

Chapter Eight

Streetscape and Wayfinding

Streetscape

Streetscape is a broad term encompassing the many elements that make up the cross-section of a roadway. This study examined the following streetscape elements in the area; streets, sidewalks, on-street parking, treelawns, street trees, and vegetated medians. A field study was conducted by the City of Covington with assistance from NKAPC in 2009 to inventory conditions of street and sidewalk pavement in the area. Statistics of street and sidewalk conditions can be found in Appendix B - Street Conditions and Appendix C - Sidewalk Conditions. Field and GIS analysis conducted throughout this study also recorded whether the street had sidewalks on both sides of the street, if the street had street trees and treelawns, and presence of parking on one or both sides of the street.

Streets

Streets encompass the primary element of the roadway cross-section. They provide area for vehicular traffic operations and on-street parking facilities. This subsection will primarily focus on vehicular traffic operations, with more details about on-street parking later in the chapter. Streets in the study area are comprised of various conditions, widths and capacities to carry traffic. Map 8.1 provides information on pavement condition recorded during Covington's inventory. It demonstrates that approximately 83 percent of streets are in very good, satisfactory, or fair condition. The remaining 17 percent of streets are classified as poor, very poor, or serious condition. No streets were reported as having a condition of failing.

Streets throughout the study area are comprised of varying widths and lane configurations. As indicated in Chapter 7 - Transportation, no significant deficiencies were reported in the roadway make up. Transportation research shows the area is well served with adequate street widths and configurations.

While streets in the study area adequately move vehicular traffic, Winston Avenue is one particular

street that has been reported as being intimidating to pedestrians. Key person interviews with The Colony Towers, neighborhood associations and discussions with the Task Force reported many people felt unsafe when walking along or trying to cross the street. Winston Avenue throughout most of the study area is a 5 lane arterial roadway with little pedestrian amenities other than sidewalks. Amenities such as medians that provide refuge between travel lanes, sidewalk bump outs that decrease distances pedestrians must travel, and flashing lights in the roadway to alert motorists when pedestrians are present are some examples. Seeing as the street divides homes in the neighborhood from key shopping areas efforts should be explored to make the street more inviting to users of all transportation modes.

Street Considerations

- Consider a pavement repair program to improve conditions on streets listed as being in poor, very poor, or serious condition and continue maintenance on existing streets that are currently ranked higher.
- Examine possibilities to increase pedestrian amenities along Winston Avenue.

Sidewalks

Sidewalks are an important part of the streetscape that allows pedestrians to travel along a roadway with limited conflicts with vehicular traffic. These facilities also provide a good indication of how “walkable” an area is by providing pedestrian connections to homes, shopping and attractions. Latonia is well served with sidewalks, as they exist on both sides of the street on a majority of streets in the study area. However, it should be noted there are some streets lacking sidewalk connectivity. Appendix D - Sidewalk Deficiencies provides information on streets with either no sidewalks or sidewalks on only one side of the street.

While most streets have sidewalks the condition varies significantly throughout the study area. Map



Figure 8.1 - Sidewalk Along Winston Avenue

8.2 provides information on sidewalk connectivity and sidewalk condition in the Latonia area. This map displays condition ratings based on the amount of damage that was observed during inspection. Ratings are classified as less than 10 percent damage, 10 percent to 50 percent damage, or more than 50 percent damage in the sidewalk segment. These determinations were created by the City for use in their inventorying process and have been carried forward to this study. The map indicates a majority of sidewalks in the study area are classified as having 10 percent to 50 percent damage. While few of the sidewalks are classified as having more than 50 percent damage these segments require special attention and should be addressed more quickly. Appendix E - Damaged Sidewalks, indicates sidewalks along streets needing more immediate attention.

Sidewalk Considerations

- Work to preserve sidewalks listed as having less than 10 percent damage.
- Examine a stabilization program to address sidewalks with ratings ranging from 10 percent to 50 percent damaged over a 5-year period.
- Implement an aggressive sidewalk repair program to quickly renovate sidewalks listed as having more than 50 percent damage.

