Goal #6
Enhance and expand the effectiveness of the transportation system by promoting multimodal approaches that address the needs of all users

Objectives
A. Increase roadway connectivity between activity nodes to reduce congestion on major thoroughfares
B. Recognize the impact of freight on the transportation network and work towards more efficient movement of freight out of, into, and through the region
C. Enhance the efficiency of public transit by providing the needed density in strategic locations to support transit
D. Increase the convenience and efficiency of using multiple modes of transportation including driving, transit, walking or biking by improving connectivity
E. Provide viable transportation options for all demographics including the aging, physically challenged, and/or monetarily constrained

Goal Categories
- Community Identity: Identifies the four unique but connected communities in Kenton County - urban, first ring, suburban and rural
- Economy: Includes economy related topics such as education and job creation/retention
- Governance: Provides guidance on factors related to improving efficiency in governance
- Health: Addresses public health related factors including food, health care and access to a healthy lifestyle
- Healthy Communities: Addresses housing in the context of the community
- Mobility: Addresses all modes of transportation including roadways, transit, freight, biking and walking
- Natural Systems: Includes environmental factors and their relationship to the built environment
Mobility

Addresses all modes of transportation including roadways, transit, freight, biking and walking

Modes studies
- Vehicles (cars, trucks, vans, motorcycles, etc.)
- Public Transit
- Pedestrians
- Bicycles
- Freight (rail, river, and air)

Voice of the People
Below are some highlights of responses gained from keypad questions at the first round of public meetings:
- 88% of respondents use automobiles as their regular mode of transportation
- 64% responded they would never use alternative modes of transportation
- 51% said they would use alternative modes of transportation if it was more timely, safer or more convenient

Roadway Network
Roadways are the most robust transportation system within the county. Seeing as motorized vehicular travel comprises approximately 96 per cent of all travel in Kenton County, this finding is expected. Over two-thirds of the network is made up of local streets that primarily service residential land uses. The remaining third is distributed among interstates, arterials, and collectors.

<table>
<thead>
<tr>
<th>Roadway Functional Classification</th>
<th>Lane Miles</th>
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<tbody>
<tr>
<td>Rural Principal Arterial Interstate</td>
<td>18.61</td>
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<td>Rural Principal Arterial Other</td>
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<td>Total</td>
<td>1977.83</td>
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Other Choices
Maps in this section show service and infrastructure for other modes such as bicycle, transit, and freight. There are approximately 16.5 miles of dedicate bicycle facilities. In terms of transit there are 13 TANK routes operating on the vehicular transportation network, 9 park and ride locations, and 2 hubs (Covington and Ft. Wright). TANK primarily serves the urban and suburban areas of the county through a hub and spoke route system. Aviation also factors into the system as CVG airport is operated by the Kenton County Airport Board. In 2005, 22.7 million annual passengers traveled through CVG. In 2010 passenger counts had declined to 7.9 million.

Modal Choices
Compared to the rest of the nation, Kenton Countians travel more in single occupancy vehicles and utilize all other modes to a lesser extent.
Mobility
Addresses all modes of transportation including roadways, transit, freight, biking and walking

Directional Mobility and Trip Area
The county has historically had good north to south mobility and faced challenges when moving east to west.
- **Map A** shows several routes that operate primarily in north to south alignments such as KY 16, KY 17, Turkeyfoot Road, US 25, US 42, US 127, and even I-71/75. East to west mobility is accomplished on I-275 in the north and KY 536 farther south in the county.
- **Map B** provides a visual representation of higher traffic volumes during peak times.
- **Map C** provides a visual representation of higher traffic volumes during off-peak times.

High Traffic Zone Amenities
- Independence Towne Center and residential areas in western Independence
- Manufacturing along Industrial Road
- Residential areas in Taylor Mill along KY 16
- Medical complexes in Crestview Hills
- Crestview Hills Town Center and residential areas immediately north
- Businesses and homes immediately south of the I-71/75 and I-275 interchange in Erlanger
- Residential areas in Crescent Springs and Villa Hills
- Residential areas in Park Hills between Dixie Highway and I-71/75
- The Austinburg area of Covington
- The Botany Hills area of Covington
- Covington central business district