



## Phase Two

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# Public Comment Summary Report

August 28, 2015

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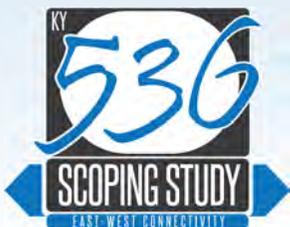
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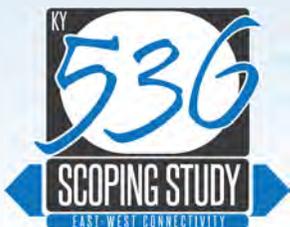
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## Overview

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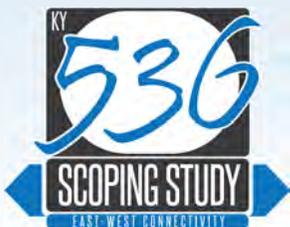
### Public Involvement Objectives

The objectives for the KY 536 Scoping Study's public involvement and outreach efforts are:

- Provide multiple opportunities for stakeholders and the public to review project-related information and obtain updates on the progress being made towards identifying a preferred alternative to improve safety and east-west connectivity in Northern Kentucky
- Provide stakeholders and the public with multiple opportunities through which they can provide feedback to the Scoping Study Team
- Tie the KY 536 Scoping Study into the overall purpose and need for improvements to the entire KY 536 corridor to communicate a clear, coordinated and comprehensive public message
- Update community members who participated in the previous study, (performed in 2000), while identifying and reaching out to new, previously untapped community members and stakeholders

### Purpose of this Document

OKI views comprehensive, strategic stakeholder outreach and public involvement essential to the success of the KY 536 Scoping Study. As such, this Public Comment Summary Report has been developed to record public involvement activities undertaken and the input received during the second of three phases of the Scoping Study's process.



## Phase Two Deliverables

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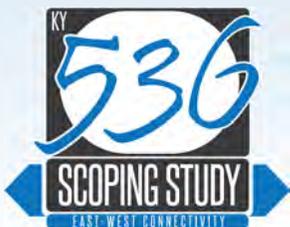
Phase Two of the KY 536 Scoping Study can be summarized as the *Draft Alternatives Phase*. This phase was implemented between April 25, 2015 (date immediately following the conclusion of Phase One’s public comment period) and August 6, 2015 (the conclusion of the Study’s second public comment period).

The data collected and public comments received during Phase One were used to identify the numerous roadway deficiencies and other transportation-related factors to be addressed by the Study. Phase Two developed the draft alternatives based on Phase One’s findings. The results of these efforts were presented as eight draft alternatives and a supporting evaluation matrix which can be found in Appendix A or on the project website: [www.oki.org/536](http://www.oki.org/536).

### Draft Alternatives

Maps depicting the eight draft alternatives and a master map are provided in Appendix A. A brief text description is provided below for each alternative. In addition, the following factors apply to the draft alternatives:

- The draft alternative lines drawn on the maps should not be taken as exact. These are preliminary, conceptual planning alternatives, not final design. The lines are intended to be broad brushstrokes to provide an idea of where the road could be located.
  - The actual, future roadway could be located and constructed 30 to 50 feet in either direction of the draft alternative lines as presented.
  - The next, yet-to-be funded, phase for this segment of KY 536, (following the conclusion of this KY 536 Scoping Study) will include engineered, designed roadway drawings which will pinpoint exact roadway locations and properties impacted.
- Alternative 1 does not move traffic away from the existing KY 536 roadway. It works only to address the three highest crash rate locations.
- Alternative 2’s roadway configuration includes: three lanes with multi-use paths (KY 17 to KY 16), two through lanes with center lane where needed for left-hand turns (KY 16 to the Licking River), and a truck climbing lane at Visalia Hill for westbound traffic.
- Different elements of Alternatives 3 through 8 can be mixed and matched.
- Alternatives 3 through 8 show different ways of addressing the CSX at-grade railroad crossing.



- Data shows that congestion is not an issue — today or into the future (2040). Analysis shows that a two, through-lane configuration can handle two to three times the current capacity.
- Traffic Demand Modeling showed that all non-local traffic would shift to the new KY 536 in Alternatives 3 through 8 and that the old KY 536 would become a neighborhood road serving every day residential traffic.
- The Kentucky Transportation Cabinet (KYTC) shared that the Visalia Bridge will have to be replaced in the future to address structural deficiencies. A new bridge will therefore be a component of any recommendation made by this Study.

## Descriptions of Alternative Maps

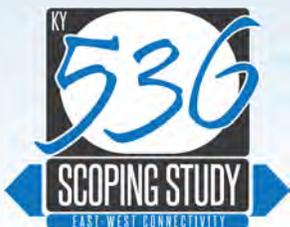
**Master Map** – Depicts alignments of all eight alternatives on a single map.

**Alternative 1** – This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

**Alternative 2** – Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. It does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

**Alternative 3** – Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

**Alternative 4** – Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.



**Alternative 5** – Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

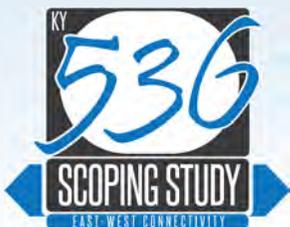
**Alternative 6** – Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

**Alternative 7** – Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

**Alternative 8** – Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

## Evaluation Matrix

The evaluation matrix in Appendix B presents how the draft alternatives address the different goals of the Study. Geographic Information Services (GIS) data was used to create the matrix with the exception of the “Maintain Rural Character” which is subjective in nature.



## Project Development Team Activities

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For this particular level of transportation planning study, OKI established a Project Development Team (PDT) at the Study's onset. The PDT serves as a key element in the Study's public outreach program by communicating information in the community, exchanging ideas and listening to stakeholder feedback. PDT members work with one another, the Study's consultant team and OKI staff to review and discuss details and progress updates in order to drive the Study toward an on-time and on-budget conclusion -- a preferred alternative recommendation.

### PDT Members

The PDT consists of Northern Kentucky OKI Board of Directors members and other key stakeholders who represent diverse and well-established governmental and civic-based organizations in the region. Members represent large groups of people with whom they work and correspond regularly, as well as receive feedback. The PDT members' broad reach and representation throughout the project area and region provide information as a working group to the OKI KY 536 Scoping Study Team. PDT members serve in an advisory capacity without compensation. Appendix C lists the PDT members, alternates, their agency or affiliation and title.

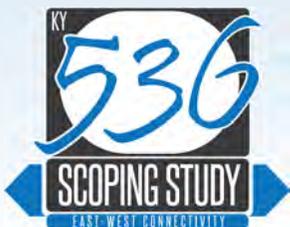
### PDT Responsibilities

- Provide Scoping Study updates and disseminate information to their community/organization/agency to encourage an exchange of information
- Share their community/organization/agency's questions, concerns and general feedback with OKI and the Study's consultant team
- Assist with public involvement and outreach efforts, as appropriate

### PDT Meetings

Over the course of the Scoping Study, it was anticipated that the PDT would meet four (4) times at key milestones in the Study's development. However, in May 2015, it was determined that an extra meeting held in late July would provide PDT members with a full month to review the Draft Alternatives before meeting again with the Study Team to assist in refining the eight draft alternatives. A late July meeting date also allowed for the Study Team to present a comprehensive report on public comments received on the draft alternatives for the PDT members' consideration. Therefore, during Phase Two of the Study, two PDT meetings were held.

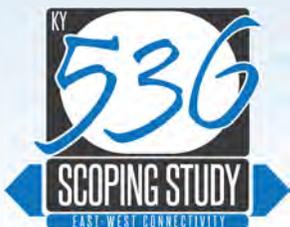
The third PDT meeting was held at the Independence Senior and Community Center on June 30, 2015. It was at this meeting that the Study Team presented the



Draft Alternatives to the PDT for the first time. A detailed presentation of each of the eight alternatives was made. This meeting allowed for some initial questions to be asked to clarify the intent and benefit of each of the alternatives. Tools were provided to the PDT members to assist them in reviewing the alternatives and providing input back to the Study Team. Minutes for this meeting can be found in Appendix D.

The special fourth PDT meeting was held at the William E. Durr Public Library on July 31, 2015. At this meeting, the Study Team provided a summary report on all the public comments received as of July 29, 2015. Although the public comment period for Phase Two would remain open for six more days, Study Team shared that three conclusions could be drawn from the comments received thus far. These conclusions included that there was strong public opposition to Alternatives 1 and 2, that Alternatives 5 through 8 held the highest percent of public approval, while at the same time Alternatives 5 through 8's approval and disapproval rates were about equal. In addition to the review of the 142 public comments that had been received as of July 29, 2015, the Study Team also shared with the members a summary report of the PDT's own responses to the PDT Consensus Points Questionnaire. This Questionnaire was distributed at the June 30 PDT meeting and emailed out again on July 10 and July 15 to the PDT members requesting their responses. Follow-up emails and phone calls resulted in responses being received from 17 of the 22 PDT members. A summary chart of the PDT's questionnaire responses is found in Appendix E. After group discussion at the July 31 meeting, a PDT consensus was reached which supported the Study Team to move forward with two alternatives: an on-alignment alternative and an off-alignment alternative. Minutes for this meeting can be found in Appendix F.

After the Phase Two public comment period ended, staff reviewed all input received and sent an email to the PDT members stating that public opinion had not shifted in the last week of the comment period. The information presented at the July 31 PDT meeting still held true and reconfirmed the consensus reached at the meeting by the members. See Appendix G for a copy of this Constant Contact PDT correspondence.



## July 6, 2015 Public Open House

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### Overview

A Public Open House meeting is planned for each of the three phases of the KY 536 Scoping Study. The purpose of the Open Houses is to share study information with the public and gather input.