Parking

Travel lane widths in relation to street widths in the Latonia study area vary significantly based on-street parking configurations. Parking is prohibited or limited to one lane availability in narrower streets. It should be noted that parking is allowed on both sides of a vast majority of streets in the neighborhood without restrictions.

Map 8.3 illustrates the availability of on-street parking in the study area. Green lines on the map indicate unrestricted areas where parking is allowed 24-hours a day. Special parking areas have either time limits (i.e. two-hour parking) or time of day restrictions (i.e. no parking between 8:00 a.m. and 10:00 a.m.) and are represented by blue lines on the map. These areas are primarily in higher demand areas such as Ritte’s Corner or in the vicinity of Holy Cross Church and School. Chapter 7 - Transportation indicates on-street parking in these higher volume areas is limited for schools and businesses near Ritte’s Corner and suggests further study of parking in the area. Red areas on the map indicate streets where parking is prohibited during all hours of the day



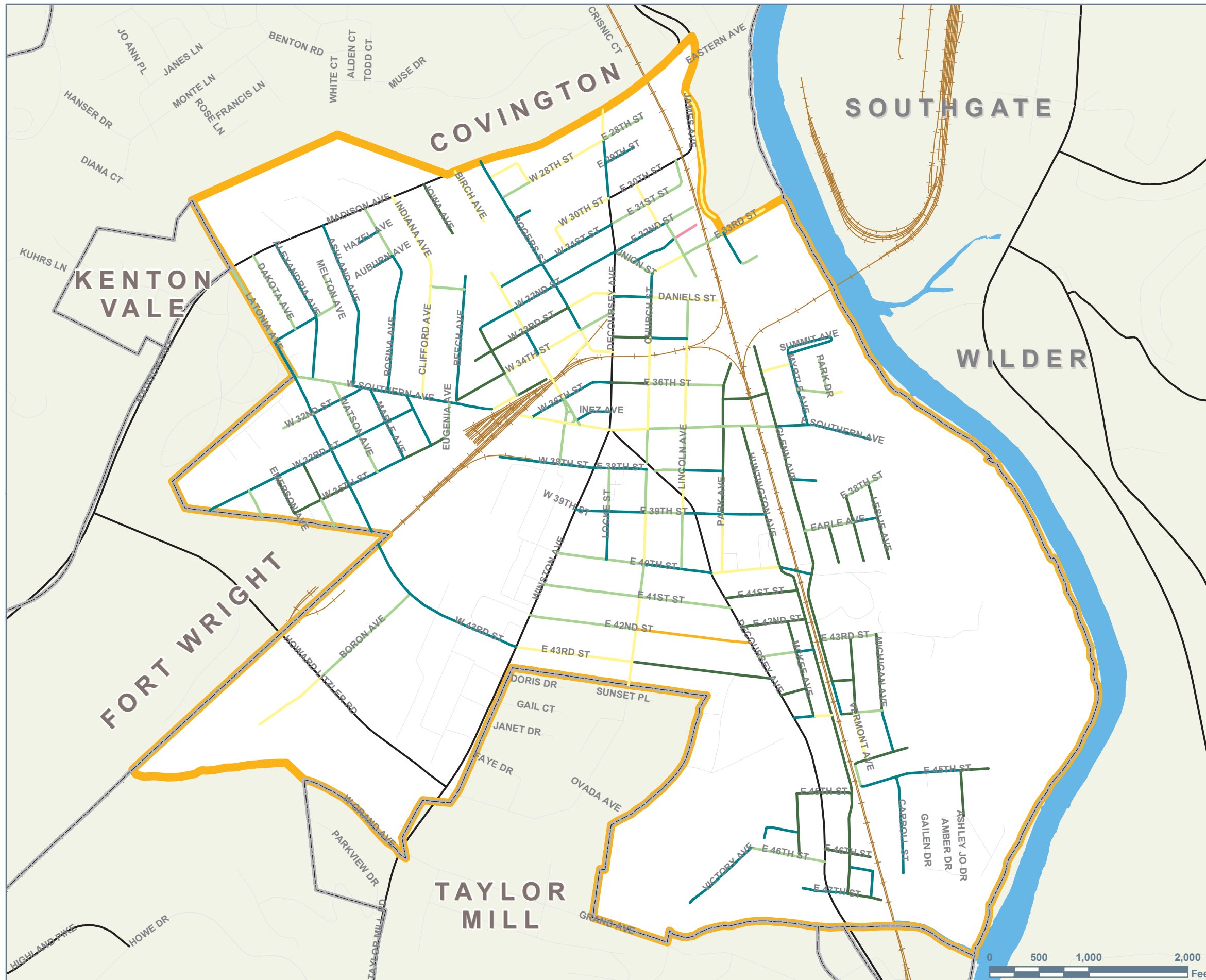
Figure 8.2 - On-Street Parking

On-street parking is a vital necessity to some property owners in Latonia (Figure 8.2), as particular parcels do not have off-street parking. Map 7.3 identifies parcels within the study area with no off-street parking facilities on their property as shown in red. In instances such as these the property owner’s only choice is to park on the street. Inasmuch, special attention must be given to any efforts to modify street configurations so that property owners without off-street parking facilities are not impaired.

Parking Considerations

- Identify parcels for shared neighborhood off-street parking lots if on-street parking is recommended for removal.
- Consider further research of parking in the Ritte’s Corner area. (See Chapter 7 - Transportation)

