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*(This is the twelfth in a series of updates on zoning in Kenton County. The series is intended to brief city and county elected officials on issues being addressed by NKAPC in the **2020 Sourcebook**, a new model zoning ordinance for Kenton County's local jurisdictions. We hope you find it timely and thought provoking and encourage you to contact us using the link below if we can provide more information or answer any questions.)*

Access control regulations keep through traffic moving

Access Management: the practice of designing and placing access points along public roadways in order to increase traffic safety and improve the flow of traffic.

One of the major goals of the access control regulations included in the *2020 Sourcebook* is to provide practices and policies which are consistent with those administered by the Kentucky Transportation Cabinet. This effort is intended to reduce conflicts and unnecessary duplication of efforts for new development.

It is not uncommon for proposed developments to find themselves caught between a planning commission that requires improvements (such as a left turn lane) and the KYTC which does not require it—nor may not even want it on a state-maintained road.

In developing the *2020 Sourcebook*, NKAPC staff explored national, state, and local standards and research to achieve these benefits. This update highlights two of the problem areas that were investigated to improve access to Kenton County roadways.

Access Points

Current zoning regulations being administered throughout Kenton County do not differentiate between residential driveways and signalized intersections serving major commercial developments. The *2020 Sourcebook* hopes to change that.

NKAPC staff and Kentucky Transportation Cabinet officials have proposed new types of access points such as right-in/right-out access — an access point that restricts certain turning movements into the development. An example would be not allowing a left turn into or out.

Right-in/right-out access points are often beneficial because they eliminate conflicts associated with certain movements—such as turning left and crossing oncoming traffic—while improving access to the development. Including this differentiation in the *2020 Sourcebook* will allow developments to provide safer access while also gaining smoother approval because waivers would not be required.

Traffic Impact Studies

Work on the *2020 Sourcebook's* access control regulations explored when and where traffic impact studies should be conducted and what should be included in them. Current regulations do not provide for a traffic impact study by the planning commission.

This omission often leads to planning commission and city council/commission members being asked to rule on complex transportation issues without the benefit of an evaluation by an engineer.

Even when a traffic impact study is performed, no guidance is provided in any of the current Kenton County zoning ordinances as to how the study should be conducted. This opens the door for erroneous information being presented to the Commission for consideration.

The *2020 Sourcebook* addresses these issues by providing clear guidance on when studies should be conducted and what they should include. This will provide for the most pertinent information to be provided to the Commission so that it can make an informed decision.

By identifying common problems and researching solutions such as these, NKAPC staff is providing Kenton County's jurisdictions with solutions that provide for safer traffic movements and a smoother development approval process—an outcome to everyone's advantage.

To contact a staff member who can answer questions about the issues covered in this update or on the *2020 Sourcebook* in general, click [here](#).

To view past editions of this update series, click on one of the following.

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