The Phase Two Public Open House was held on Monday, July 6, 2015 at William E. Durr Public Library [1992 KY 16 (Walton-Nicholson Road)] in Independence, Kentucky from 3:00 pm to 6:00 pm. The format was open-house style, meaning that visitors could arrive and stay as long as they liked to receive the same information and have the same opportunity to share comments with project representatives. Staff greeted visitors at the front registration table where they were invited to provide their contact information.

### Public Open House Flyer

OKI staff created and shared a Public Open House notification flyer with 120 OKI members at the June 9, 2015 OKI Intermodal Coordinating Committee and June 11, 2015 OKI Executive Committee meetings. In mid-June, the South Kenton Citizens Group PDT member placed copies of the flyer at the William E. Durr Kenton County Public Library and in commercial establishments around the KY 536 Study area. Multiple copies of the flyer were made available at the June 30, 2015 PDT meeting for PDT members to take with them and distribute. The Public Open House flyer is included in Appendix P.

### Legal Ad Placement

Notices were placed in several key regional newspapers prior to the public Open House meeting including the *Cincinnati Enquirer* (Cincinnati.com) and the Community Press newspapers. Appendix Q presents the text submitted to these outlets. The ads were published in the *Cincinnati Enquirer* and *Cincinnati Herald* on June 18, the *Community Press/Recorder* on June 25 and the *Spanish Journal/La Jornada Latina* on June 26, 2015. The total cost incurred by OKI for this ad placement was \$962.62.

### Constant Contact and Social Media Communications

#### Constant Contact Messages

A general email database comprised of OKI Kentucky contacts identified through previous studies, PDT members and new project-specific contacts (mostly area residents and other stakeholders) obtained through the project website ([www.oki.org/536](http://www.oki.org/536)) is maintained by OKI staff as part of this Scoping Study. PDT members received notice of the Open House via Constant Contact on May 19 to



“mark your calendars.” Open House “save the date” notices were sent via Constant Contact to the general database on May 27. Reminder messages were sent to the PDT members on June 23 and the general database on June 29. Meeting materials and information were posted on the project website and an email notifying recipients of their availability was distributed through Constant Contact to PDT members on July 6 and the general database on July 10.

### **Website Postings**

All Public Open House materials were posted on [www.oki.org/536](http://www.oki.org/536) by 1:00 pm on July 6, 2015. OKI monitored the number of visits to the Study website reporting in July 2015 alone, the Phase 2: Draft Alternatives page received 1,008 views. This was the page with the comment form was posted along with all eight draft alternative maps. The entire [www.oki.org/536](http://www.oki.org/536) site received a total of 3,102 total page views from people clicking around to get information on the Study.

### **Social Media Postings**

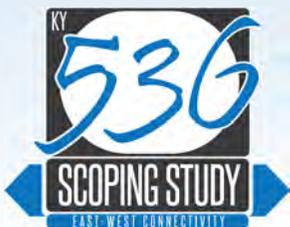
OKI uses the agency’s Facebook page and Twitter account for all Social Media networking activities. During Phase Two, the KY 536 Scoping Study was the subject of six Facebook posts reaching a total of 1,866 people and three Tweets for a total of 684 impressions. Reach and impressions are the terms used to identify the number of people who saw the posts and/or tweets. These messages have been shared by numerous staff, PDT members and citizens.

In addition to OKI’s social media postings, Independence Mayor and PDT member Chris Reinersman shared via July 28 email message to the Project Manager that he had set up several posts on the city’s Facebook page to publish in the coming weeks, linking people to the online comment form. He stated the last scheduled post would occur at 7:00am on August 6 – public comment for Phase Two deadline day.

## **Media Relations Summary**

### **News Release**

A news release was prepared for the Public Open House and submitted to local print, TV, radio and online media news outlets. A copy of the release is included in Appendix R. The release was sent to 20 unique media-related email addresses on July 2, 2015 and again on July 6, 2015 including: *The Cincinnati Enquirer*, *Cincinnati Business Courier*; *Community Press/Recorder* newspapers; Northern Kentucky Chamber of Commerce, KY Post/WCPO.com, *Northern Kentucky Business Journal*, Northern Kentucky USA, WCPO, WLWT, Local 12, FOX 19, 700 WLW-AM, WNKU-FM and WVXU-FM.



The following media outlets received the news release information to publicize that the open house was to be held on July 6.

- WKRC-CBS, Local 12 (ran 3 times)
- WSTR-MNT, STAR64, an affiliate with Local 12
- The River City News
- Cincinnati.com
- Community Recorder

### Media Coverage

Two members of the media were recorded as attending the July 6, 2015 Open House on the event's sign-in sheets. These reporters were Joe Webb with The Local 12 News; WKRC-CBS and Patricia Scheyer with *The River City News*. Their attendance at the Open House resulted in two media postings/airings on July 6 and 13. Links to each are provided on [www.oki.org/536](http://www.oki.org/536)'s Media Page.

- July 6, 2015 (Local12 News; WKRC-CBS) **Locals get first look at route for last leg of KY 536**
- July 13, 2015 (The River City News) **Kenton Residents Continue to Weigh in on Future of KY 536**

### Materials Shared with Attendees

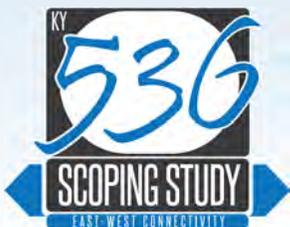
Several printed informational materials were made available to guests at the Open House to take for later use and/or to share with family members, friends and neighbors unable to attend the event. These included a KY 536 Scoping Study Phase Two Fact, Comment Form and Draft Alternatives Map Packet. A copy of the Fact Sheet is provided in Appendix H and a copy of the Comment Form is Appendix I. The Draft Alternatives Map Packet is available in Appendix A.

### Attendance

131 people signed in at the registration table. More individuals attended the meeting, however, they chose not to sign in for various reasons (his/her partner or spouse signed in for the pair, but listed just one person; he/she was attending with a friend and did not want to sign in; etc.). Staff managing the registration table did not capture the number of individuals who attended but did not sign in.

Study Team members in attendance included:

- OKI Staff: Robyn Bancroft, Regina Brock, Robert Koehler, Florence Parker, Lorrie Platt and Mark Policinski,
- PB Staff: Jim Brannon, Chris Clemons, Valerie Robbins Jones and Jeff Wallace
- Other Staff: Betty Hull, Razor Marketing Communications



PDT members in attendance were:

- Mayor Dan Bell, City of Taylor Mill
- Gailen Bridges, Kenton County Planning Commission
- Carol Callan-Ramler, KYTC District 6
- Kathy Donohoue, South Kenton Citizens Group
- Nick Hendrix, Kenton County Fiscal Court
- Judge Executive Kris Knochelmann, Kenton County Fiscal Court
- Mayor Chris Reinersman, City of Independence
- Bill Schneider, South Kenton Citizens Group

## Study/Open House Overview Presentation

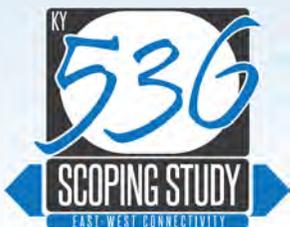
A looped PowerPoint slideshow presentation was shown continuously throughout the Open House to provide an overview for the Scoping Study and purpose of the evening's meeting. Appendix J provides thumbnails of each of the slides shown.

## Summary of Information Presented

Twelve 36" x 48" display boards were used at the Open House. Nine boards were used to show the Master Map and each of the eight draft alternatives. One board displayed the Evaluation Matrix. Two display boards from the first open house were used again to share valuable information (Study Goals and Other KY 536 Segment boards). Staff members were positioned at each display board and throughout the room to answer questions and listen to comments from guests.

## Comment Forms

A total of 48 comment forms were received by the close of the July 6 Open House. OKI staff entered each form's responses and written comments directly into Survey Monkey following the open house, so that these comments could be combined with those received electronically via the [www.oki.org/536](http://www.oki.org/536) website during the 30-day 24/7 public comment period.



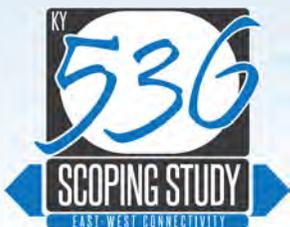
# Public Comment Summary

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## Comment Opportunities Made Available to the Public

The following opportunities were made available to solicit public input during Phase Two of the Study.

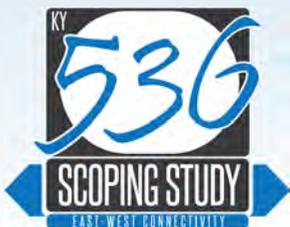
- Copies of the Comment Form were made available at the Public Open House on July 6, 2015.
- An online version of the Comment Form, created using Survey Monkey, was posted in three locations on the project website at [www.oki.org/536](http://www.oki.org/536) (Homepage, Phase 2: Draft Alternatives page and the Stay Connected/Contact page) to coincide with the start of the Public Open House (3:00 pm on July 6, 2015).
- A Constant Contact message was emailed to PDT members on July 6 and the general contact database on July 10 to notify all of the 30-day comment period, and the availability of Open House materials including the eight Draft Alternatives, Evaluation Matrix and online comment form. A Constant Contact reminder of the pending close of the public comment period was sent to the general contact database on July 30. The survey closed at midnight on August 6, 2015.
- [www.oki.org/536](http://www.oki.org/536) also has had an open comment text box available 24/7 since the website went live on December 15, 2014. This channel for public input will remain open throughout the KY 536 Scoping Study and questions and comments may be submitted anytime. By the conclusion of Phase Two, email addresses received via this comment box assisted in amassing 374 individuals in the general contact database to receive updates as the Study progresses.
- Almost 400 individual letters were mailed to KY 536 property owners in the study area. See Appendix K for a copy of the letter.
- The study website and all printed materials provided the OKI Project Manager's email address ([rbancroft@oki.org](mailto:rbancroft@oki.org)), direct office telephone number (513-619-7662), fax number (513-621-9325) and mailing address (OKI, 720 East Pete Rose Way, Suite 420, Cincinnati, OH 45202).
- On April 28, the OKI Project Manager gave an overview presentation on the KY 536 Scoping Study at the monthly meeting of the Campbell County Mayors Group in response to an invitation received from Cindy Minter, Campbell County Planning & Zoning Administrator and member of the KY 536 PDT.