Map 8.1 Street Conditions



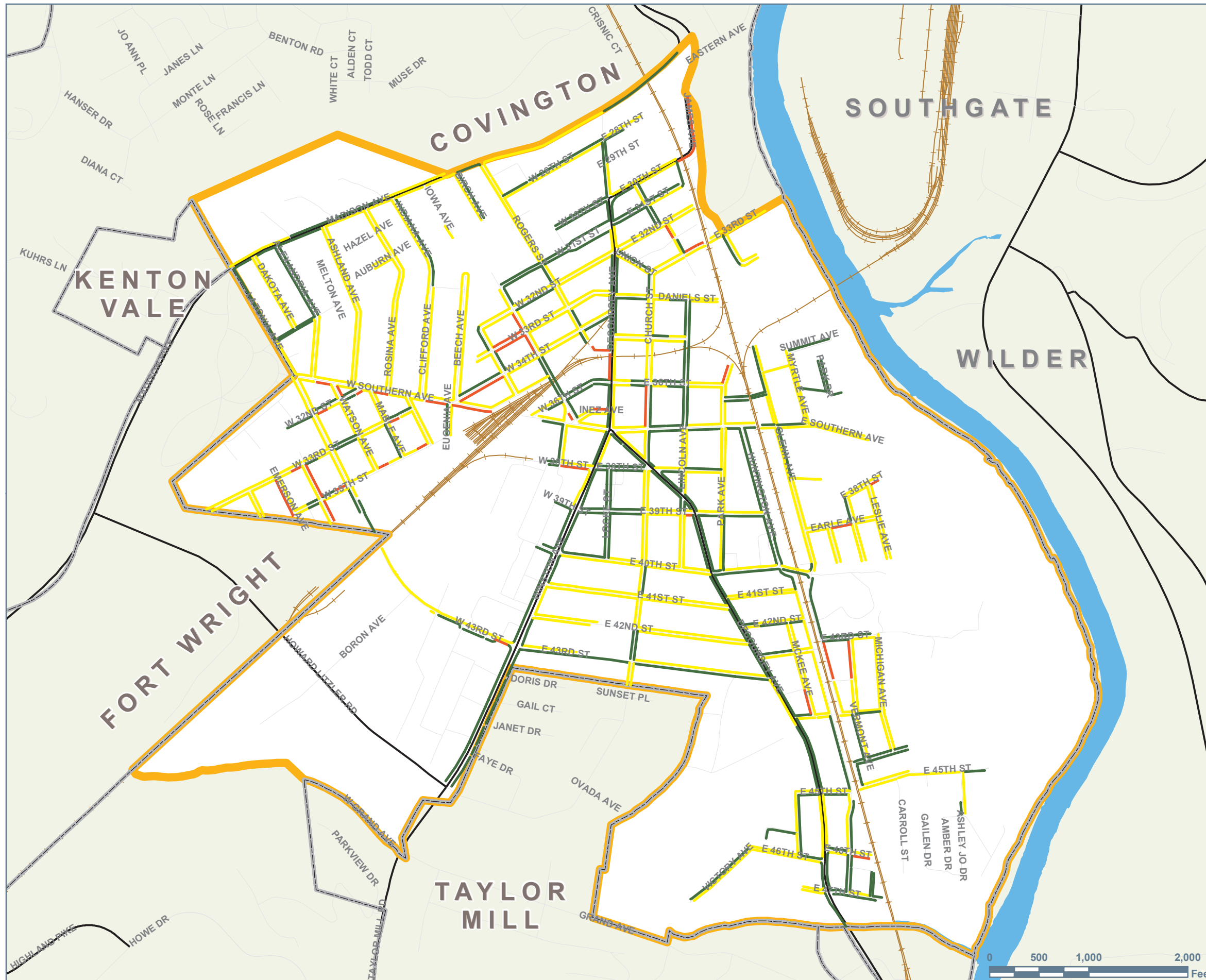
Legend

- Very Good
- Satisfactory
- Good
- Poor
- Very Poor
- Serious
- Failed









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

Source: LINK GIS Date: March, 2010

Map 8.2 Sidewalk Conditions

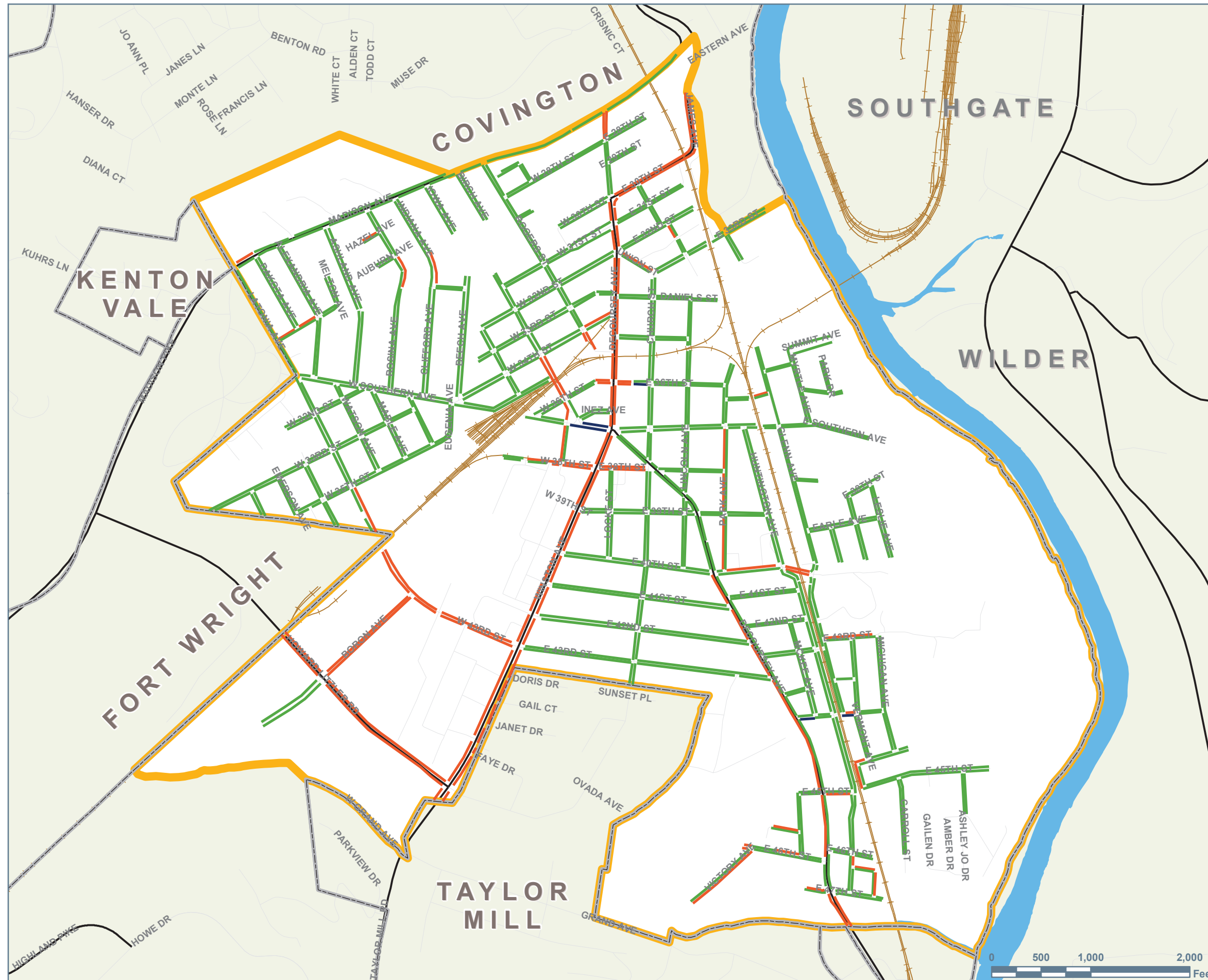


Legend









-  Less than 10% Damaged
-  10% to 50% Damaged
-  More than 50% Damaged
-  Study Area
-  City boundary
-  US and State Hwy
-  County and Local Roadways
-  Railroad

Source: LINK GIS Date: March, 2010

Map 8.3 On Street Parking Analysis



Legend

-  Special Parking Zone
-  Parking Allowed
-  No Parking Allowed
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Source: LINK GIS Date: March, 2010

Treelawns and Street Trees

Street trees are defined for the purposes of this study as the trees planted in space between the street and sidewalk known as the treelawn. Street trees have been found to provide many positive benefits to a community, some of which include:

