CAMPBELL COUNTY
Transportation Plan

September 2003

Prepared by the
Ohio-Kentucky-Indiana Regional Council of Governments
and
Wilbur Smith Associates
for the
Campbell County Fiscal Court
Dear Campbell County Citizen,

Transportation infrastructure is the most important physical asset government provides, and has a serious bearing on the overall quality of life in a community. To ensure that the investment of citizen tax dollars are spent in the most prudent way possible, in 2002, the Campbell County Fiscal Court took action to undertake a study of our county's transportation system. The resulting plan will serve not just as a guide for the intelligent expenditure of local and state money, but also as a way to attract money for priority projects in the first place. The vast majority of transportation dollars spent locally are federal and state monies administered by the Kentucky Transportation Cabinet. Establishing that proposed projects in Campbell County proceed according to the dictates of this document, a professionally produced, well-reasoned plan, will make it easier for us to compete for available resources on a federal, state, and regional level.

Accordingly, the plan includes:

- Recommended priorities for federal, state, and county roadway and transit improvements;
- An evaluation and inventory of the complete listing of roads the county is responsible to maintain; and,
- A vision for a transit system that touches upon the full spectrum of transport modes, from pedestrian and bicycle traffic through conventional vehicular modes to mass transit.

The information generated in the planning process resides in databases that allow for relatively simple updates or elaboration in the future as we meet our transportation goals, and as additional needs arise. This plan is meant to be a living document that is updated as change occurs in the county.

Our preparation work considered existing infrastructure, traffic flows, accident data, safety, environmental impacts and future needs for the whole county. The public was invited to participate via hearings. Representatives of the cities, the unincorporated areas and from other constituencies participated as volunteers, logging many hours over the course of over a year. In expressing our gratitude, we would hope that the larger community takes notice, acknowledging the effort and the quality of the contributions that were made.

This project was underwritten by Ohio-Kentucky-Indiana Regional Council of Governments, and the Kentucky Transportation Cabinet, and would not have been a success without their foresight and generosity. We appreciate the dedication of the OKI staff and our project manager, Bob Koecher, as well as the work of the consultant on this job, Wilbur Smith, Inc. and their team leader, Keith Logsdon.

Our thanks to all for a job well done.

Sincerely,

Steve Pendery
Campbell County Judge/Executive
Campbell County Transportation Task Force
Judge/Executive Steve Pendery, Campbell County Fiscal Court, Chair

Hon. Ron Barth, City of Woodlawn
Mr. Sam Beverage, Kentucky Transportation Cabinet, District 6
Hon. Mary Brown, City of Ft. Thomas
Hon. Jim Callahan, State Representative
Mr. Mike Dawson, Campbell Co. Schools
Mr. Mark Donaghy, Transit Authority of Northern Kentucky
Mr. Dan Dressman, Homebuilders Association of Northern Kentucky
Mr. Jeffery Eger, Sanitation District #1
Mr. Danny Fore, TRI-ED
Hon. David Gearding, City of Mentor
Mr. Don Girton, CC&MP&ZC
Hon. Thomas Guidugli, City of Newport
Mr. Glen Gunning, ULH&P
Mr. Ron Gunning, City of Dayton
Mr. Chuck Heilman, Alexandria Community Business Association
Mr. Richard Hoskin, Progress With Preservation
Mr. Barry House, Kentucky Transportation Cabinet
Mr. Peter Klear, Campbell County Planning
Hon. Janet Krebs, City of Crestview
Hon. George Koopman, City of Melbourne
Ms. Linda Laake, N. Ky. Realtors Assoc.
Hon. Mike Leopold, City of Crestview
Mr. Ron Lovan, Northern Kentucky Water District
Hon. Helen Lutz, City of Melbourne

Mr. Robert Marshall, Owen Electric
Mr. Donald Martin, City of Bellevue
Hon. Daniel McGinley, City of Alexandria
Hon. Charles Melville, City of Southgate
Mr. Jack Moreland, Campbell County Leadership Action Group (CLAG)
Mr. Wally Pagan, Southbank Partners
Mr. Henry Pogue, IV, Campbell County Industrial Authority
Hon. Kenneth Rankle, City of Dayton
Ms. Fran Reitman, CC&MP&ZC
Hon. Charles Roettger, City of Highland Heights
Col. David Sandfoss, Campbell County Police Department
Ms. Mary Paula Schuh, Northern Kentucky University
Mr. Ken Schultz, Campbell County Roads
Hon. Carl Schwarber, City of Silver Grove
Mr. Marshall Slagle, Northern Kentucky Area Planning Commission
Hon. Frank Smith, City of California
Mr. John Sowinsky, Newport Schools
Hon. Katie Stine, State Senator
Hon. Mark Stoeber, City of Cold Spring
Mr. Gary Toebben, Northern Kentucky Chamber of Commerce
Mr. Terry Vance, City of Wilder
Mr. Dennis Walter, Campbell County Cattlemen’s Association
Hon. Paul Weghorn, City of Cold Spring
Mr. Robert Yeager, Kentucky Transportation Cabinet, District 6
Campbell County Transportation Plan

