job growth (Chapter 1).

One of this plan’s unique features is its approach for linking transportation planning with land use (Chapter 2). This linkage is demonstrated by transportation recommendations that are coordinated with the County Comprehensive Plan, based on land use represented by “Transportation Service Areas,” and tied to policy needs for bringing new development into synch with transportation investments.

To advance toward a viable multi-modal system and reduce future transportation problems, the plan recommends a new transit initiative. The recommendations outline the steps needed now to bring about a cost-effective Bus Rapid Transit System in the future (Chapter 4), in addition to improving bus service and implementing light rail and streetcar systems as recommended in regional studies (Chapter 3) and facilitating biking and walking (Chapter 7).

To address the need for improving roadways, recommendations are developed separately for State and Federal Roads (Chapter 5) and for County Roads (Chapter 6). Improvements for State and Federal Roads are distinguished as “Priority” or “Needed” based on the availability of funds. For County Roads, recommendations are supplemented by a GIS database of roadway conditions to help the county manage maintenance and improvements.

In addition to recommending new infrastructure, this plan also addresses the need for operational improvements on existing roadways (Chapter 8). It recommends studies of the county’s most congested areas to identify optimal combinations of traditional improvements (such as coordinated signalization, wider intersections, and access management), and it also recommends greater use of intelligent transportation system (ITS) technologies.

To balance recommendations with financial resources, this plan includes a financial analysis (Chapter 9). It identifies which transportation improvements can be implemented with the $1.25 billion expected to be available through the planning period. For the remaining transportation needs, which represent a $1.27 billion shortfall, the plan clarifies the potential for additional funding and the need for local initiatives.

Recommended improvements, inclusive of cost estimates, are summarized on the following pages.
Bus
$240,800,000 including operation and maintenance
- New east-west routes on • I-275 • KY-536 • 12th Street
- A park-and-ride lot near the junction of Old KY-17 and Hands Pike

Light Rail Transit
$502,600,000 including operation and maintenance
- From 12th Street in Covington to downtown Cincinnati (by 2008)
- From 12th Street to the Boone County line (connect to Florence and airport by 2020)
(Consistent with Regional Rail Plan; dependent on public decision on financing)

Bus Rapid Transit (BRT)
$450,000 for study
BRT is a rubber-tired transit service that “combines the quality of rail transit and the flexibility of buses.” Time-saving features include exclusive lanes, expedited movement through intersections (signal preemption), and reduced boarding times (pre-paid fare collection, low-floor accessibility, multiple-door loading). BRT could be gradually implemented by adding special coaches & time-saving features to existing bus service. BRT is recommended on the interstates (shoulders may be feasible as exclusive lanes during peak hours) and routes where road-widening and new development could support future BRT (parts of KY-17, Turkeyfoot/KY-1303, KY-16, KY-536).
- Conduct a conceptual design study of BRT in Northern Kentucky
- Adopt policy to foster transit-supportive development and preserve right-of-way

Streetcar
$63,500,000 including operation and maintenance
- Link Covington-Newport-Cincinnati by streetcar (replace Southbank Shuttle)
(Consistent with Regional Rail Plan; dependent on public decision on financing)

Bike & Pedestrian Facilities - Costs in roadway projects or financed locally
- Support bike and pedestrian facility expansion as recommended in county plans

County Roads (Primary)
$25,000,000 million to bring up to standards
Kenton County is responsible for 150 miles of roadway, for which it spends an average of $4.2 million per year for operation and maintenance. An additional $25 million is needed for 86 miles of Primary County Roads for safety improvements, upgrading to standards, and re-alignment of 14 intersections. The cost of widening roads that need additional capacity to accommodate traffic has not been estimated.
- Bring Primary County Roads up to uniform standards for safety and maintenance

ARTIMIS
$31,300,000 including operation and maintenance
ARTIMIS is the region’s traffic management system for freeways. It reduces congestion, expedites incident response, and improves safety.
- Optimize ARTIMIS (add fiber optic to I-275, upgrade traffic signals on Dixie Hwy)
- Integrate systems and agencies, including emergency response agencies
- Expand use of advanced technologies (transit signal priority, highway-rail safety systems, etc.
(Consistent with Regional Intelligent Transportation System Plan)
State and Federal Roads - Priority Projects
(Funds expected to be available by 2030)

- Improvements to East-West Travel
  Richardson & Madison/Old KY-17 from Turkeyfoot to Hands - Widen to 5 lanes
  Hands Pike and Wayman Branch from KY-17 to KY-16 - Widen to 3 lanes
  Harris Pike/KY-536 from KY-17 to KY-16 - Widen to 3 lanes
  4th Street Bridge over the Licking River - Replace bridge and add 1 lane

- Improvements to North-South Travel
  Brent Spence Bridge over the Ohio River - Replace with a new 10 lane bridge
  Bristow Road/KY-1303 from W. Richardson to KY-536 - Widen to 5 lanes
  Taylor Mill Road/KY-16 from Hands Pike to KY-536 - Widen to 5 lanes

- Studies for Operational Improvements
  Dixie Highway/U.S. 25 from Boone County to Covington
  KY-17 major intersections/ramps from Kyles to Dudley to Horsebranch/Orphanage
  Turkeyfoot/KY-1303 from Dixie Highway to Dudley Road
  KY-17/Madison/Scott/Greenup from 3rd Street to 26th Street
  KY-16 & KY-177/Madison-James-Decoursey from 26th Street to Grand Avenue

- Implementation of Operational Improvements
  4th and 5th Streets in Covington - Add approach lane to I-75 & other improvements
  Dixie Highway/U.S. 25 between Commonwealth and Hallam - Add 1 lane
  Madison from Latonia Ave. to 26th Street - Remove parking to add 1 lane

State and Federal Roads - Needed Projects
(Funds not expected to be available until after 2030)

- Widening of Interstate Segments
  I-75 from Brent Spence Bridge to Kyles Lane - Add 2 lanes
  I-75 from Kyles Lane to I-275 - Add 2 lanes
  I-275 from I-75 to Campbell County/AA Highway - Add 2 lanes

- Major Capacity Expansion Projects
  Visalia/KY-536 from KY-16 to KY-177 - Construct 2 lanes on new alignment
  Senour and Pelley from KY-17 to KY-16 - Widen to 3 lanes
  McCullum-Oliver-Cox from KY-17 to KY-16 - Reconstruct
  KY-16 from KY-536 to KY-17 - Widen to 5 lanes
  Commonwealth from Boone County to Dixie Highway - Add 2 lanes

- Widening and Other Improvements
  KY-17 at Moffet - Improve intersection
  KY-17 at Rich - Improve intersection
  Dolwick from Mineola Pike in Boone County to new Connector - Widen to 3 lanes
  Buttermilk/KY-371 at I-75 overpass from Hazlewood to Bills Lane - Add 2 lanes
  Kyles Lane from I-75 to Highland - Add 1 lane
  New bridge over the Licking River from Locust Pike to AA Highway

State and Federal Roads - Operation and Maintenance to 2030

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