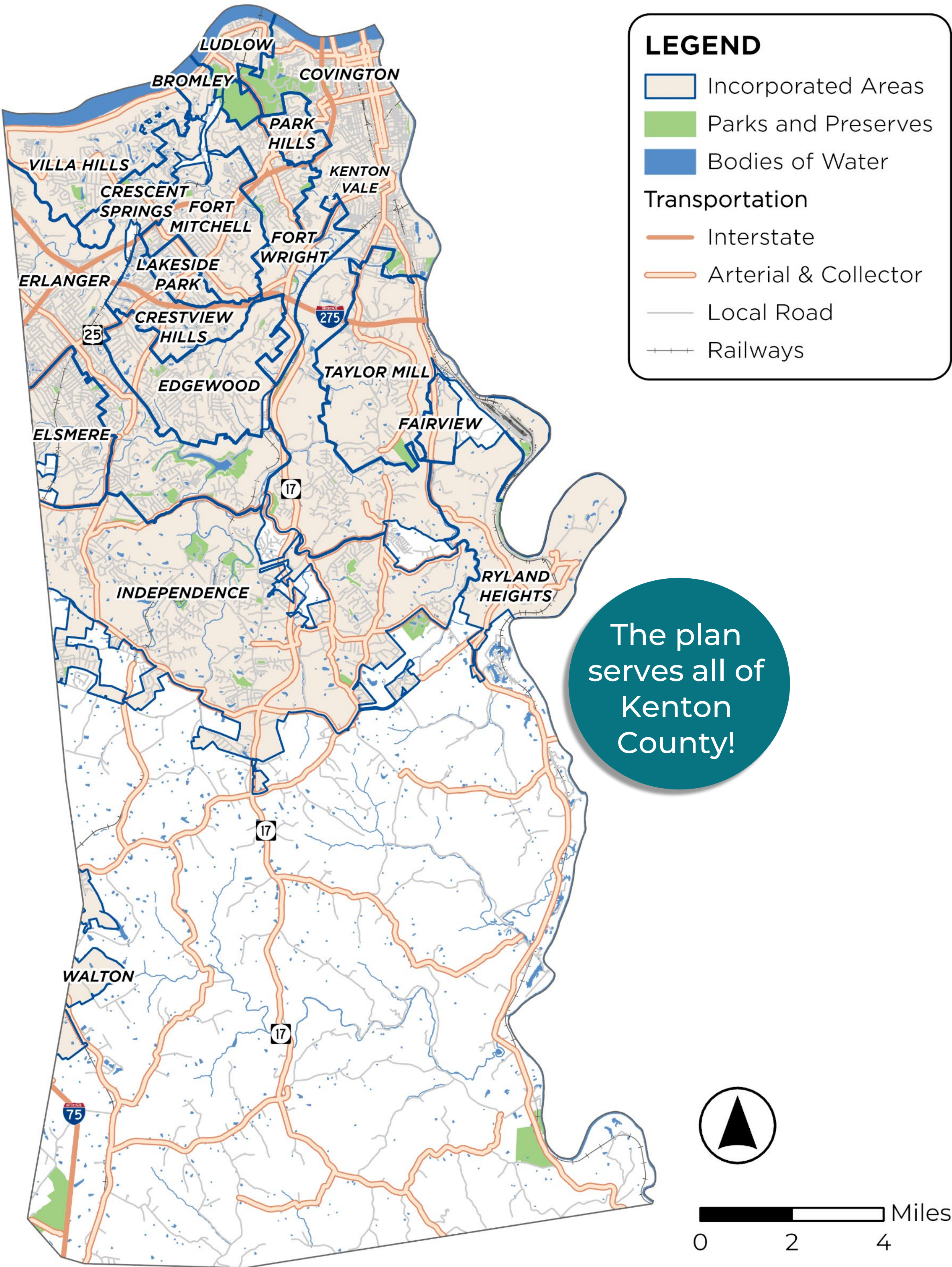


KENTON COUNTY TRANSPORTATION PLAN

LEADING TRANSPORTATION FROM FRONTIER TO FUTURE



The plan serves all of Kenton County!

WHAT IS THE KENTON COUNTY TRANSPORTATION PLAN?

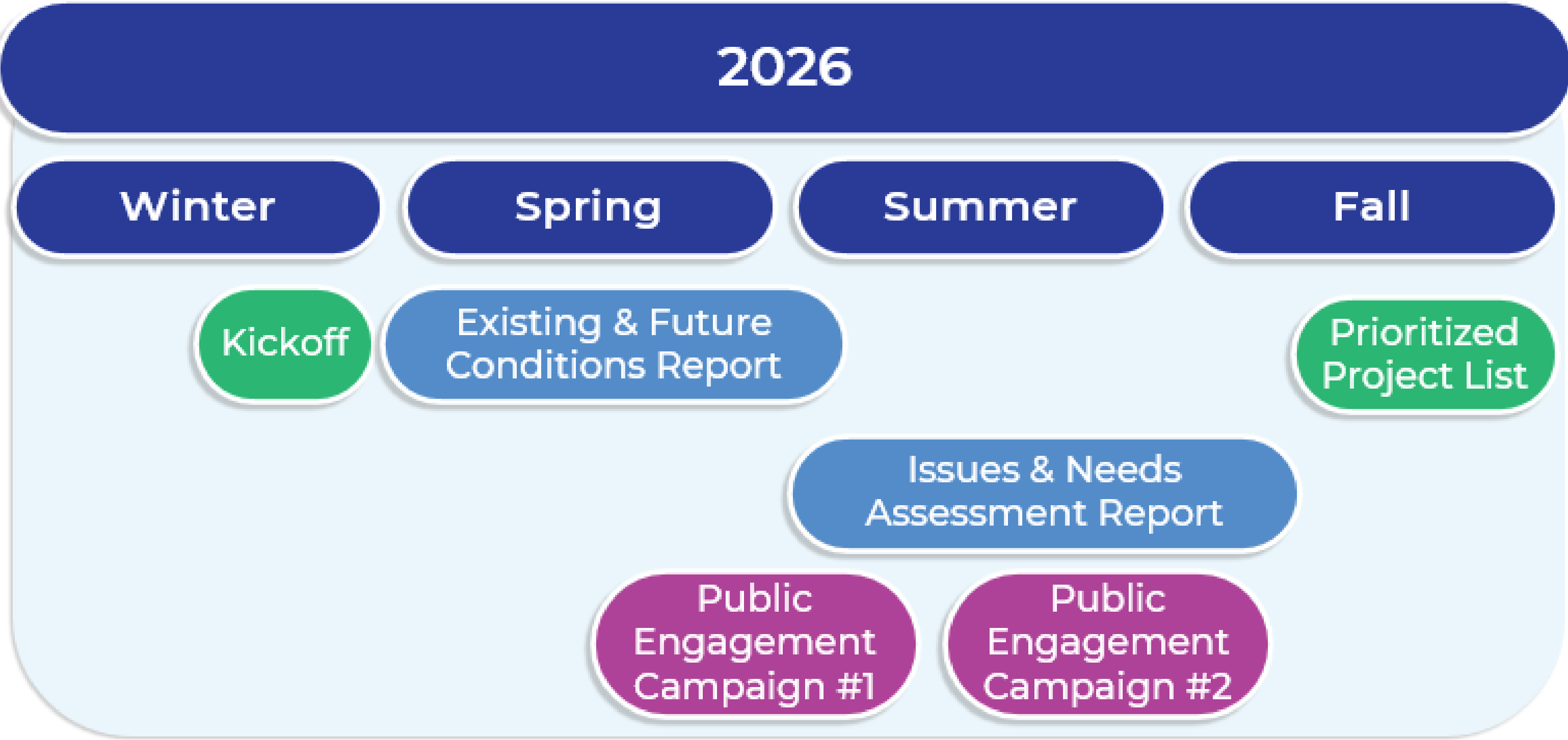
Our Transportation Plan identifies and prioritizes transportation improvement projects across the county and helps guide planning and funding decisions at the county and state level. It also keeps the travel issues that matter most to Kenton Countians top of mind.

Safe and easy travel to and from home, work, and play is a cornerstone of a thriving community. Whether you’re putting the kids on the bus, driving to work, heading to church, or bicycling to your favorite park, we want to help you get where you want to go.

As we look ahead, we want to ensure that our local transportation systems meet the changing needs and interests of our community, no matter if you travel by car, by bus, on a bike, or even on foot.

We want to hear from you! Your thoughts about your daily commute, your neighborhood streets, and the roads you travel across the county will help us plan where we go from here and the best way to get there.

PLAN SCHEDULE



STAY UP TO DATE!

Check out the plan's website at:
tinyurl.com/kentoncoplan

You can also scan this QR code!



KENTON COUNTY TRANSPORTATION PLAN

LEADING TRANSPORTATION FROM FRONTIER TO FUTURE

WE NEED YOUR HELP!

Your input will ensure that the Kenton County Transportation Plan meets the changing needs and interests of our residents and businesses, no matter if they're in urban or rural areas, or somewhere in between.