- Increased safety
- Traffic calming
- Increased security
- Reduction in the amount of stormwater runoff in an area
- Provision of shade in an area, which can help lower energy costs
- Absorbs and filters harmful airborne emissions
- Lowers the urban air temperature
- Softens the built environment
- Adds value to adjacent homes and businesses

In general, urban neighborhoods that developed throughout the early 20th Century have an ample supply of street trees. Unfortunately, Latonia is underserved by street trees. While the neighborhood has a scarcity of street trees, it is well served by the presence of treelawns. Map 8.4 shows the location of street trees and treelawns in the area.

Treelawn and Street Trees Considerations

- Identify opportunities for a street tree and overall neighborhood landscaping beautification program.

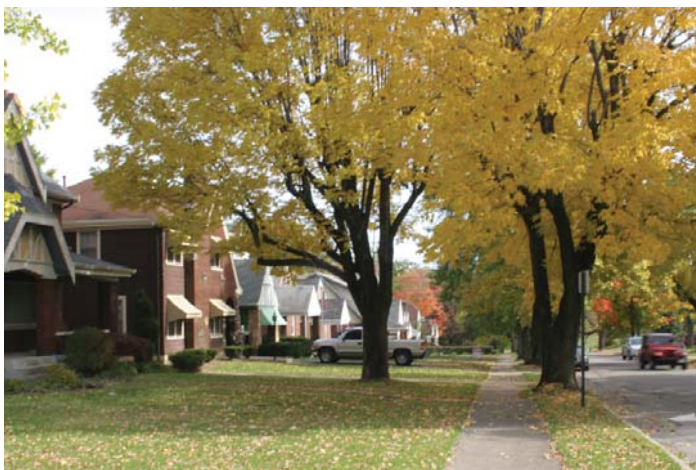


Figure 8.3 - Trees in the Treelawn along East 43rd Street

- Locate potential areas to widen and improve existing treelawns that are too narrow for adequate tree growth.
- Examine programs to retain and strengthen existing street trees in the area.

Vegetated Medians

Vegetated medians are planting areas that lie between the travel lanes of a roadway. These medians exist along Clifford Avenue, West 31st Street, and Summit Drive within the study area. Each of these medians contains trees, contributes to the general beauty of the street, and provides rainwater permeation as discussed in Chapter 4 - Green Infrastructure. Figure 8.3 illustrates a typical vegetated median in Latonia.

Vegetated Median Considerations

- Work to retain and strengthen the existing vegetated medians in the area.
- Examine the possibility of installing new vegetated medians where roadways of adequate width and design can be reconfigured.