Acknowledgements

Title Campbell County Transportation Plan
Date June 2003
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Project Manager Robert Koehler, P.E.
Asst. Project Manager Andrew Johns, AICP
Administrative Assistant Regina Brock
Senior Accountant David Andres

We would like to express our appreciation to members of the Campbell County Transportation Task Force for the time and effort they have given to this process. We would also like to gratefully acknowledge Ms. Melissa Williams, Director of Administration for Campbell County for providing guidance throughout this project; Mr. Kevin Linn, Ms. Larisa Hughes, and Mr. Michael Schwartz of the Northern Kentucky Area Planning Commission for providing consultation and assistance with GIS mapping and database preparation; Mr. Keith Logsdon and Mr. Brad Johnson of Wilbur Smith Associates for providing planning and engineering services; Mr. Bob Yeager and Mr. Bob Hill of the Kentucky Transportation Cabinet, District 6 for providing consulting; Mr. Winter Troxel of the Transit Authority of Northern Kentucky for assistance with bus transit information; the City of Wilder for use of their facility for Task Force meetings; and, the Newport School District and the Campbell County School District for the use of their facilities for public meetings.

The following organizations have cooperatively financed the preparation of this document: the Federal Highway Administration, Commonwealth of Kentucky, Transportation Cabinet, and the Campbell County Fiscal Court. The opinions, findings, and conclusions expressed in this document are those of the OKI Regional Council of Governments and are not necessarily those of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.
# GLOSSARY OF ACRONYMS

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<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
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<tr>
<td>CCTTF</td>
<td>Campbell County Transportation Task Force</td>
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<td>CMAQ</td>
<td>Congestion Management and Air Quality</td>
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<td>CRF</td>
<td>Critical Rate Factor</td>
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<td>DLG</td>
<td>Kentucky Department for Local Government</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>GIS</td>
<td>Geographic Information System</td>
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<td>HIS</td>
<td>Highway Information System</td>
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<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act</td>
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<td>KYTC</td>
<td>Kentucky Transportation Cabinet</td>
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<tr>
<td>LMFC</td>
<td>Locally Maintained Functionally Classified</td>
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<tr>
<td>LOS</td>
<td>Level of Service</td>
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<tr>
<td>MOE</td>
<td>Measures of Effectiveness</td>
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<tr>
<td>NHS</td>
<td>National Highway System</td>
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<td>NN</td>
<td>National Truck Network</td>
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<td>OKI</td>
<td>Ohio-Kentucky-Indiana Regional Council of Governments</td>
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<td>PMT</td>
<td>Project Management Team</td>
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<td>PRC</td>
<td>Physical Roadway Characteristics</td>
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<tr>
<td>TCSP</td>
<td>Transportation and Community and System Preservation Program</td>
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<td>TEA-21</td>
<td>Transportation Efficiency Act for the 21st Century</td>
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<td>TRB</td>
<td>Transportation Research Board</td>
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<td>VPD</td>
<td>Vehicles Per Day</td>
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In preparation for the consolidation of the Emergency Dispatch Centers for Campbell County and the Cities of Newport and Ft. Thomas into one Consolidated Dispatch Center, the Campbell County Fiscal Court identified a serious flaw in the present address numbering system used in the unincorporated area of the county, i.e. rural routes and box numbers. The use of rural route and box numbers is outdated and incompatible with a state-of-the-art dispatching process and leads to a great deal of confusion during police, fire, and other emergency responses.

In response to this problem, the Fiscal Court established a Readdressing Steering Committee. The committee worked at great lengths on this issue and developed a strategy to assist the County resolve this problem through a proposed unified readdressing system. Through the proposed unified readdressing system, 'problem' road names were identified, new names were proposed to replace the 'problem' road names, and a unified road numbering grid was been established.

A public meeting was held on January 27, 2003, at the Campbell County High School in Alexandria, Kentucky for the purpose of sharing the proposed unified readdressing system and soliciting public input on this matter. At the public meeting, Campbell County residents reviewed details of the proposed unified readdressing system and provided input into this proposal. Based on public input, the proposed street names were revised and a final listing was prepared.

The Campbell County Fiscal Court adopted this uniform addressing system by Ordinance O-8-03 on June 25, 2003. The effective date of the uniform street addressing system is August 1, 2003.

As a result of this uniform addressing system, some of the work conducted for this transportation plan had to be altered to reflect street name changes, new road numbering, etc.

A comparison of street names can be found on Appendix C.
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