THREE ACTIVITY STATIONS AT TONIGHT'S MEETING

Make your way around the room to complete the activities and share your thoughts at each station.

Your Kenton County representatives and project team members are available to answer questions and give you more information about the Transportation Plan and update process.

1

COMMUNITY FEEDBACK SUMMARY

2

TECHNICAL ANALYSES

3

PRIORITY CORRIDORS

STAY UP TO DATE!

Tonight is an opportunity for you to review technical analyses of the transportation needs and issues throughout the county. For each of the topics the project team analyzed, we are seeking your feedback for which corridors should be prioritized for possible improvement projects.

To learn more about how the plan will help improve quality of life for residents, workers, and visitors:

- Follow us on social media:



KentonCounty



kentoncountyky

- Share your email on one of the sign-up sheets.
- Sign up for updates through our website at:
tinyurl.com/kentoncoplan

- Scan this QR code:



KENTON COUNTY TRANSPORTATION PLAN

LEADING TRANSPORTATION FROM FRONTIER TO FUTURE

GOAL AND OBJECTIVES

WHAT DO WE AIM TO ACCOMPLISH WITH THIS PLAN?

GOAL

To enhance and expand the effectiveness of the transportation system by promoting multimodal approaches that address the needs of all users.

OBJECTIVES

1. Promote increased roadway connectivity between activity nodes to reduce congestion on major thoroughfares.
2. Recognize the impact of freight on the transportation network and work towards more efficient movement of freight out of, into, and through the region.
3. Encourage strategic locations that support transit to enhance efficiency.
4. Increase the safety, convenience and efficiency of all modes of transportation.
5. Promote viable transportation options for all demographics.

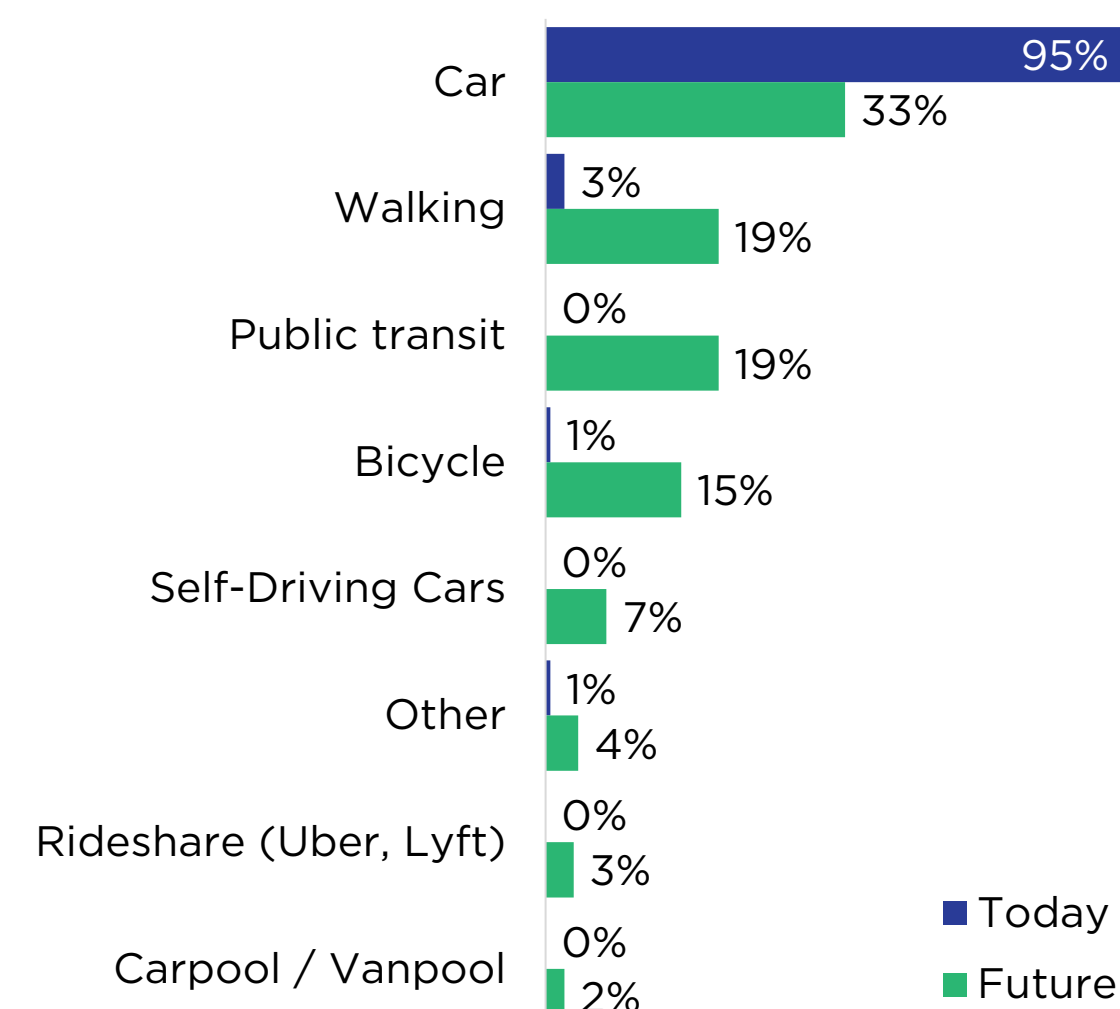
The plan will be a countywide document that guides the planning and development of new capital transportation projects over the next several years. Through its publication and the planning process, it will communicate to residents, visitors, and stakeholders the existing transportation network, plans to enhance and improve the network, and to improve the overall quality of life for Kenton County residents.



Round 1 of Community Engagement

The Transportation Plan was kicked off with a first round of public and stakeholder engagement on June 11, 2026. A public meeting was held that evening and an online survey was available on the project website for 2 weeks. The feedback we heard is summarized below.

Preferred transportation mode today and in the future?



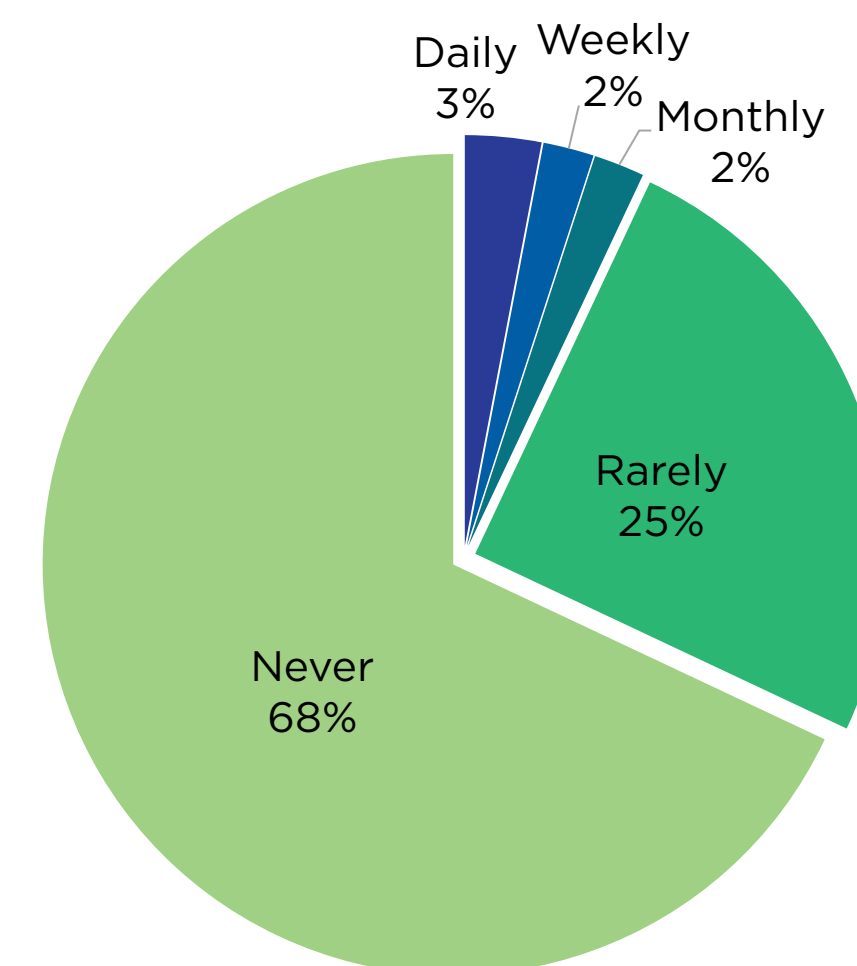
Key Takeaway:

Today, 95% of respondents primarily drive.

In the future, 69% of respondents are open to other ways to travel besides driving. However, driving remains the top priority.

The plan will support multiple modes of transportation but focus on what the community values most.

How often do you use public transit?



Key Takeaway:

1/3rd of respondents use public transit at least rarely.

Additionally, 19% of respondents are interested in using public transit in the future.