- On June 10, the OKI Project Manager gave an overview presentation on the KY 536 Scoping Study at the annual Traffic Engineering Workshop in Fairfield, Ohio.

## Documentation of Comments Received

- **General Comments Received via Website:** The Study Team received fifty-one (51) messages via the project website’s general comment box between April 25, 2015 and August 6, 2015. A summary of feedback received is provided on the next page under the Summary of Comments Received from Study Website section. Appendix L lists the actual twenty-four (24) comments received. Names and email addresses have been removed from Appendix L to ensure anonymity and privacy.
- **Comment Forms:** A total of 210 Comment Forms were submitted during the Study’s Phase Two public comment period. The Comment Forms were distributed and collected at the July 6 Public Open House and were available online using Survey Monkey between July 6, 2015 and August 6, 2015. A copy of the Comment Form is provided as Appendix I. The only difference between the paper and online versions of the comment form was that the online version had a question number 13 which asked whether or not the person attended the July 6 public open house. Staff entered “Yes” for the 48 comment forms received at the July 6 open house when entered online. A summary of the feedback received is provided in the Comment Form Summary section of this report. Appendix M includes each of the 210 individual Comment Form submissions. Names and email addresses have been removed from Appendix M (question number 14) to ensure anonymity and privacy.
- Six phone messages from members of the public were received by the Project Manager at her direct office phone number (513-619-7662) during Phase Two of the Study. A summary of the issues discussed in these calls is found in Appendix N.
- Seven phone messages from KY 536 property owners were received by the Project Administrator at her direct office phone number (513-619-7664) as a result of the July 16, 2015 letter mailing to almost 400 property owners in the study area. Each of the seven calls requested that the Comment Form and draft alternative maps be mailed to them.
- Only one direct email from a member of the public was received by the Project Manager at [rbancroft@oki.org](mailto:rbancroft@oki.org) during Phase Two of the Study. This email was in response to the July 16 property owner letters that were mailed. This letter was received by a staff member of the Kenton County Extension Office who had family who resided west of KY 17 on KY 536. The Project Manager referred the individual to “Other Parts of KY 536” page

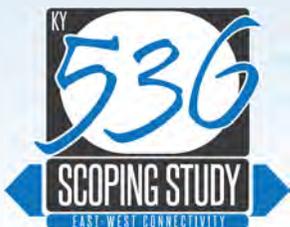


on [www.oki.org/536](http://www.oki.org/536) where the appropriate Kentucky Transportation Cabinet, District 6 contact is listed.

## Summary of Comments Received from Study Website

The Study Team received fifty-one (51) messages through the general comment box available on the project website during Phase Two of the KY 536 Scoping Study. All messages received were responded to by OKI staff within 48 hours. Of these:

- Twenty-seven (27) included an email address but no comments
- Eight (8) messages were requests for project updates
- Six (6) messages offered comments for the Study Team’s consideration:
  - One (1) request to remove traffic from Visalia Hill to increase east/west connectivity
  - One (1) provided a map drawing of another alternative to preserve rural land
  - One (1) shared need for safety improvements (slow speed, pull-offs for farm vehicles and school buses as well as wider shoulders for bicycles and slower vehicles to allow passing)
  - Two (2) requests to change the two 8 ft. sidewalks to a 4 ft. sidewalk and a 10 ft. bike trail.
  - One (1) request to identify another option that has the most minimal loss of property and possible relocation of families.
- Six (6) messages included questions about the study and related reports
  - Is there anything going to be done about Visalia Rd. Entering onto Mann Rd. I drive a School bus For Kenton County & this road is part of my Route. Morning & Afternoon. There have been many times it has been a close one
  - I live on 536 the road is always crazy busy even at 6:00 in the morning waiting for the bus. I would like to know it going to solve the traffic issues that is already an issue
  - Three (3) how Study alternatives will impact their individual properties.
  - Request for additional information
- Two (2) general comments of support for the Study – that improvements are needed:
  - for better option and safer commuting between the southern parts of the Northern Ky. Region
  - This east west route is a must for economic development in Campbell Co.



- Two (2) specific discussion of “likes” and “dislikes” shared for one or more alternatives

Appendix L lists the date, time and comment shared by each individual. Names and email addresses have been removed from Appendix L to ensure anonymity and privacy. The address of every email received was added to the Study’s general contact database and senders will be kept informed of the Study’s progress and updates to the website via Constant Contact messaging.

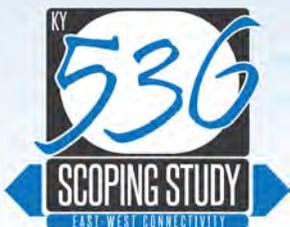
## Comment Form Summary

Comment Forms were distributed to Public Open House attendees on July 6, 2015. An online version of the same form, created using Survey Monkey, was also posted on the project website on July 6 and kept online until the Phase Two public comment period closed on August 6. A copy of the printed version of the Comment Form is provided in Appendix I.

A total of 210 comment forms were submitted to the Study team during the public comment period. Of these:

- Forty-eight (48) were completed at the July 6, 2015 Public Open House. To facilitate tabulation of the data received, staff entered the information submitted on these forms into the Survey Monkey database.
- Six (6) comment forms were received by mail between April 25 and August 6, 2015. The content of this form was entered by staff into the Survey Monkey database.
- One Hundred and eighty (180) comment forms were completed online using the Survey Monkey link provided on the project website ([www.oki.org/536](http://www.oki.org/536)).

A copy of each of the 210 comment forms received is included as Appendix M. Names and email addresses have been removed to ensure anonymity and privacy. The following pages present a summary of the feedback received from the comment forms.

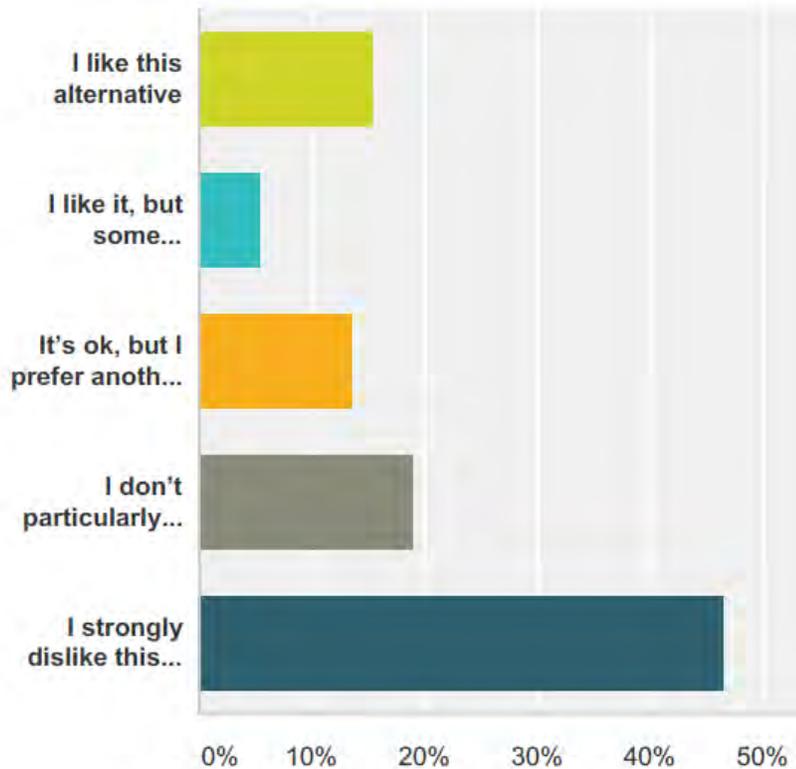


### QUESTION ONE – ALTERNATIVE 1

*This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.*

Question one was answered by 200 of the 210 people who submitted a comment form. Their responses are summarized in Figure 1 and Table 1.

**Figure 1. Comment Form Question One Responses**



**Table 1. Comment Form Question One Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	16%	31
I like it, but some adjustments need to be made	6%	11
It's okay, but I prefer another alternative	14%	27
I don't particularly like this alternative	19%	38
I strongly dislike this alternative	47%	93

Question One offered respondents the opportunity to share thoughts they had regarding Alternative 1. Eighty-four of the 200 respondents that answered Question One shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, six people provided suggestions relative to Alternative One, each of which is also documented in Appendix O.

The majority of respondents stated that they did not like Alternative 1. Nearly 40 percent of respondents (32 people) felt that Alternative 1 does not adequately address current concerns about and problems with the existing KY 536. In their comments, respondents specifically mentioned concerns with a lack of improvements to safety (six times), curves (three times), the Visalia hill area (four times), no direct route to the Licking River (two times), traffic issues (once) and no shoulders (once). Two respondents referred to Alternative 1 as a band-aid and another said it was an interim solution.

Eight percent of respondents (seven people) wanted a multi-use/bike path to be included in plans for the roadway and another seven percent (six people) wanted roadway improvements to be consistent with improvements already planned for other segments of KY 536 but felt that Alternative 1 did not fulfill that goal.

Other elements respondents did not like about Alternative 1 included: concerns about impacts to homes/properties (mentioned by four people); the alternative places a undue burden on a small group of property owners (mentioned by two people); and it doesn't adequately address traffic and intersection problems near White's Tower Elementary School (two people).

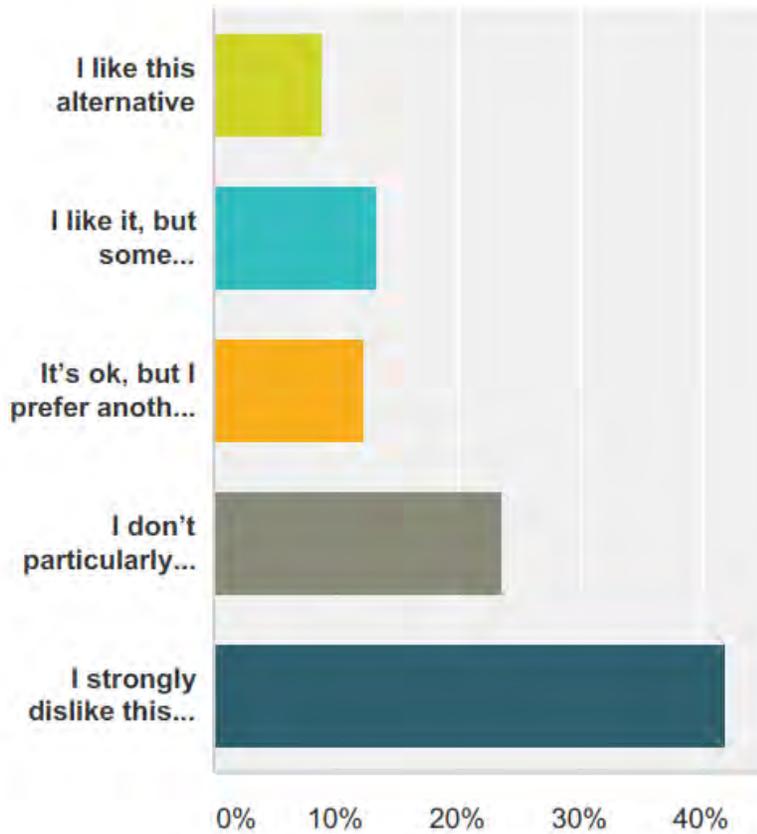


## QUESTION TWO – ALTERNATIVE 2

*Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.*

Question Two was answered by 195 of the 210 people who submitted a comment form. Their responses are summarized in Figure 2 and Table 2.

**Figure 2. Comment Form Question Two Responses**



**Table 2. Comment Form Question Two Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	8%	17
I like it, but some adjustments need to be made	13%	26
It's okay, but I prefer another alternative	12%	24
I don't particularly like this alternative	24%	46
I strongly dislike this alternative	42%	82

Question Two offered respondents the opportunity to share thoughts they had regarding Alternative 2. Seventy-two of the 195 respondents that answered Question Two shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, sixteen people provided suggestions relative to Alternative 2, each of which is also documented in Appendix O.

The majority of respondents stated that they did not like Alternative 2. Similar to Alternative 1, nearly 38 percent of respondents (27 people) felt that Alternative 2 does not adequately address current concerns about and problems with the existing KY 536. In their comments, respondents specifically mentioned concerns with a lack of improvements to safety (6 times), curves (three times), the Visalia hill area (three times), traffic flow (once), no removal of stop signs (three times), access (once) and regional connectivity (once). Two respondents said that Alternative 2 represents the minimum of what should be done.

Thirteen percent of respondents (nine people) expressed concerns about impacts to homes and/or other properties (and several mentioned concerns with potential reductions in property values). Approximately 10 percent (seven people) offered comments expressing a general dislike of the alternative. Their comments included: "not efficient egress," "still dangerous," "not very good plan," "doesn't accomplish much," and "not needed." Two people asked that a multi-use/bike path be added to the plan.

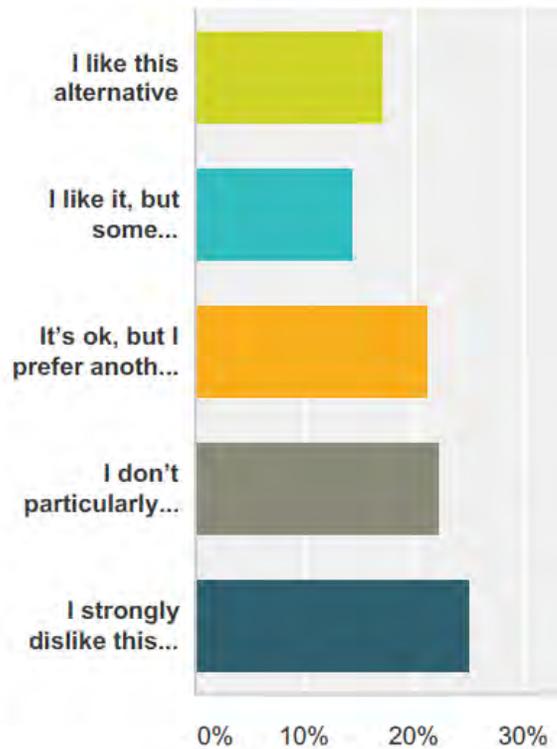


### QUESTION THREE – ALTERNATIVE 3

*Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.*

Question Three was answered by 183 of the 210 people who submitted a comment form. Their responses are summarized in Figure 3 and Table 3.

**Figure 3. Comment Form Question Three Responses**



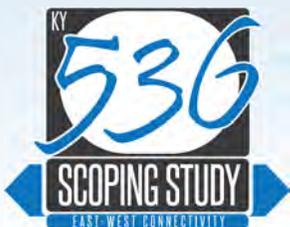
**Table 3. Comment Form Question Three Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	17%	32
I like it, but some adjustments need to be made	14%	27
It's okay, but I prefer another alternative	21%	40
I don't particularly like this alternative	22%	42
I strongly dislike this alternative	25%	47

Question Three offered respondents the opportunity to share thoughts they had regarding Alternative 3. Seventy-two of the 183 respondents who answered Question 3 shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, eight people provided suggestions relative to Alternative 3, each of which is also documented in Appendix O.

A greater majority of respondents stated that they did not like Alternative 3, although the margin did not differ greatly in comparison to those who liked Alternative 3. The reasons people gave for not liking Alternative 3 were represented by nearly 30 percent of people expressing concerns about impacts to homes and/or properties as well as a loss in property value, increased noise and reduced privacy. Similarly, 17 percent of respondents mentioned concerns about impacts to farmland and/or open space. Other elements not liked about Alternative 3 included no multi-use/bike path (mentioned by four people), it jeopardizes the rural character of the area (mentioned by three people), respondents do not like the proposed cut in Visalia hill (three people), the project is not needed (two people), the alternative doesn't do enough to address problems (two people), and the alternative doesn't adequately address traffic and the KY 536/KY 16 intersection at White's Tower Elementary School (two people).

On the other hand, approximately 10 percent of respondents (seven people) stated that they liked that Alternative 3 straightens out problematic curves in the roadway. Some said this feature will make them feel safer and will improve traffic flow. Nearly six percent (four people) said Alternative 3 has a lower overall impact or is the least impactful alternative, particularly to homes and properties. Other positive elements respondents mentioned about Alternative 3 included: it addresses many problems (cited by three people), it addresses concerns with Visalia hill (two people) and it maintains the road's current alignment (two people).

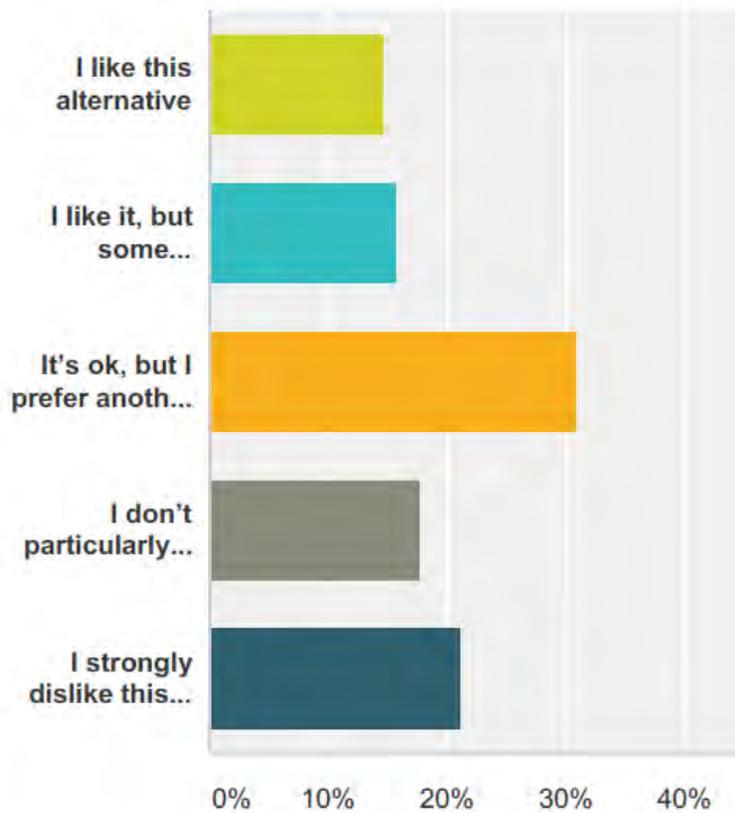


**QUESTION FOUR – ALTERNATIVE 4**

*Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.*

Question Four was answered by 185 of the 210 people who submitted a comment form. Their responses are summarized in Figure 4 and Table 4.

**Figure 4. Comment Form Question Four Responses**



**Table 4. Comment Form Question Four Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	15%	27
I like it, but some adjustments need to be made	16%	29
It's okay, but I prefer another alternative	31%	57
I don't particularly like this alternative	18%	33
I strongly dislike this alternative	21%	39



Question Four offered respondents the opportunity to share thoughts they had regarding Alternative 4. Seventy of the 185 respondents who answered Question 4 shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, six people provided suggestions relative to Alternative 4, each of which is also documented in Appendix O.

A third of the respondents stated that Alternative 4 was okay, but that they preferred another option. The reasons they gave for this opinion included approximately 27 percent (19 people) who expressed concerns about impacts to homes and/or properties as well as a loss in property value. Nearly 13 percent mentioned concerns about impacts to farmland and/or open space and nine percent (six people) said they didn't like the cut that would have to be made in Visalia hill. At the same time, another seven percent (five people) mentioned lower or less impact on homes and properties as an element they liked about the alternative. Other elements respondents liked included: it addresses the problematic intersection at White's Tower Elementary School (mentioned by four people); it addresses many of the existing roadway's problems (four people); it straightens out problematic curves (four people); it addresses concerns with Visalia hill (two people); and respondents liked that the road was redirected onto a new alignment (two people).

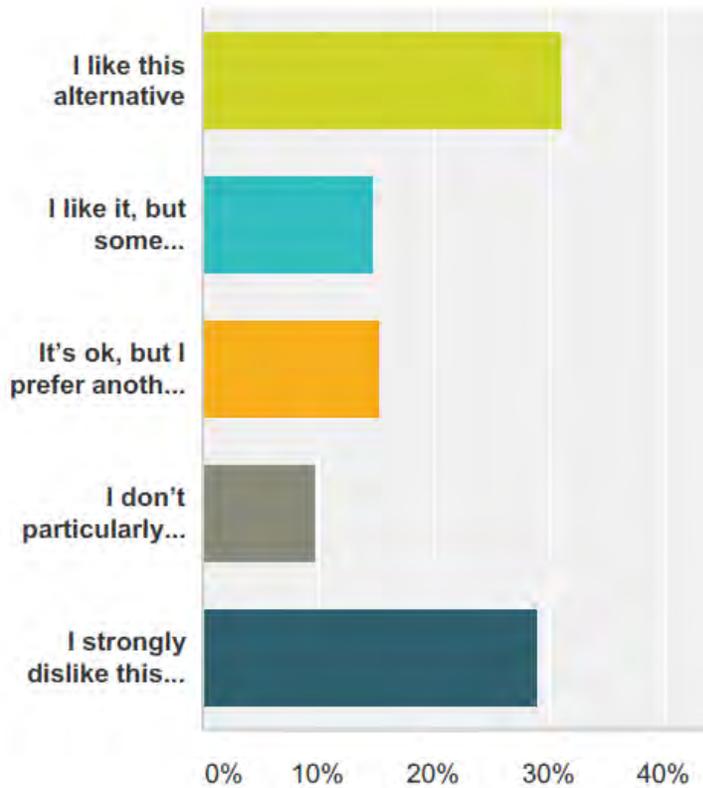


### QUESTION FIVE - ALTERNATIVE 5

*Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.*

Question Five was answered by 183 of the 210 people who submitted a comment form. Their responses are summarized in Figure 5 and Table 5.

**Figure 5. Comment Form Question Five Responses**



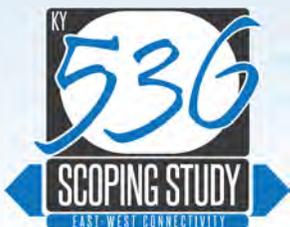
**Table 5. Comment Form Question Five Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	31%	57
I like it, but some adjustments need to be made	15%	27
It's okay, but I prefer another alternative	15%	28
I don't particularly like this alternative	10%	18
I strongly dislike this alternative	29%	53

Question Five offered respondents the opportunity to share thoughts they had regarding Alternative 5. Sixty-nine of the 183 respondents who answered Question 5 shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, two people provided suggestions relative to Alternative 5, each of which is also documented in Appendix O.

With the majority of respondents stating that they liked Alternative 5, the reasons they gave for this opinion included approximately seven percent (five people) who mentioned lower or less impact on homes and properties as an element they liked about the alternative. Another seven percent liked that the alternative straightened problematic curves and another seven percent simply said they liked the alternative (with some mentioning improved safety and traffic flow as reasons). Other elements respondents liked about Alternative 5 included: it addresses most problems (cited by four people); it maintains the rural character of the area (two respondents); two respondents liked the proposed bridge and access ramps over the railroad tracks near KY 177; and two respondents liked the new alignment concept.

In turn, almost the same percentage of respondents shared that they did not like Alternative 5. The reasons they gave for this opinion included approximately 25 percent (17 people) who expressed concerns about impacts to farmland, open space, and/or wildlife impacts and 23 percent (16 people) expressed concerns about impacts to homes and/or properties as well as a loss in property value. Nearly six percent (four people) noted concerns about construction costs and another six percent asked that a multi-use/bike path be included in plans for roadway improvements.

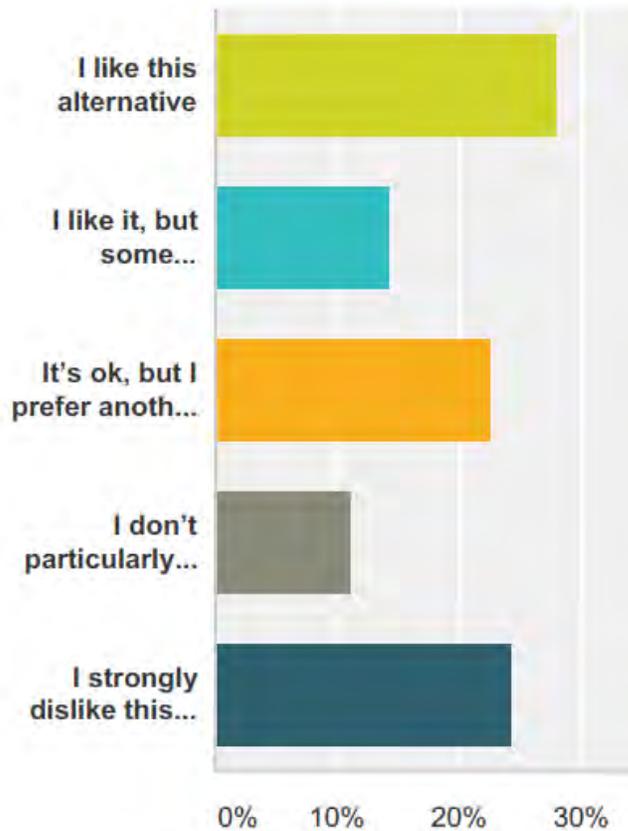


**QUESTION SIX - Alternative 6**

*Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.*

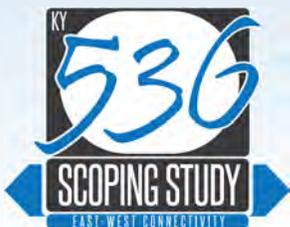
Question Six was answered by 182 of the 210 people who submitted a comment form. Their responses are summarized in Figure 6 and Table 6.

**Figure 6. Comment Form Question Six Responses**



**Table 6. Comment Form Question 6 Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	28%	51
I like it, but some adjustments need to be made	14%	26
It's okay, but I prefer another alternative	23%	41
I don't particularly like this alternative	11%	20
I strongly dislike this alternative	24%	44

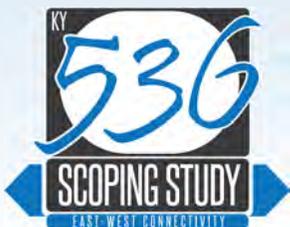


Question 6 offered respondents the opportunity to share thoughts they had regarding Alternative 6. Sixty-six of the 182 respondents who answered Question Six shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, three people provided suggestions relative to Alternative 6, each of which is also documented in Appendix O.

With the majority of respondents stating that they liked Alternative 6, the reasons they gave for this opinion were similar to several of the preceding alternatives. One of the elements respondents liked most often about Alternative 6 (15 percent; 10 people) was it appears to have a lower or less impact on homes and properties. Comments from another 10 percent indicated that they like the proposed bridge and access ramps at KY 177 over the railroad tracks. Six respondents (9 percent) provided comments indicating that they simply liked the alternative. Comments accompanying their statements included: it's my "favorite," it's the "preferred option," and it's the "best option so far."

Other elements that respondents liked about Alternative 6 included: it straightens most problematic curves (five people) and it addresses most problems with the existing roadway (three people).

In turn, almost the same percentage of respondents shared that they did not like Alternative 6. The reasons they gave for this opinion included approximately 17 percent (11 people) expressing concerns about impacts to homes and/or properties as well as a loss in property value and 15 percent (10 people) expressed similar concerns about impacts to farmland, open space, and/or wildlife impacts. Respondents also did not like the proposed "cut" in Visalia hill (four people) and three others thought the alternative jeopardizes the rural character of the area.

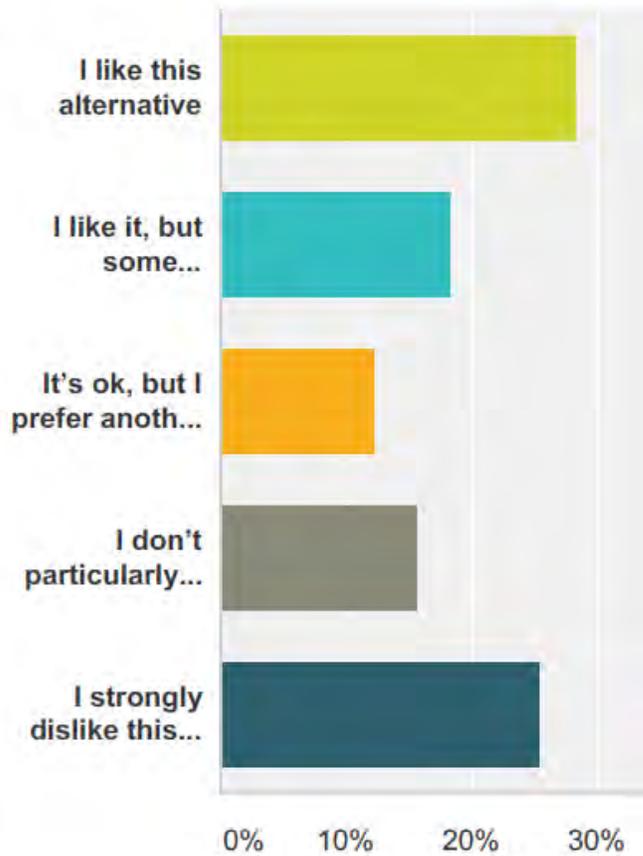


**QUESTION SEVEN - ALTERNATIVE 7**

*Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.*

Question Seven was answered by 180 of the 210 people who submitted a comment form. Their responses are summarized in Figure 7 and Table 7.

**Figure 7. Comment Form Question Seven Responses**



**Table 7. Comment Form Question Seven Responses**

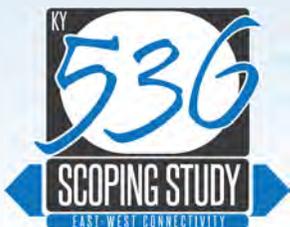
Answer Choices	Responses	
	Percent	Number
I like this alternative	28%	51
I like it, but some adjustments need to be made	18%	33
It's okay, but I prefer another alternative	12%	22
I don't particularly like this alternative	16%	28
I strongly dislike this alternative	26%	46



Question Seven offered respondents the opportunity to share thoughts they had regarding Alternative 7. Sixty-seven of the 180 respondents who answered Question Seven shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, three people provided suggestions relative to Alternative 7, each of which is also documented in Appendix O.

With the majority of respondents stating that they liked Alternative 7, the reasons they gave for this opinion included eight respondents (12 percent) that offered comments such as: its "the best option," a "favorite," is "more direct," "supports growth," "route is excellent." One person, however, described Alternative 7 as his or her "second choice," while another stated that "a new road is the preferred alternative for those of us who live on KY 536." Approximately six percent of respondents (four people) indicated that they liked Alternative 7 because it appears to have a lower or less impact on homes and properties, and another six percent liked that the alternative straightens out problematic curves. Other elements that respondents liked are that it addresses most problems of the existing roadway (two people) and that it includes a new bridge and access ramps at KY 177 over the railroad tracks (two people).

In turn, almost the same percentage of respondents shared that they did not like Alternative 7. The reasons they gave for this opinion included approximately 27 percent of respondents (18 people) expressing concerns about impacts to homes and/or properties as well as a loss in property value, and 2 percent (15 people) expressed similar concerns about impacts to farmland, open space, and/or wildlife. Seven percent of respondents (five people) indicated that they felt the alternative does not adequately address the traffic and problematic KY 563/KY 16 intersection near White's Tower Elementary School. Other elements respondents didn't like were: the alternative jeopardizes the rural character of the area (four people); respondents don't like the proposed bridge at KY 177 over the railroad tracks (four people); they don't like the cut in the Visalia hill (three people); the project could be very expensive (three people) and result in an increase in truck/commercial traffic (two people). Several others were concerned that Alternative 7 would encourage unwanted development (two people) and result in increased roadway maintenance requirements (two people).

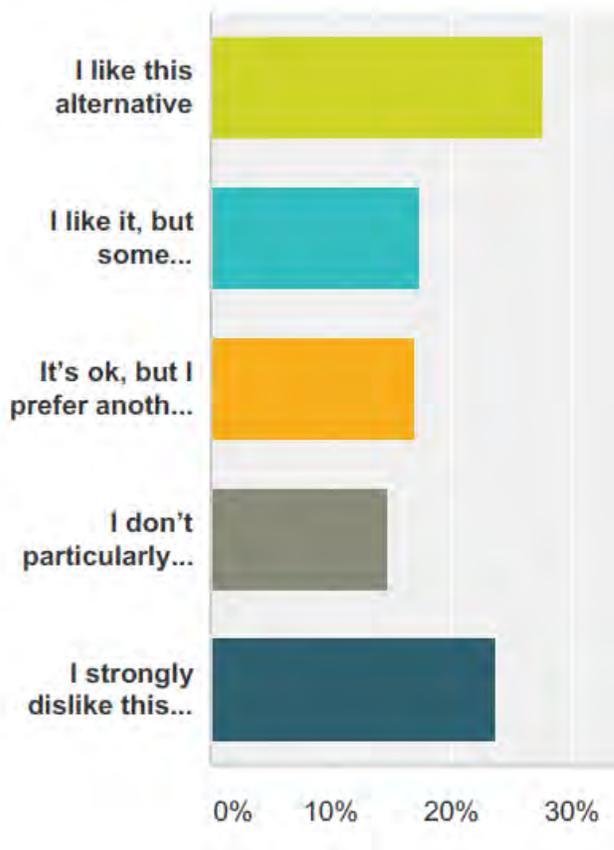


**QUESTION EIGHT – Alternative 8**

*Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.*

Question Eight was answered by 178 of the 210 people who submitted a comment form. Their responses are summarized in Figure 8 and Table 8.

**Figure 8. Comment Form Question Eight Responses**



**Table 8. Comment Form Question Eight Responses**

Answer Choices	Responses	
	Percent	Number
I like this alternative	28%	49
I like it, but some adjustments need to be made	17%	31
It's okay, but I prefer another alternative	17%	30
I don't particularly like this alternative	15%	26
I strongly dislike this alternative	24%	42

Question Eight offered respondents the opportunity to share thoughts they had regarding Alternative 8. Sixty-three of the 178 respondents who answered Question 6 shared comments identifying elements they liked and didn't like. Statements of a similar nature were grouped into general categories, a description of which is provided in Appendix O along with the number of responses attributed to each. In addition, two people provided suggestions relative to Alternative 8, each of which is also documented in Appendix O.

With the majority of respondents stating that they liked Alternative 8, the reasons they gave for this opinion included seven respondents (11 percent) who offered such comments as: its "safest," offers a "decreased travel time," "addresses problematic intersections," "prepares for the future," is the "preferred route," and is the "most efficient." Respondents also liked that Alternative 8 appears to have a lower or less impact on homes and properties (mentioned by three people), addresses most problems of the existing roadway (two people) and that it includes a new bridge and access ramps at KY 177 over the railroad tracks (two people).

In turn, almost the same percentage of respondents shared that they did not like Alternative 7. The reasons they gave for this opinion included approximately 16 percent (10 people) who expressed concerns about impacts to farmland, open space, and/or wildlife and 14 percent (nine people) expressed concerns about impacts to homes and/or properties as well as a loss in property value. Five people (nine percent) asked that a multi-use/bike path be included in roadway improvements plans. Other elements respondents didn't like were: the proposed cut in the Visalia hill (four people); the proposed bridge at KY 177 over the railroad tracks (three people); potential project costs (three people); an anticipated increase in roadway maintenance requirements (two people); and a potential increase in truck/commercial traffic (two people). Several respondents also felt that Alternative 8 would jeopardize the rural character of the area (three people); doesn't adequately address the traffic and KY 536/KY16 intersection near White's Tower Elementary School (three people); would encourage unwanted development (two people) and doesn't take advantage of existing resources (namely, the existing KY 536 roadway) (two people).



**QUESTION NINE - Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study Team.**

Of the 210 comment forms received, 97 respondents provided a general comment. Statements of a similar nature were grouped into the following seven categories:

- 1) Priorities** – Comments placed in this category (27 responses or 28 percent) identified respondents’ priorities for the project. The most frequently occurring priorities are summarized in Table 9 below:

**Table 9. Comment Form Question Nine Respondent Priorities**

Priority	Number of Times Mentioned
Improve safety	10
Maintain rural character of study area	7
Minimize impacts to farms and greenspace/open space/natural resources	6
Minimize impacts to homes and properties	5
Include a multi-use/bike path option in project plans	5

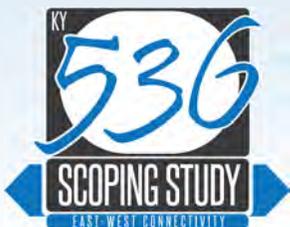
Other priorities identified by respondents but only mentioned two times or less included: maximize utilization of the existing roadway, improve access, improve connectivity, support economic growth, improve traffic flow, decrease travel time, manage costs, limit travel speed and do the project right the first time.

- 2) Concerns about project impacts** – Approximately 25 percent of respondents who provided comments for Question Nine (25 people) outlined concerns relative to proposed roadway improvements. The majority of comments in this category (84 percent) identified concerns about the impact of the project on homes and properties as well as potential reductions in property value. Of these, four responses specifically mentioned concerns about impacts to farmland and another comment was concerned with impacts to open space. Other concerns mentioned included a loss of rural character (mentioned by four people); encouragement of unwanted development (mentioned by two people); the potential for increased accident rates resulting from higher speed limits (two people) and high project costs (two people).
- 3) Suggestions** – Nearly 20 percent of comments shared for Question Nine (19 responses) provided improvement suggestions for the project team’s



consideration. Of these, 37 percent of respondents (seven people) suggested developing a new alternative that is a hybrid of the others. With the exception of suggestions for including a multi-use/bike path in project plans which was mentioned by three people, the remaining suggestions were mentioned by just one or two people and included: fix the KY563/KY 16 intersection at White’s Tower Elementary School, maximize use of the existing roadway as much as possible, focus on making spot improvements rather than changes that would have much larger impacts; improve elevation changes at the Visalia bridge; and, when necessary to go through a property or farm, work to split them logically.

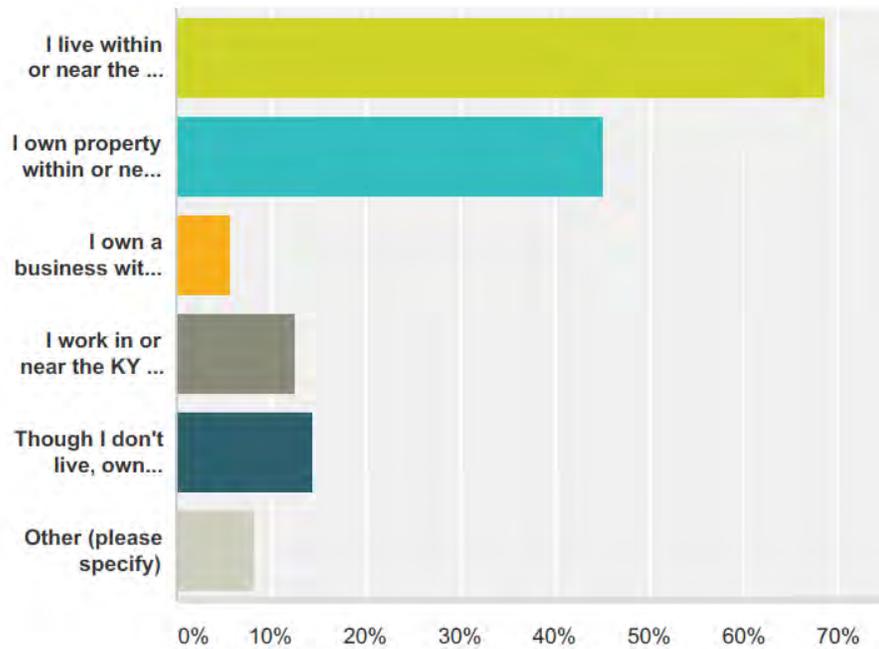
- 4) **Not Needed** – Approximately 12 percent of those providing a response for Question Nine (11 people) indicated that they were either not in favor of proposed improvements (with the exception of spot repairs) or felt that it is not needed. Seven people felt that the road was not busy enough or in bad enough condition to warrant the larger improvements being discussed. Five respondents suggested that the project is being driven by developers and four felt that money used for the project could be put to better use elsewhere. Impacts to the natural environment, a potential loss of rural character and increased maintenance needs were also mentioned by one or two people each as reasons they didn’t support the project.
- 5) **Questions** – Seven percent of respondents to Question Nine (seven people) asked questions rather than providing comments. These ranged from questions about need, estimated costs and technical design to daily traffic counts and the integrity of the Scoping Study process.
- 6) **Supportive of Concept** – Respondents offering comments placed in this category which included four responses made general statements indicating their support for roadway improvements and cited consistency with improvements being planned for adjacent segments of KY 536, a new bridge over the railroad tracks near KY 177, inclusion of a multi-use/bike trail, and support for economic development as key areas of interest.
- 7) **Miscellaneous** – Comments that did not fit in other categories (three responses) were placed in the Miscellaneous category. Two of these comments were specific to certain alternatives: “The only two unacceptable alternatives are 1 & 2 . . .” and “Alternative 7 seems like a great option . . .”



**QUESTION 10 - Please indicate which of the following best describes you (check all that apply).**

A majority of respondents indicated that they live within or near the Study area (79 percent or 110 people). The next most frequent response was that they own property within or near the Study area (45 percent or 72 people). Only nine respondents (six percent) stated that they own a business within or near the Study area, so the respondents were overwhelmingly residential property owners. A total of 160 respondents answered this question. Fifty respondents skipped this question. Respondents were permitted to respond to more than one answer.

**Figure 9. Comment Form Question 10 Responses**

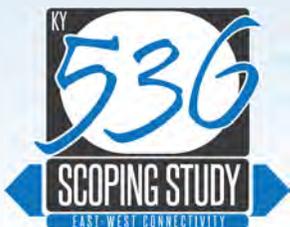


**Table 10. Comment Form Question 10 Responses**

Answer Choices	Responses	
	Percent	Number
I live within or near the KY 536 Study area	69%	110
I own property within or near the KY 536 Study area	45%	72
I own a business within or near the KY 536 Study area	6%	9
I work in or near the KY 536 Study area	13%	20
Though I do not live, own property, own a business or work within or near Study area, I frequently travel through it	14%	23
Other (please specify)	8%	13

Question 10 offered “Other” as a possible answer to respondents completing the comment form. Thirteen respondents chose “Other” and provided the following responses (*note: comments are provided as submitted by respondents; no edits to spelling or language were made*):

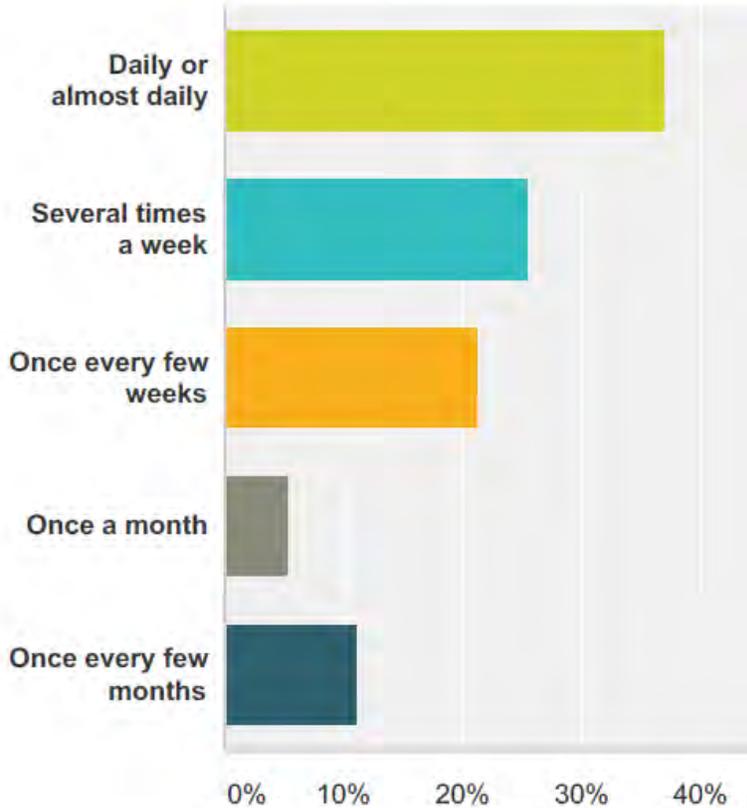
- Due to the long-term impact this corridor will have on the region, I am concerned that there are not currently plans for separated pedestrian and bicycle paths called out in the alternatives.
- Own a farm & live on 536 drive it for daily for over 43 years
- Retired transportation professional, and QCB member (you probably know who!)
- Kenton Cty. Resident
- Trattvel
- we travel this road way once a week for years, this is overdue.
- I also have family in the area and they use the road daily. I use the road frequently when visiting them.
- I am a resident of southern Kenton County concerned about the aggressive urbanization schemes being pursued in the middle of the County.
- 536 will take my family farm that I had hoped to build and raise my children on
- Morning View resident since 1997
- I live south of KY536 but know that creating a 4-lane roadway in that area will impact everyone south of it. A major road will bring development to the entire rural region changing the landscape forever. I thought the citizens of southern Kenton co. completed a survey whose results indicated a desire to remain rural? This will not do that.
- travel to US177 and 27
- I have friends that live there and also hunt that area



**QUESTION 11 - In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County Line?**

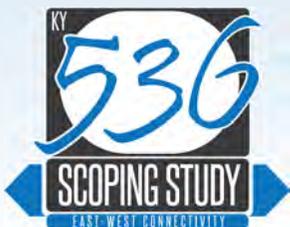
The majority of people stated that they travel daily or several times a week (combined 62 percent or 108 persons). A total of 173 respondents answered this question. Thirty-seven respondents skipped this question. Respondents were permitted only one response.

**Figure 10. Comment Form Question 11 Responses**



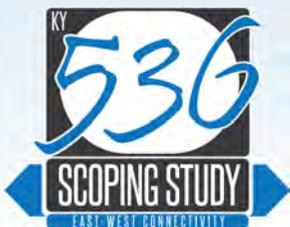
**Table 11. Comment Form Question 11 Responses**

Answer Choices	Responses	
	Percent	Number
Daily or almost daily	37%	64
Several times a week	25%	44
Once every few weeks	21%	37
Once a month	5%	9
Once every few months	11%	19



Question 11 offered “Other” as a possible answer to respondents completing the comment form. Twelve respondents chose “Other” and provided the following responses (*note: comments are provided as submitted by respondents; no edits to spelling or language were made*):

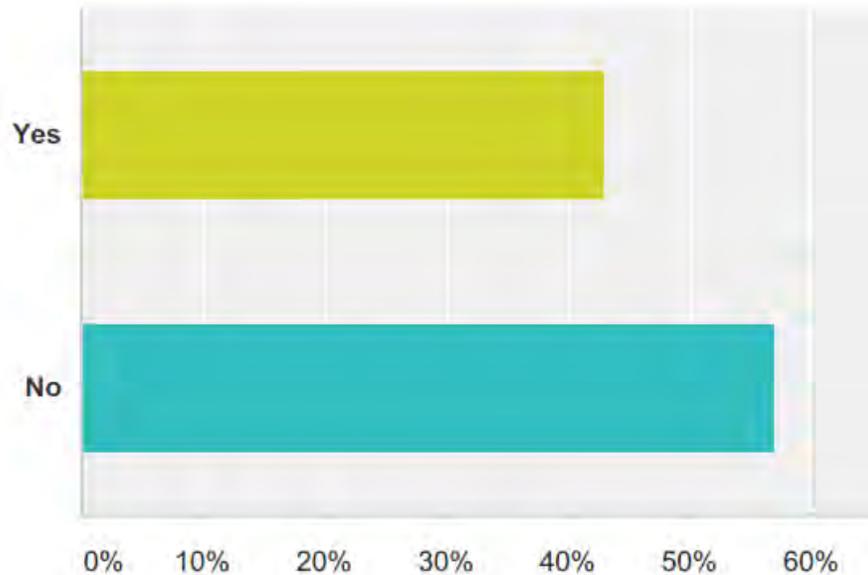
- I currently avoid it whenever possible because it is so dangerous, broken up, hilly and curvy. I would travel it daily if it was turned into a true east west corridor. Now, my only safe option is to travel up to 276 and go east to US 27 to travel south in Campbell county.
- a few times a week
- Several times every day.
- But, as indicated, I look at 536 as a regional facility, regardless of how often I actually use it.
- Many of our patrons must also utilize the 536 corridor each day
- KY 536 is a lightly-traveled road in my experience, and is a pleasant drive or motorcycle ride. So much so that I often ride the route for personal pleasure.
- Drive to work on it five days a week.
- 1-2 times a week
- I would travel it alot more if it was a better road
- never
- Only westbound! I refuse to deal with the southern-most 536/177 intersection coming east on 536
- I also ride horses. My kids ride horses. Horses all over the county. None on your scoping study because you don't live here.



**QUESTION 12 - Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?**

Of the total 210 comment forms received, 181 people answered Question 12. Forty-three percent or 78 respondents attended the Open House, while 57 percent or 103 did not. Twenty-nine respondents skipped this question.

**Figure 11. Comment Form Question 12 Responses**



**Table 12. Comment Form Question 12 Responses**

Answer Choices	Responses	
	Percent	Number
Yes	43%	78
No	57%	103

**QUESTION 13 - If you would like to receive email updates about the progress of the KY 536 Scoping Study, please provide your email address below.**

Of the 210 comment forms received, 65 respondents provided their email address. Email addresses have been removed from Appendix M to ensure anonymity and privacy.

## Other Outreach

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### State of Kentucky and United States Elected Officials

On June 30 following the PDT meeting, the Study Team met with the six State of Kentucky and U.S. elected officials listed below whose jurisdictions encompass portions of the Study Area and/or KY 536 corridor. This briefing was suggested by the PDT Chair, Judge/Executive Kris Knochelmann, and organized by members of his staff to provide a general overview on the KY 536 Scoping Study. Prior to the briefing, the elected officials were kept informed of the Study's development via mailed letters. The briefing's timing coincided with a key milestone of the Study – the public presentation and review of the eight draft alternatives. The information shared during the briefing was intended to assist the officials and their staff should members of the public contact their offices with questions. The officials were also asked to help share information regarding the Study with their constituents.

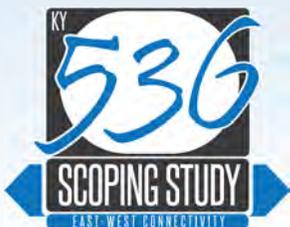
- Kentucky Representative, Thomas Kerr
- Kentucky Representative, Brian Linder
- Billy Mathews, Field Representative for U.S. Senator Rand Paul
- Shane Noem, Field Representative for U.S. Senator Mitch McConnell
- Bob Porter, District Field Director for U.S. Congressman Thomas Massie
- Kentucky Senator, Damon Thayer

### Direct Mailing to KY 536 Property Owners

On July 16, OKI sent a direct mailing to every property owner on KY 536 within the Study Area. Addresses along a portion of Taylor Mill Road and all of Mann Road within the study area were also included. The mailing included a letter (Appendix K), and Phase One and Two Fact Sheets. The letter invited property owners to visit the website to review the draft alternatives and share their input via the online comment form. The letter also provided contact information in case people did not have access to a computer and information on the public open house October 6, 2015, 4-7PM. OKI received seven phone call requests from property owners asking that the draft alternative maps and comment form be mailed to them.

### CSX Railroad

During Phase One of the Study, staff contacted CSX Railroad staff and invited them to serve on the Project Development Team. CSX representatives declined the offer and asked that Study Team staff contact them when draft alternatives were available for review. Following this request, the Study Team contacted CSX Railroad representative Doug Spitznagel in June and early July 2015. A conversation was held during the week of July 6, 2015. In that conversation, Study Team staff offered to send the CSX representative the draft alternatives. CSX



replied that that was not necessary. CSX's only request was that the Study's alternatives meet the railroad's specifications. It was stated that CSX would prefer a grade separation between KY 536 and the existing rail line. A grade separation would bridge KY 536 over the railroad. This preference follows CSX's policy of removing at-grade railroad crossings whenever possible. CSX also stated that leaving the crossing is acceptable, as long as railroad design standards are met.

## Kenton County Public Schools

The Study's Project Development Team includes representatives from the Kenton County Public Schools Transportation Department. However, due to the location of White's Tower Elementary School, the Study Team wanted to take extra measures to ensure that the draft alternatives were reviewed from the perspective of traffic flow and safety for the school's students, family members and staff and to identify the merits of alternatives that may assist in improving safety, traffic flow, access to the school or some other positive impact.

On July 9, 2015, Study Team staff met with the Kenton County Public School's PDT member to review the draft alternatives. The different alignment options proposed for Harris Pike and the KY 536/KY 16 intersections were discussed.

The PDT representative stated that several Kenton County Public School buses cannot travel and use the existing Harris Pike/KY 16 intersection due to the extremely steep grade. The design of these buses and slope of the roadway results in the buses scraping front and/or tail ends of the under-carriages. These buses utilize the parking lot of White's Tower Elementary School to avoid the Harris Pike/KY 16 intersection.

In addition, during AM and PM peak travel times, the Harris Pike/KY 16 intersection results in traffic delay and the stacking or back-up of vehicles. Impatient drivers use the parking lot of White's Tower Elementary School as a cut-through to avoid traffic delay at the intersection. This poses a high safety concern to Kenton County Public Schools for children and staff of the elementary school.

Upon initial review, the PDT representative shared that the alternatives that relocate Harris Pike further from the school could be advantageous in eliminating cut-through traffic at White's Tower. The representative stated also that in any alternative the steep slope of the Harris Pike/KY 16 really needed to be addressed and leveled out to improve use by all vehicle types. The PDT representative was going to discuss the alternatives with other Kenton County Public School staff to provide further comments. Final input was received via the member's PDT Consensus Points Questionnaire and included with other member responses (Appendix E).



## Conclusion

The KY 536 Scoping Study has had an exceptional level of involvement from the public. The public’s continued and active participation demonstrates that there is a strong interest in the study and stakeholders located within or near the study area care about the improvements to be made and the impacts they will have on local communities, property and business owners, homeowners and residents as well as the natural environment.

The Study Team has tremendous respect and appreciation for the feedback received thus far in the study and continues to use public input to help shape improvement plans for KY 536 between KY 17 and the Kenton/Campbell County line. The public participation received during Phase Two has informed the Study Team that there are no clear “winners” in terms of the eight alternatives. However, the public did show clear consensus around some key elements, as evidenced through the majority of responses received, to assist the Study Team as Phase Three begins in refining the eight alternatives to two preferred options.

### No Clear “Winner”

According to the comments received and analysis completed during Phase Two, there is no clear “winning alternative” of the eight that were presented to the public. As shown in Table 13, alternatives 5, 6, 7, and 8 were “liked” most often with Alternative 5 “liked” the most (31 percent). While being the most favored, these same alternatives received almost the same percentage of “dislike” responses.

**Table 13: Phase Two Public Comment Form Summary Chart**

RESPONSES Percentage (Total Number) of all responses that were received for each alternative	1	2	3	4	5	6	7	8
	200 Answered 10 Skipped	195 Answered 15 Skipped	188 Answered 22 Skipped	185 Answered 25 Skipped	183 Answered 27 Skipped	182 Answered 28 Skipped	180 Answered 30 Skipped	178 Answered 32 Skipped
LIKE	16% (31)	9% (17)	17% (32)	15% (27)	31% (57)	28% (51)	28% (51)	28% (49)
LIKE, BUT CHANGES ARE NEEDED	6% (11)	13% (26)	14% (27)	16% (29)	15% (27)	14% (26)	18% (33)	17% (31)
OK, BUT PREFER ANOTHER	14% (27)	12% (24)	21% (40)	31% (57)	15% (28)	23% (41)	12% (22)	17% (30)
DON'T PARTICULARLY LIKE	19% (38)	24% (46)	22% (42)	18% (33)	10% (18)	11% (20)	16% (28)	15% (26)
STRONGLY DISLIKE	47% (93)	42% (82)	25% (47)	21% (39)	29% (53)	24% (44)	26% (46)	24% (42)

- Percentages have been rounded up to the closest whole number.
- Percentages were calculated using the number of people who responded to each individual alternative.
- