

Chapter Seven - Transportation

Vehicular Access

Three major arterials serve the area from the south, KY 17 - Madison Pike, KY 16 - Winston Avenue, and KY 177 - Decoursey Avenue. KY 16 and KY 177 converge at Ritte's Corner in a five way intersection with Southern Avenue and continue north as KY 16 - Decoursey Avenue. KY 16 and KY 17 converge just north of the study area and lead to downtown Covington on Madison Pike. East-west mobility in and out of the study area is restricted by the Licking River to the east and is limited by topographic constraints to the west. Map 7.1 illustrates the transportation network within the study area.

Traffic Counts and Congestion

Data in Table 7.1 indicates volumes on major streets within the study area range from approximately 3000 vehicles per day (VPD) on collector streets, such as Southern Avenue to almost 20,000 VPD on major arterials such as KY 16 and 17. Review of traffic volumes does not indicate significant deficiencies in the roadway cross-section. This indicates that significant widening, such as the addition of more travel lanes in unwarranted. However, local choke points do exist such as at major intersections like Ritte's Corner and rail crossings, which may contribute to intermittent delay and congestion. Capacity improvements in the area should concentrate on improving these locations rather than increasing total roadway capacity.

The primary congestion concern in the study area is at Ritte's Corner which is comprised of the intersections of Winston Avenue, Decoursey Avenue, and Southern Avenue. Approaching the intersection Winston Avenue is narrowed from a five lane section to a three lane section immediately south of Ritte's Corner with a single through lane in each direction. Additionally, the five-leg intersection at Ritte's Corner provides for inefficient operation of the traffic signal. Significant truck traffic entering and exiting downtown Covington along KY 16 further complicates operations at the intersection. Some of this traffic is generated by the Marathon Depot directly north of the study area. Other freight traffic includes trucks travelling to Lally Pipe and

Table 7.1 - Average Daily Vehicular Traffic in Latonia

Count Location	Traffic Volume
Madison Avenue at Ashland Avenue	19,595
Madison Avenue north of Latonia Avenue	19,595
Winston Avenue north of 43 rd Street	18,158
James Avenue at Marathon Depot	12,225
Decoursey Avenue north of 45 th Street	4,014
Decoursey Avenue south of 39 th Street	2,878
East 43 rd Street east and west of KY 16	4,741
West Southern Avenue at Mable Avenue	2,702

Tube and Progress Rail, which travel out of the study area to the south along Decoursey Avenue. Trucks from both the Marathon Depot and pipe facilities travel into the study area, continue through Ritte's Corner, before heading south on Winston Avenue to I-275. Field observations have not however, identified prolonged periods of congestion other than those caused by the at-grade railroad crossing directly to the north at 36th Street. More information on truck traffic can be found in Chapter 9 - Areas of Influence.

East - West Connectivity

Connectivity within the study area is somewhat limited due to the short residential nature of streets. Few streets serve as collectors providing connectivity to the east and west. Streets that do serve as collectors include Howard Litzler Drive that eventually changes into Church Street after crossing Winston Avenue, 43rd Street and Southern Avenue. Aside from the major routes of Winston, Decoursey and Madison avenues, Huntington Avenue and Church Street provide north-south connectivity through the study area.

Rail Crossings

Access in the eastern portion of the study area is severely restricted by the railroad tracks to the west and north and the Licking River to the east and south. Entrance into the area is provided only from the west

by 4 at-grade rail crossings and 1 grade separated crossing. Access by tractor trailers is further restricted due to the grade of the crossings, which prohibit large trucks from entering the area. Railroad crossings in the vicinity of 35th Street also restrict access between the north and south sides of study area.

Transit

Three TANK routes travel through Latonia. The #25 and #9 travel north/south along KY 16 and the #7 travels south along 16, then deviates through Latonia via Decoursey Avenue, 45th Street, Huntington, and Southern. 2009 ridership totals for these routes are provided below:

- Route #7 – 247,930
- Route #25 – 211,246
- Route #9 – 51,407

Interviews with TANK revealed an operational issue on the #7 route which travels northbound on Huntington Avenue. At the intersection of Huntington and East 40th Street there is a 4-way intersection but only a 3-way stop where free-flowing traffic westbound on 40th does not stop. Visibility of oncoming traffic is restricted due to the railroad underpass presenting a problem for bus operations.

One Way Streets

Several residential streets in the study area have been converted to one-way operation in recent years especially off Winston Avenue between East 39th and East 43rd Streets. Detailed information on one-way streets can be found in Map 7.2. These conversions were seemingly to reduce cut through traffic on the streets, though they have now raised concerns due to the high speeds of cut through traffic. Reconfiguration of these streets from one-way to two-way operation has been proposed to improve this situation. It should be noted that on-street parking demands and parcels lacking off-street parking may complicate this conversion (Map 7.3).

Holy Cross

Traffic patterns have also been noted to create significant levels of congestion along Church Street in the vicinity of Holy Cross School. These levels and the presence of heavy pedestrian traffic in the form of students crossing the street numerous times per day presents a safety concern. Observations on Church Street have however, identified a majority of this traffic is generated by the school during morning and afternoon drop-off and pick-up times. The city fire station at 3315 Church Street uses Church Street as a main access to the southern and southeastern residential/recreation areas within the study area.

In addition to mobility and safety concerns several issues have surfaced regarding parking in the vicinity of Holy Cross and Ritte's Corner. Limited parking has been noted through key person interviews in addition to residential parking issues previously discussed. The need for a parking inventory and use survey has been suggested.

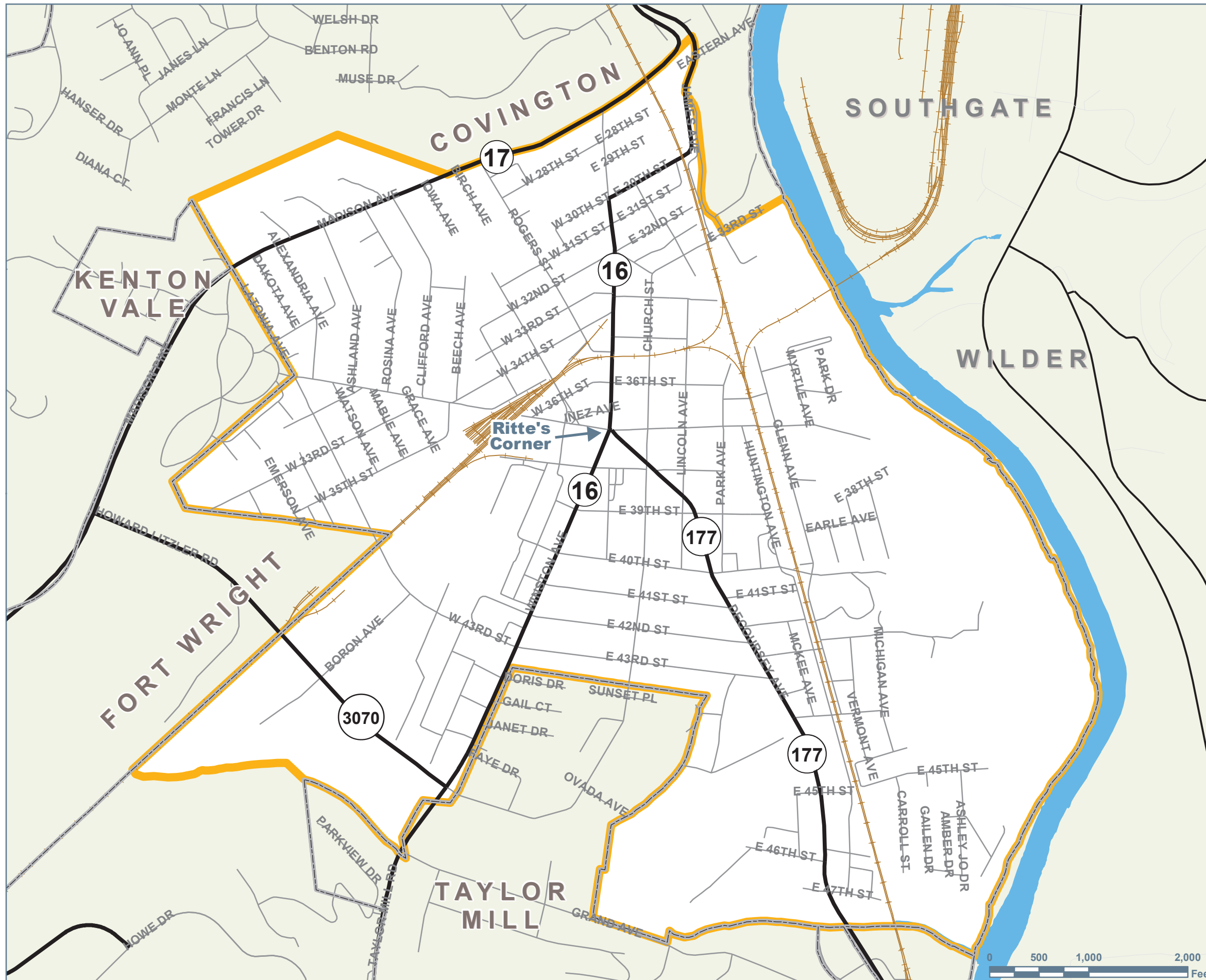
Conclusion

Overall the transportation system within the study area has adequate capacity to handle the existing traffic levels. The primary issue that should be addressed is the limited connectivity in the study area, complicated by the short residential street pattern and numerous at grade rail crossings.






Considerations

- Examine full stops for four-way intersections at railroad and East 40th Street
- Consider further study of safety issues on Church Street near Holy Cross
- Address one-way and two-way streets
- Consider parking study for areas near Ritte's Corner

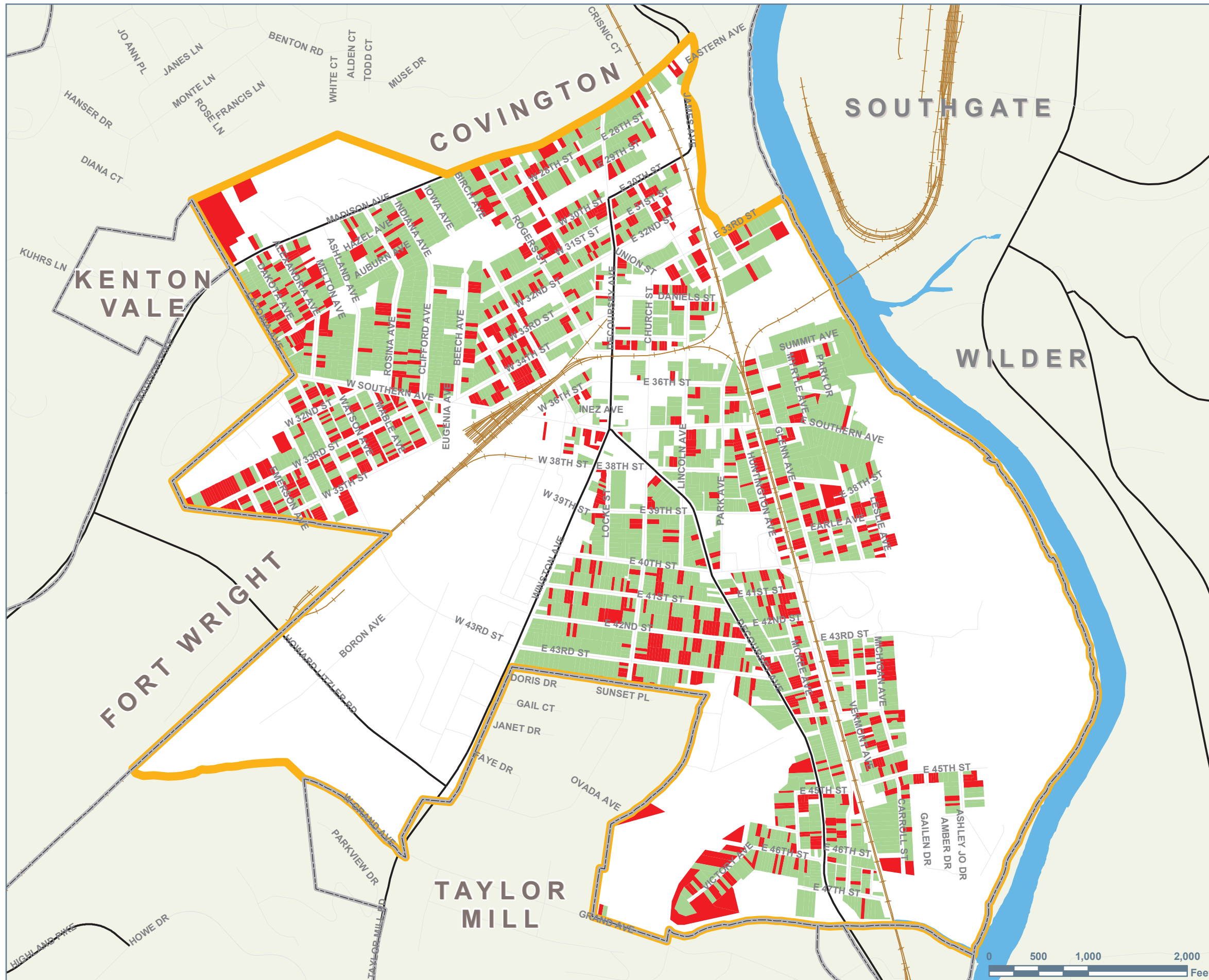
Map 7.1 Transportation Network










Legend

-  City boundary
-  Railroad
-  US and State Hwy
-  County and Local Roadways
-  Study Area

Map 7.3 Residential Off Street Parking Analysis



Legend

-  No Off Street Parking Available
-  Off Street Parking Available
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Source: LINK GIS Date: March, 2010