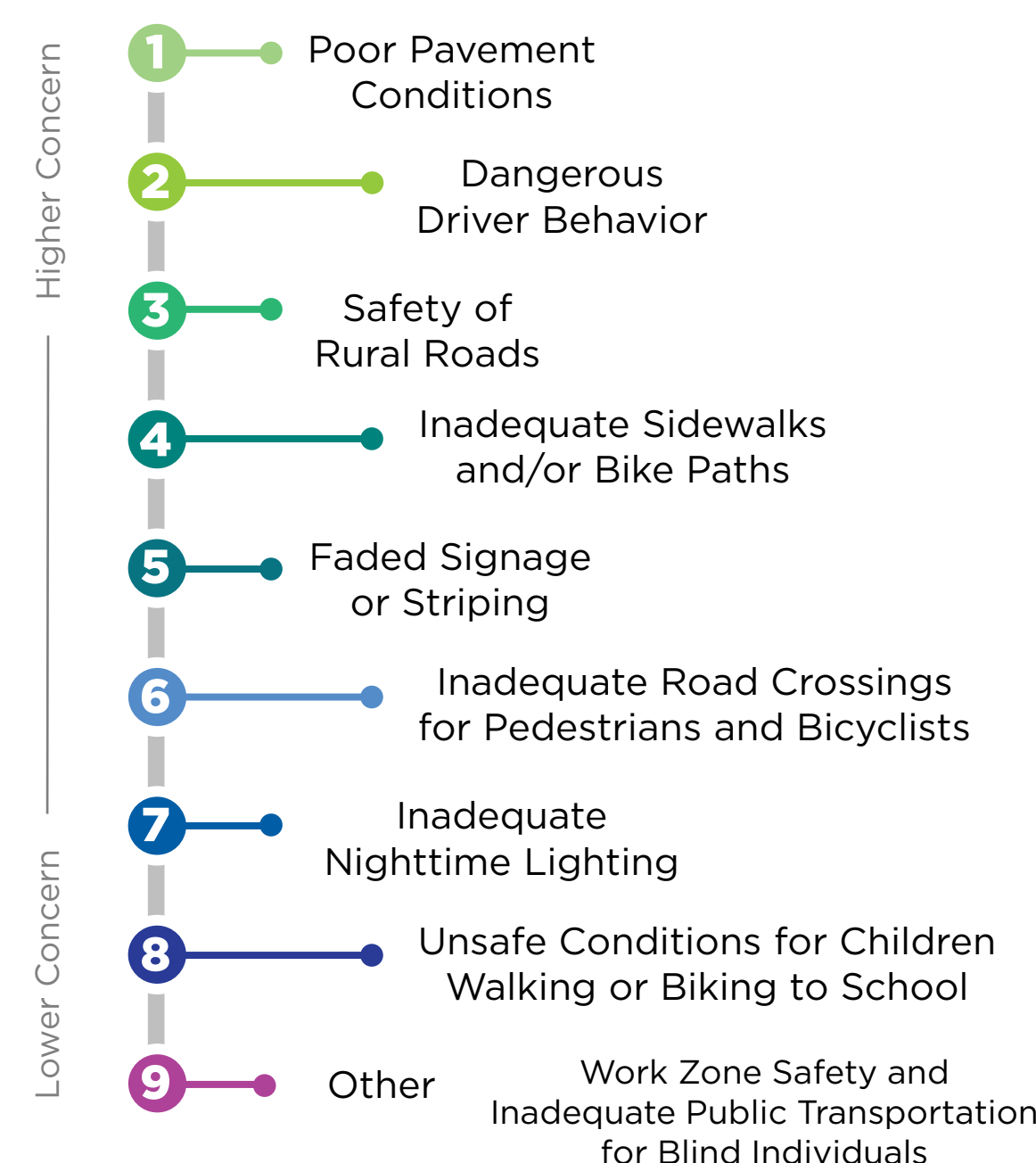
The plan will consider better connections between transit routes and neighborhoods, schools, jobs, shopping, and other services.

What is your vision for the future?

The bigger the word below, the more we heard it was a priority for the future.



Which safety improvements are needed?

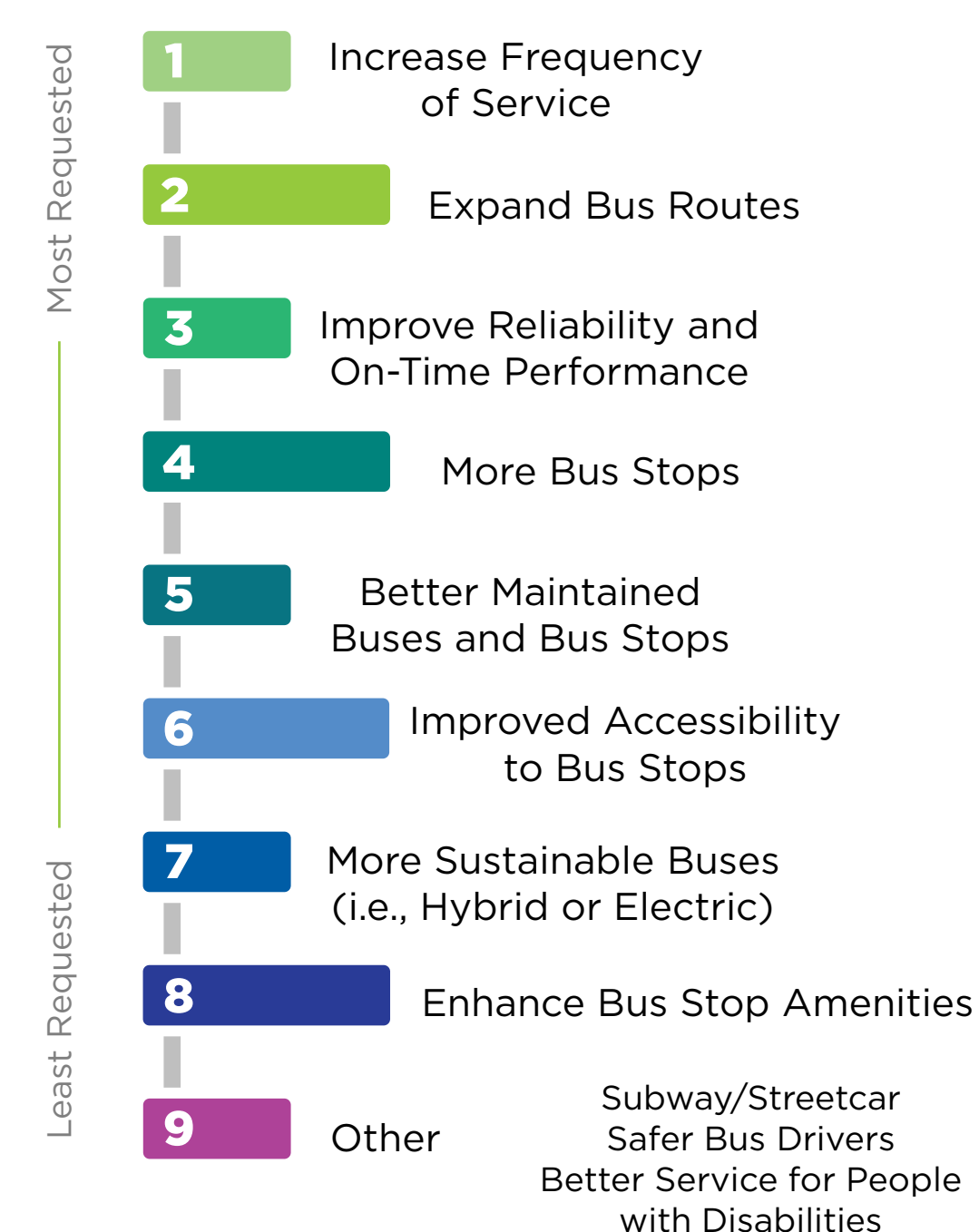


Key Takeaway:

This feedback helps prioritize which safety projects to do soon (1-10 years) and which to plan for later (10+ years from now).

While enforcement helps reduce dangerous driver behavior, smart road design can also prevent crashes and save lives.

Which transit improvements are needed?

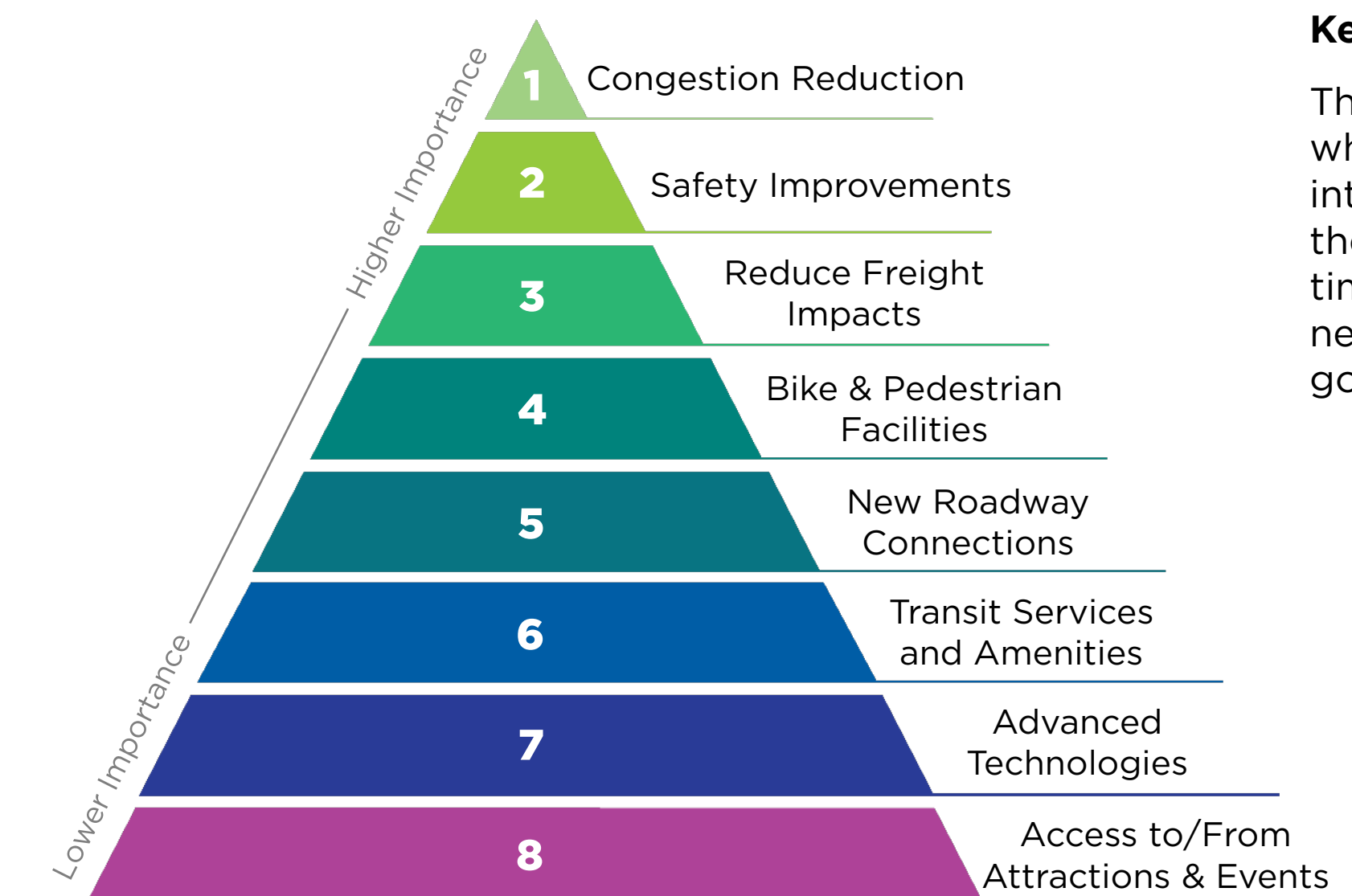


Key Takeaway:

These results guide transit projects to boost ridership and better serve transit users.

The plan will focus on recommending projects that improve access to bus stops and other future transit options. The plan can support TANK's efforts to improve their operations but doesn't have direct influence over TANK.

What transportation objective is the most important?



Key Takeaway:

This helps determine which projects make it into the plan and how they are prioritized over time, balancing immediate needs with long-term goals.



2050 Level of Service

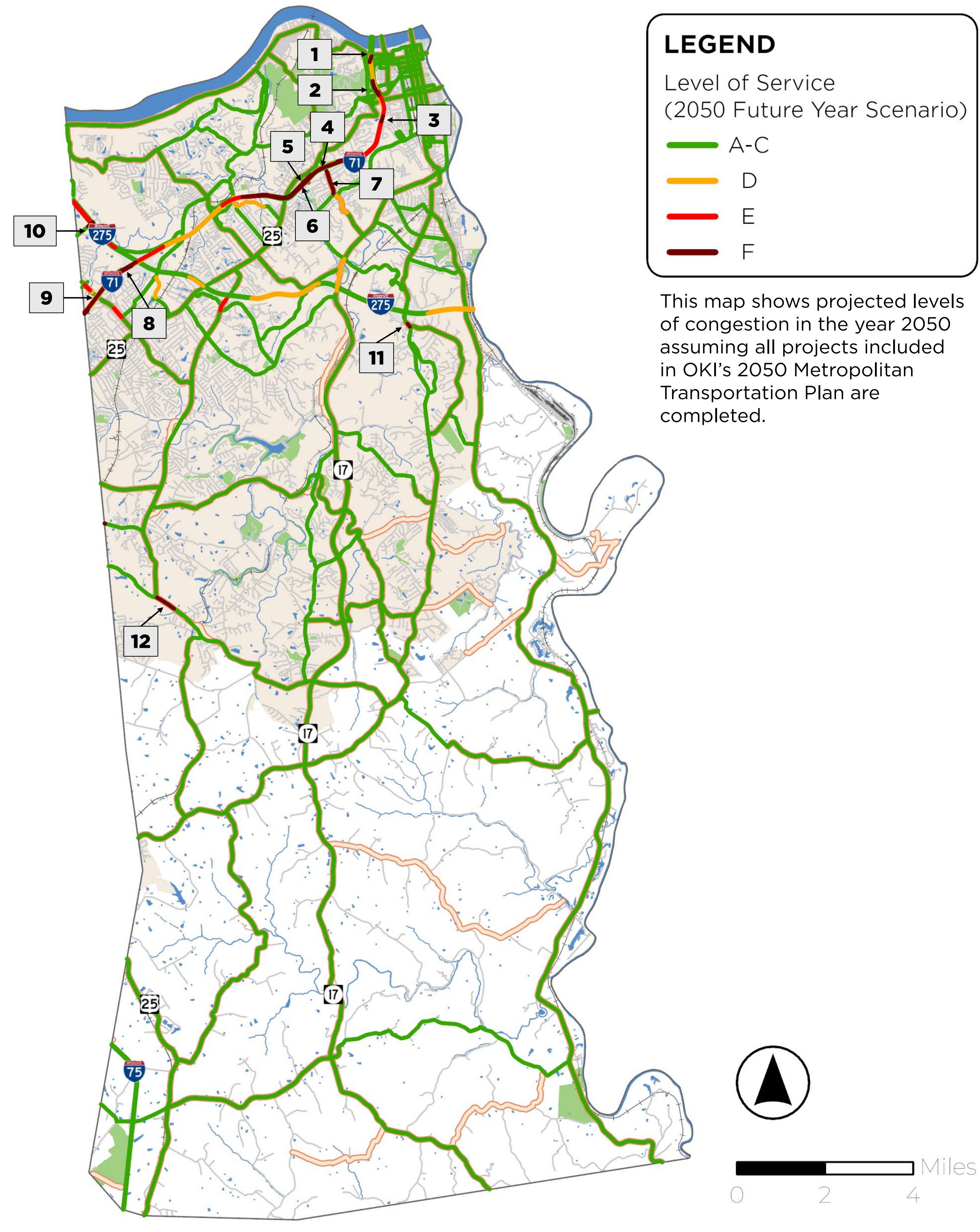
We measure congestion using Level of Service (LOS) which is an indicator of traffic flow. If all projects currently listed in OKI's 2050 Metropolitan Transportation Plan are completed, a travel demand model analysis predicts that by 2050 most roadways in Kenton County will operate at LOS A-C, with a few road segments operating at LOS D, E, and F. Below is the list of corridors that are projected to have the worst congestion by 2050. The Kenton County Transportation Plan may prioritize new projects to minimize congestion and prevent these roadways from operating at LOS E or F in the year 2050.



What Would You Prioritize?

Using the stickers provided, please place them next to the corridor names below that you feel should be prioritized for future funding/project solutions.

ID	LOS	Corridor	Votes
1	F	I-71/I-75 Exit 192 southbound ramp to Crescent Avenue/W. 5 th Street	
2	F	I-71/I-75 Exit 191 southbound ramp to W. Pike Street/Bullock Street	
3	F	I-71/I-75 Exit 191 northbound ramp to MLK Jr. Blvd/W. 12 th Street	
4	F	I-71/I-75 Exit 189 southbound ramp to KY 1072 (Kyles Lane)	
5	F	I-71/I-75 southbound between Exit 189 - KY 1072 (Kyles Ln) & Exit 188 - US 25 (Dixie Hwy)	
6	F	I-71/I-75 northbound between Exit 188 - US 25 (Dixie Highway) & Exit 189 - KY 1072 (Kyles Lane)	
7	F	KY 1072 (Kyles Lane) between I-71/I-75 & Highland Pike	
8	F	I-71/I-75 southbound between I-275 interchange & Boone County line	
9	F	I-71/I-75 northbound around Exit 184 - KY 236 (Donaldson Hwy/Commonwealth Ave)	
10	F	Turfway Road between Dolwick Drive & Sycamore Tree Lane	
11	F	KY 16 (Pride Parkway) between I-275 & KY 3716 (Taylor Mill Road)	
12	F	KY 536 (Bristow Road) between KY 536 (Mt. Zion Road) & Hogrefe Road	
		Other Corridor <i>Vote here but also leave a sticky note with a road name with a team member.</i>	