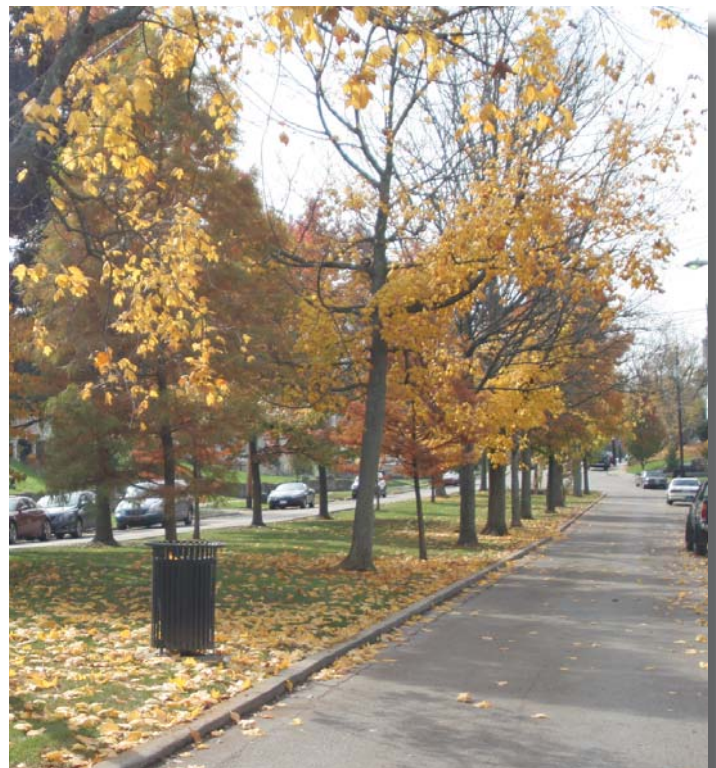


Figure 8.3 - Vegetated Median along West 31st Street

Wayfinding

Wayfinding refers to a coordinated collection of signs that assist people in locating and navigating to attractions in an area. Often wayfinding efforts will start on the periphery of an area and help direct patrons through the necessary turns to get to the attraction in question. In Latonia wayfinding is accomplished with signs that refer to an amenity by name and provide a directional arrow. Figure 8.4 represents an example of wayfinding in the neighborhood. These signs are frequently attached to utility poles, grouped with other signs, and can easily be missed by the traveler.

Map 8.5 represents the location of signs for amenities in the Latonia area such as the Bill Cappel Sports Complex and Twin Oaks Golf & Plantation Club. It should be noted that no wayfinding for attractions in Latonia was found to be present outside of the study area. This consideration is important because of the area’s unique location in the context of Covington and the neighboring cities of Fort Wright and Taylor Mill.

Table 8.1 indicates thousands of vehicles operate around the Latonia area each day. While some of these vehicles eventually enter the study area, many more pass the area by likely without knowing the neighborhood or amenities exist. Capturing some of these potential customers with clear and concise wayfinding could bring additional revenue to businesses in the study area.



Figure 8.4 - Wayfinding Sign in Ritte’s Corner

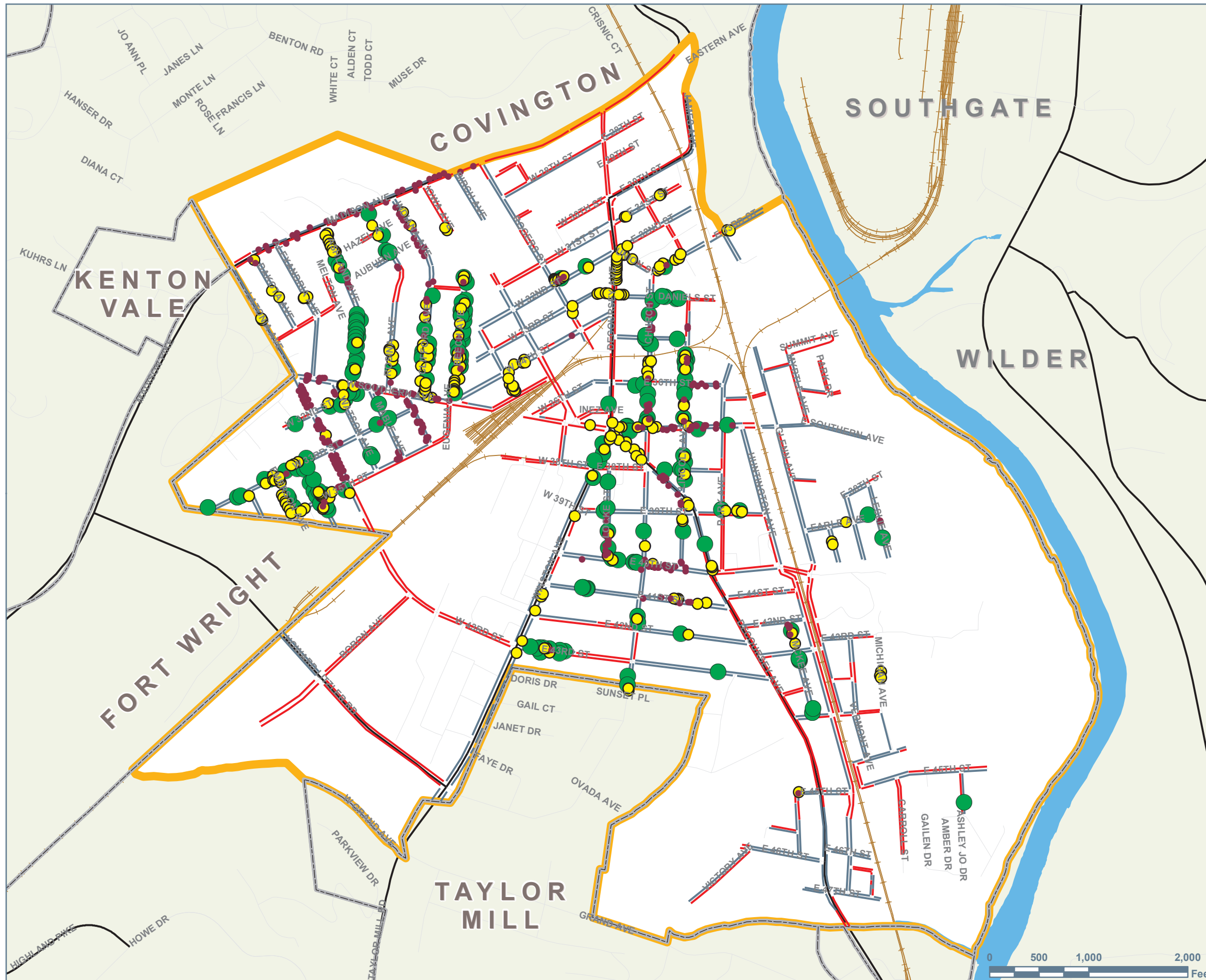
Wayfinding Considerations

- Consider uniform signage and wayfinding for Latonia and/or all of Covington.
- Examine listing attractions on blue Interstate Logo Boards or Trailblazing Signs along I-275.
- Strive to achieve partnerships with Fort Wright and Taylor Mill to locate signs outside the neighborhood that will direct people to non-competing amenities in Latonia.

Table 8.1 - Average Daily Vehicular Traffic Near Latonia

Count Location	Year of Record	Traffic Volume
I-275 East of Taylor Mill Road	2008	102,748
I-275 Between Madison Pike & Taylor Mill Road	2008	107,042
Taylor Mill Road north of I-275	2008	23,617
Madison Pike at Kyle’s Lane	2007	21,580
Madison Pike north of James Avenue	2007	18,509

Map 8.4 Street Trees and Treelawns













Legend

- Small Tree
- Medium Tree
- Large Tree
- Treelawn Available
- No Treelawn
- City boundary
- Study Area
- Railroad
- US and State Hwy
- County and Local Roadways

Source: LINK GIS Date: March, 2010

Map 8.5 Wayfinding Analysis



- Legend**
-  Eva Farris Sports Park
 -  Twin Oaks Golf Course
 -  Linden Grove Cemetary
 -  Bill Cappel Sports Complex
 -  VFW Post
 -  City boundary
 -  Study Area
 -  Railroad
 -  US and State Hwy
 -  County and Local Roadways

Source: LINK GIS Date: March, 2010