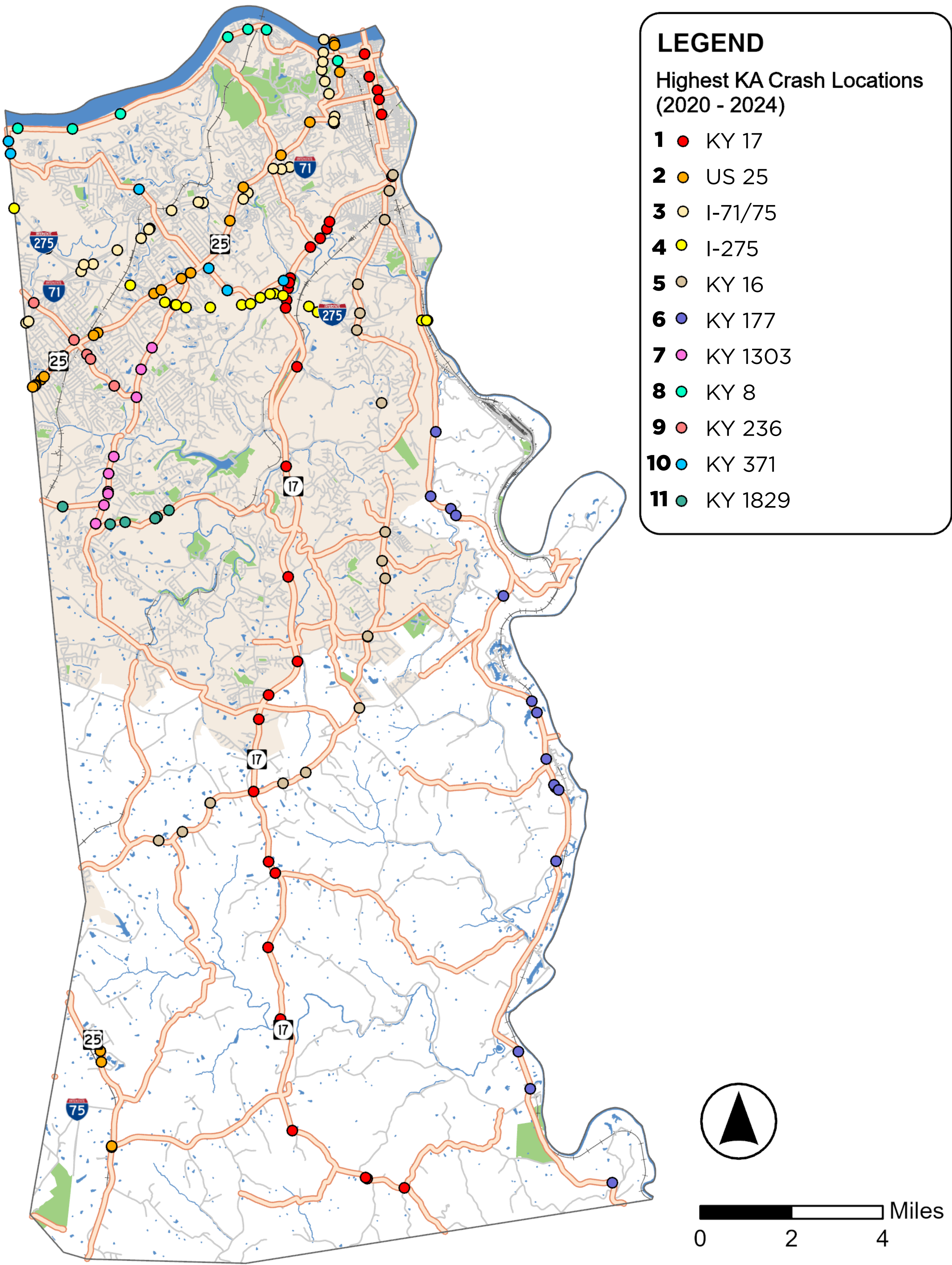


STAY UP TO DATE!

Check out the plan's website at:
tinyurl.com/kentoncoplan

You can
also scan
this QR
code!





Fatal and Serious Injury Crashes

Below is the list of corridors that had the most fatal and serious injury crashes from 2020-2024. The Kenton County Transportation Plan may prioritize new projects to improve safety and prevent these roadways from continuing to experience fatal and serious injury crashes. Serious injuries are defined as any non-fatal injury which requires medical attention and prevents a person from continuing the activities they could perform prior to the collision. Every crash results in tangible consequences such as medical bills and lost wages, and intangible consequences such as physical pain and emotional suffering. Each crash prevented not only saves lives but also saves the community economic costs that can be redirected to other quality of life initiatives.

**FATAL (K)
CRASH
COST*** **\$15,988,000**

*2024 dollars, source: FHWA

**SERIOUS
INJURY (A)
CRASH
COST*** **\$1,705,100**

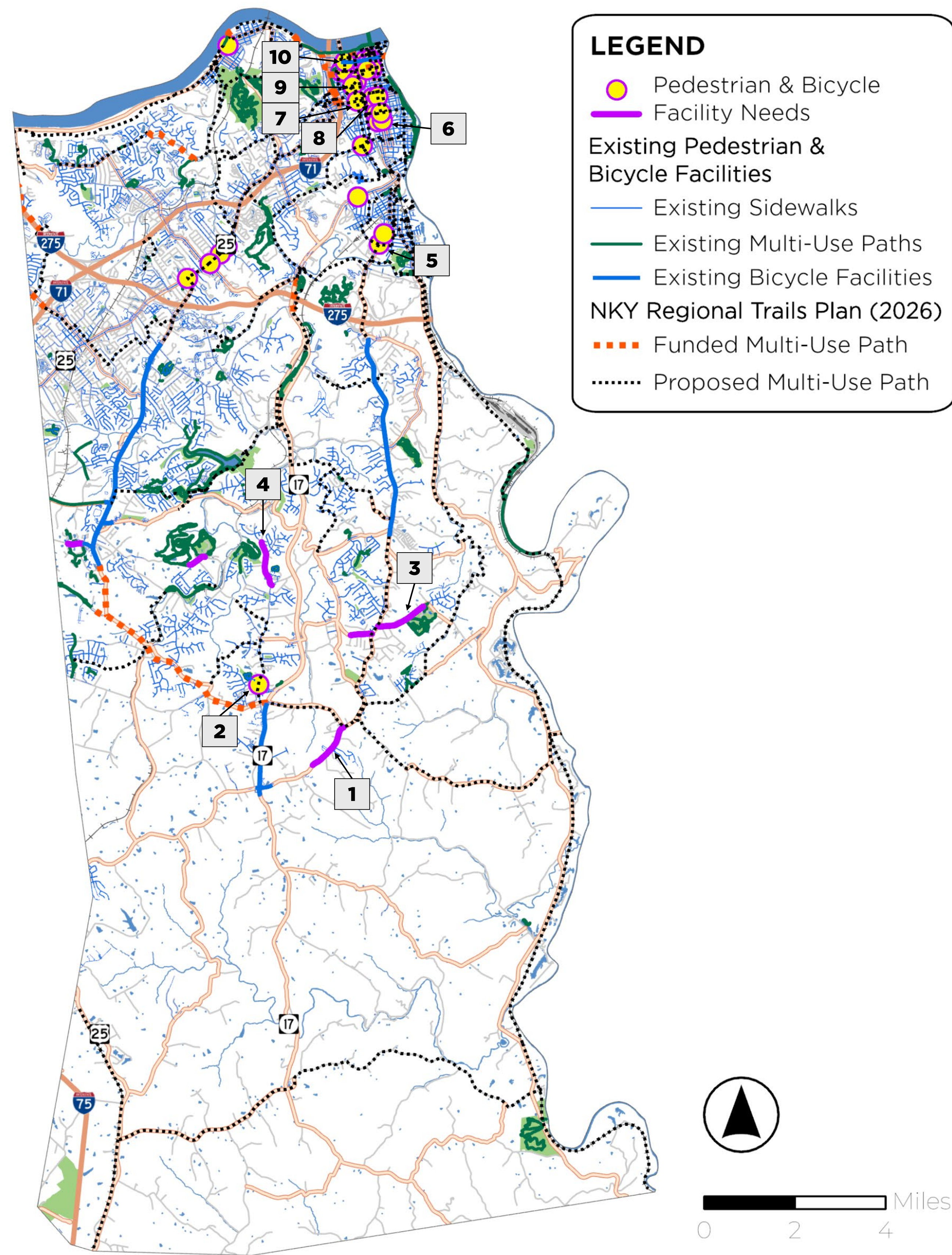
*2024 dollars, source: FHWA

What Would You Prioritize?

Using the stickers provided, please place them next to the corridor names below that you feel should be prioritized for future funding/project solutions.

ID	KAs	Corridor	Votes
1	35	KY 17 (Madison Pike/Avenue, Greenup/Scott Street) between Pendleton County line & Ohio River	
2	28	US 25 (Dixie Highway/W. Pike Street/Main Street) between Boone County line & Ohio River	
3	27	I-71/I-75 both directions between Boone County line & Ohio River	
4	20	I-275 both directions between Boone County line & Campbell County line	
5	18	KY 16 (Walton Nicholson Rd/Pride Pkwy/Taylor Mill Rd/Decoursey Ave/James Ave) between W. 26 th Street & KY 2043 (Green Road)	
6	15	KY 177 (Decoursey Pike) between Locust Pike & Alexander Road	
7	10	KY 1303 (Turkeyfoot Road) between Dudley Road & KY 1829 (Industrial Road)	
8	7	KY 8 (River Road/Pike Street/Elm Street/Hwy Ave) between Boone County line & US 25 (Main Street)	
9	6	KY 236 (Stevenson Road/Commonwealth Ave) between KY 1303 (Turkeyfoot Road) & Boone County line	
10	6	KY 371 (Buttermilk Pike/Orphanage Road) between Collins Road & KY 17 (Madison Pike)	
11	6	KY 1829 (Richardson Road/Industrial Road) between Narrows Road & Boone County line	
		Other Corridor <i>Vote here but also leave a sticky note with a road name with a team member.</i>	

2 BICYCLE & PEDESTRIAN FACILITIES



Gaps in Bicycle and Pedestrian Facilities

Below are locations where new bicycle and pedestrian facilities might be needed. The Kenton County Transportation Plan may prioritize new projects to fill these gaps, focusing on areas with high demand such as routes near schools, parks, and commercial centers. Providing sidewalks, multi-use paths, and improved pedestrian crossings can reduce conflicts and enhance safety for all modes of transportation.

What Kind of Bicyclist are You?

Using the stickers provided, please tell us your comfort level for bicycling throughout Kenton County.

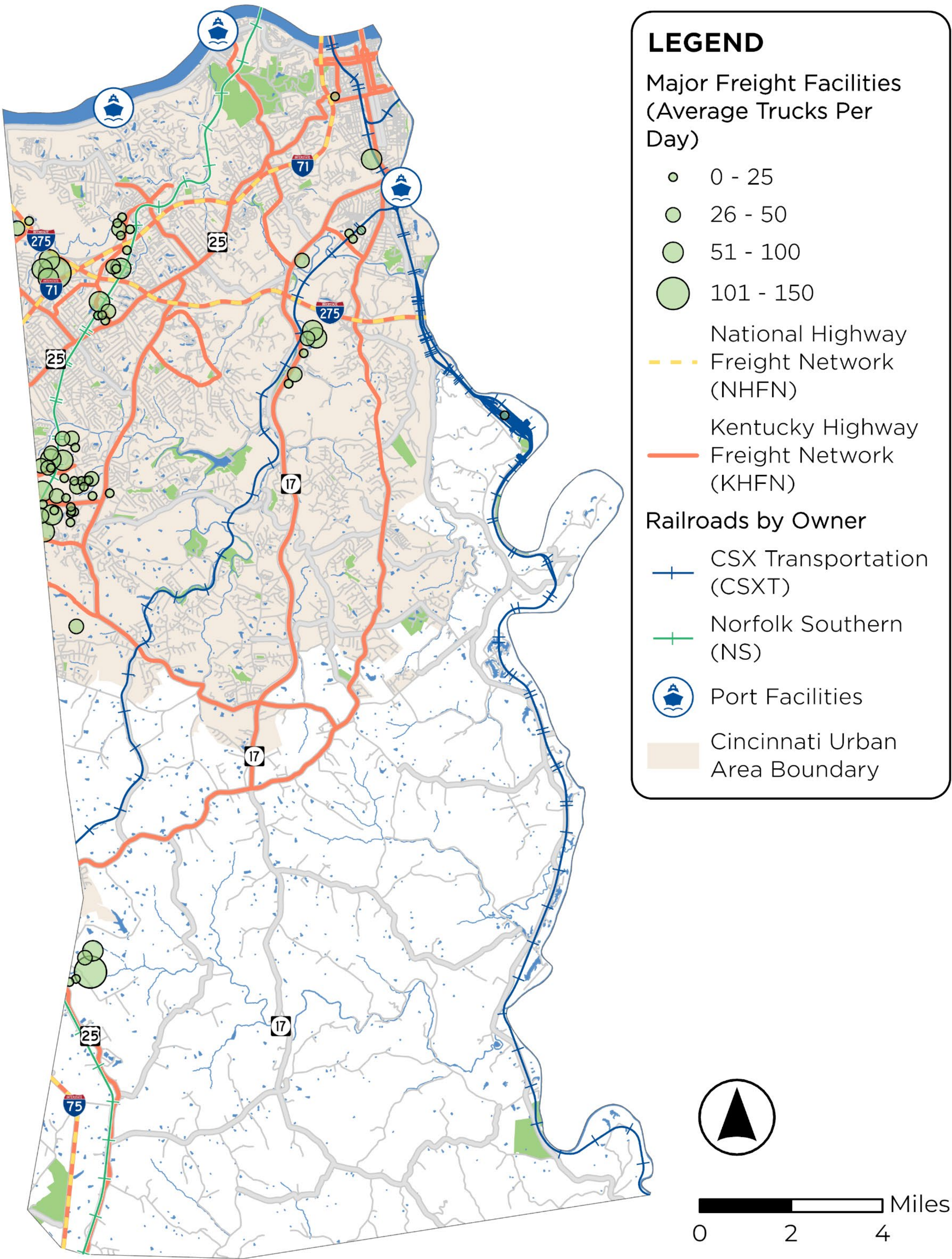
 Strong and Fearless I have no problem sharing the road with vehicles bigger than me.	 Enthusied and Confident I will ride if bike infrastructure is in place (i.e., striped bike lane).	 Interested but Concerned Only if high-quality infrastructure is in place (i.e., protected bike lane).	 No Way, No How I don't want to (or can't) ride a bike regardless of infrastructure.
--	---	---	---

What Would You Prioritize?

Using the stickers provided, please place them next to the corridor names below that you feel should be prioritized for future funding/project solutions.

ID	Corridor	Possible Improvement	Votes
1	KY 16 (Taylor Mill Road) between Twenhofel Middle & White's Tower Elementary	Sidewalk or Multi-Use Path	
2	Intersection of KY 3035 (Madison Pike) & Delaware Crossing/Walnut Hall Drive	Pedestrian Crossing	
3	Mills Road between KY 16 (Taylor Mill Road) & Middleton-Mills Park	Sidewalk or Multi-Use Path	
4	KY 3035 (Madison Pike) between Pelly Road & Far Hills Drive	Sidewalk or Multi-Use Path	
5	Intersection of KY 16 (Winston Avenue) & 43rd Street	Pedestrian Crossing	
6	Intersection of 15th Street & Madison Avenue	Pedestrian Crossing	
7	Intersection of MLK Jr. Blvd & Holman Street	Pedestrian Crossing	
8	Intersection of MLK Jr. Blvd & Madison Avenue	Pedestrian Crossing	
9	Intersection of W. Pike Street & W. 8th Street	Pedestrian Crossing	
10	Intersection of W. 4th Street & Main Street	Pedestrian Crossing	
	Other Corridor or Intersection <i>Vote here but also leave a sticky note with a road name with a team member.</i>		





Impact of Freight Trucks on the General Public

Freight plays a vital role in supporting Kenton County’s economy by delivering goods to businesses, stores, and residents every day. The Kentucky Highway Freight Network and the National Highway Freight Network (displayed in the map on the left) identify key corridors designed to safely and efficiently accommodate freight vehicles.

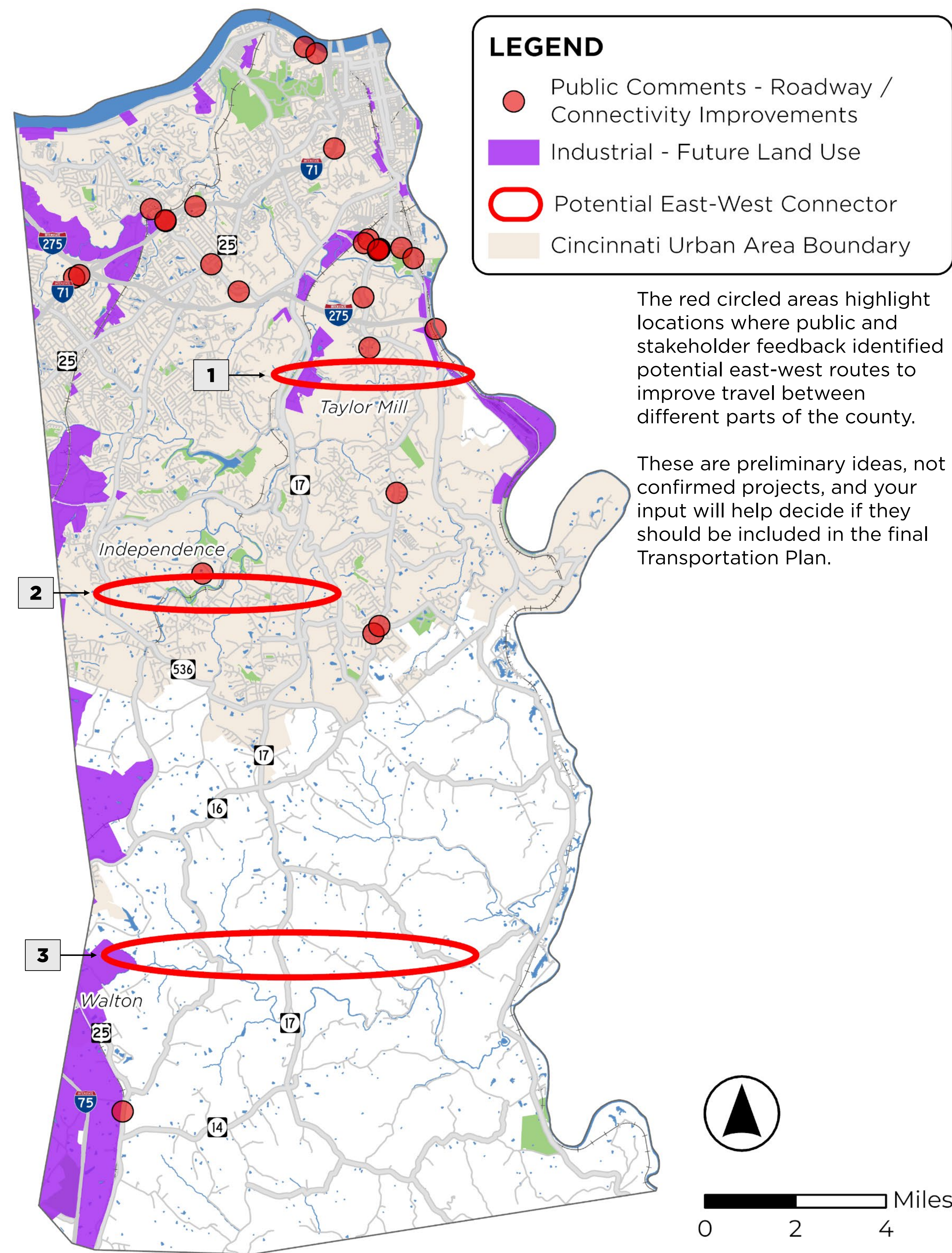
These corridors connect major freight facilities such as warehouses, distribution centers, and the CVG Airport. Freight trucks are intended to primarily travel on these designated corridors to keep neighborhoods safe and reduce congestion on smaller local roads. However, freight trucks sometimes travel on roads outside of these networks to arrive at their destinations, which can create challenges for other travelers and impact livability.

What Freight Issues have you Observed?

- 1. Take a sticker and place it on the map **where you see freight trucks regularly driving on corridors** that are NOT part of the designated freight networks.
- 2. Take a sticky note and tell us **what roads do freight trucks cause the most issues?** Tell us how they impact you (i.e., make you feel unsafe, trucks can’t make tight turns, create congestion, etc.).

Sticky Notes

2 LAND USE & POSSIBLE NEW CORRIDORS



Preparing for the Future by Building more East-West Corridors

The Kenton County Comprehensive Plan, which guides future land use development, set forth a goal to promote increased roadway connectivity between activity nodes to reduce congestion on major thoroughfares. Many of the major roads in the county are oriented north-south, with limited options to travel east-west across the county. This Transportation plan can recommend proactively developing and upgrading east-west connections before congestion worsens on existing routes.

This map identifies potential locations for new roadways that could be built to accommodate anticipated transportation needs. These potential east-west connectors would also connect areas identified as industrial on the 2040 future land use map.

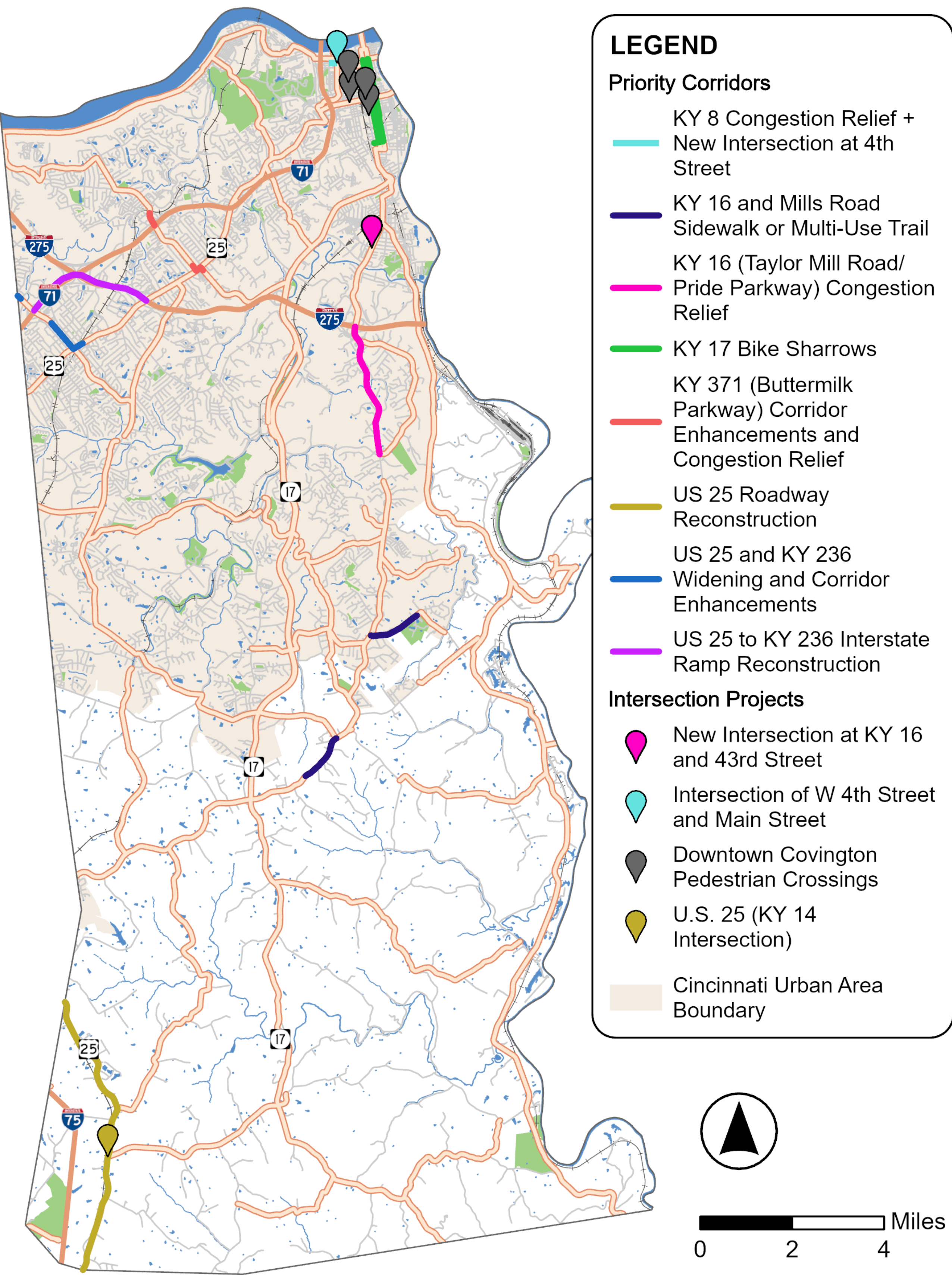
The map also shows the comments left during the first round of engagement regarding improving connectivity between roadways and destinations.

What Would You Prioritize?

Using the stickers provided, please place them next to the corridor names below that you feel should be prioritized for future funding/project solutions.

ID	Corridor	Reason for Potential East-West Connector	Votes
1	Campbell County to KY 17 connection in Taylor Mill	Public comments voiced concerns over heavy congestion on I-275 Licking River Crossing and the lack of alternatives connecting to Taylor Mill and KY 17.	
2	East-West Connector in Independence	Public comments expressed desires for a potential east-west corridor in Independence. Currently navigation from one end of the City to the other requires circuitous navigation.	
3	Connect Walton to KY 17 and KY 2042 / Moffett Rd	Public comments noted growing truck traffic on rural roads near Walton. The lack of east-west connections between KY 16 and KY 14 may be exacerbating truck traffic in the area.	
	Other Corridor <i>Leave a sticky note with more details with a team member.</i>		





What is a Priority Corridor?

Priority corridors face challenges in multiple areas such as congestion, safety, and freight movement. As such, these corridors may become top candidates for future projects to improve overall transportation performance.

Priority corridors may be good candidates for Transportation Systems Management and Operations (TSMO). These are a set of strategies designed to improve safety, efficiency, and reliability of existing transportation systems. It uses tools like adaptive traffic signals, real-time monitoring, and wrong way driving detection to reduce congestion and enhance safety without major construction.

The Transportation Plan will include projects all over the county, but the locations below are being considered as Short-Term Priorities. Do you agree they should be prioritized for funding in the next 1-9 years?

What Would You Prioritize?

Using the stickers provided, please place them next to the project locations below that you feel should be prioritized for future funding/project solutions in the short term (1-9 years).

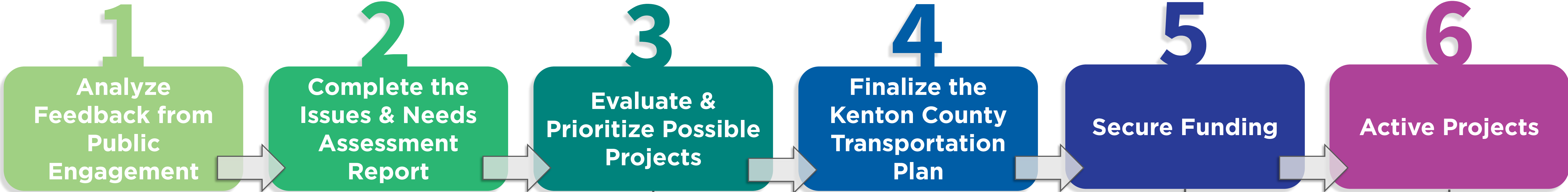
ID	Project Locations	Priority Reason	Votes
1	KY 8 Congestion Relief (Fourth St. Widening) + Intersection Improvements at W. 4 th St. & Main St.	Freight, Safety, Bike/Ped	
2	KY 16 (Taylor Mill Road) and Mills Road Sidewalks or Multi-Use Trail Projects	Freight, Safety, Congestion	
3	KY 16 (Taylor Mill/Pride Pkwy) Congestion Relief + Intersection Improvements at KY 16 & 43 rd St.	Freight, Safety, Congestion, Bike/Ped	
4	KY 17 Bike Sharrows	Safety, Bike/Ped	
5	KY 371 (Buttermilk Pkwy) Corridor Enhancements + Congestion Relief	Safety, Freight Congestion	
6	US 25 (Dixie Hwy) Roadway Reconstruction from Boone to Grant county lines + Intersection Improvements at US 25 (Dixie Hwy) & KY 14 (Bracht-Piner Rd)	Freight, Safety, Bike/Ped	
7	US 25 (Dixie Hwy) & KY 236 (Donaldson/Commonwealth) Widening + Corridor Enhancements	Freight, Safety, Congestion	
8	Interstate Ramp Reconstruction between I-71/75 & KY 236 (Donaldson/Commonwealth) & I-275 & KY 236 US 25 (Dixie Hwy)	Freight, Safety, Congestion	
9	Downtown Covington Pedestrian Crossings	Safety, Bike/Ped	
	Other Corridor <i>Leave a sticky note with more details with a team member.</i>		

KENTON COUNTY TRANSPORTATION PLAN

LEADING TRANSPORTATION FROM FRONTIER TO FUTURE

NEXT STEPS

HOW WILL WE FINISH THE TRANSPORTATION PLAN?
WHAT HAPPENS AFTER THE PLAN IS COMPLETE?

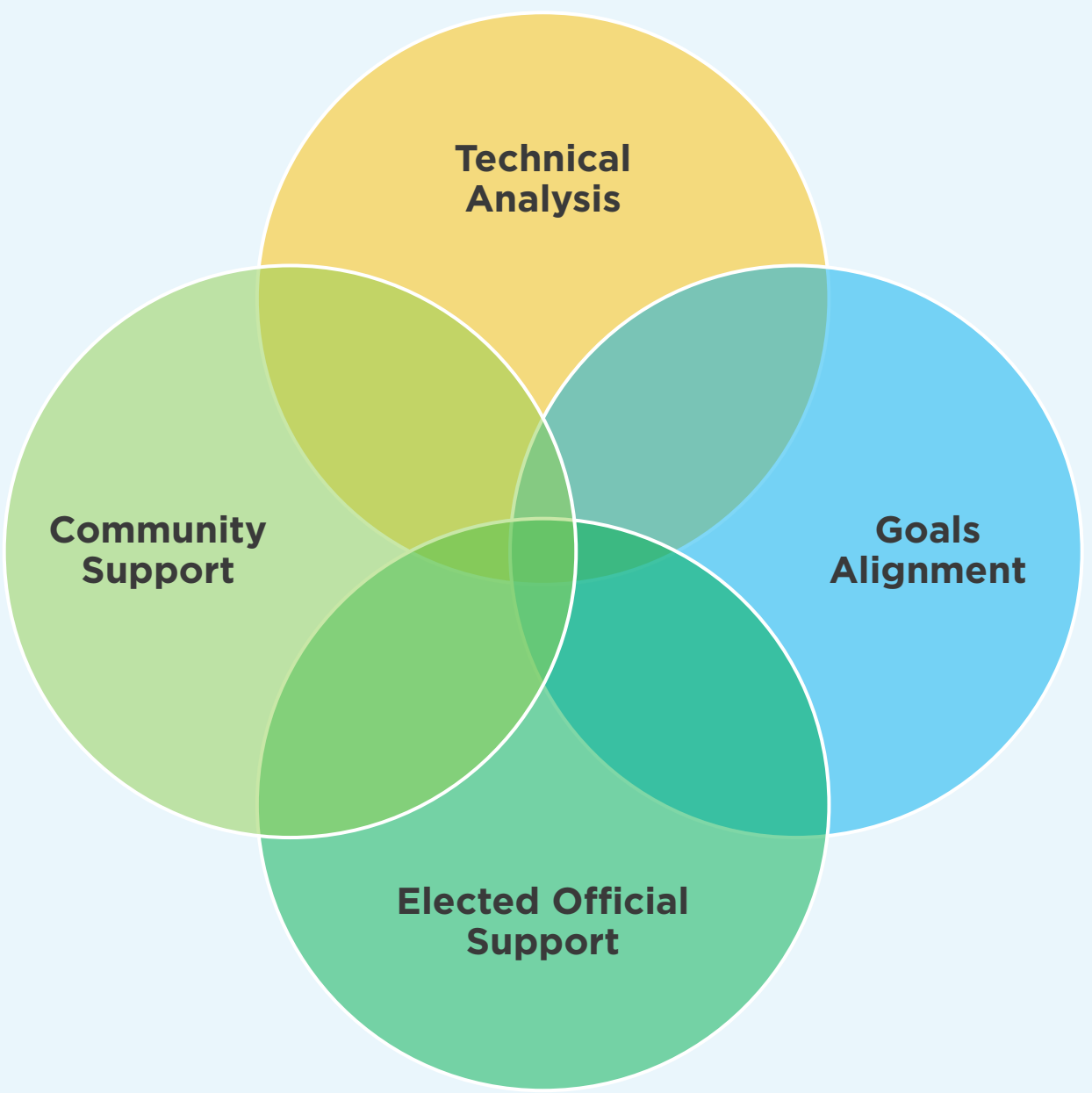


How do we do this?

This will be completed by the end of 2026!

How do we do this?

What does this mean?



Technical Analysis

Ability of the project to successfully address identified safety, connectivity, and other transportation performance metrics

Goals Alignment

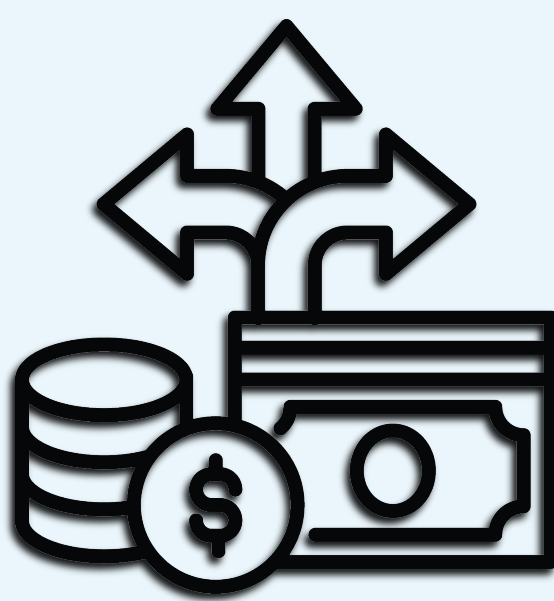
Extent to which the project reflects long-term goals for the transportation system established by the project team.

Elected Official Support

Level of backing from city, county, and state officials, combined with the availability and feasibility of securing necessary funding.

Community Support

Relationship of the project to address needs and issues expressed by the community.



Transportation projects are usually funded through these sources:

1. **Federal grants** awarded by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI).
2. **State funding** allocated by the Kentucky Transportation Cabinet (KYTC).
3. **Local dollars allocated by Kenton County Fiscal Court** are used to match the federal grants or can be used to supplement state funding.
4. **Local dollars allocated by cities.** Sometimes it may be advantageous for the city and county to form a partnership to help fund a project that benefits both city and county residents.

Most projects are funded with a combination of funding sources! Local dollars usually make up 20% or less of a project's total budget.

What happens after an individual project is funded?

1. **Planning & Design Phase** – this includes opportunities for the community to give feedback to the project team.
2. **Site Preparation Phase** – if the project requires it, this is when utility relocations and right-of-way acquisitions take place.
3. **Construction** – this phase can only start when all the previous phases are complete, which often takes several years to finish.

Depending on the complexity of the project, it usually takes 3-5 years to complete all these phases.

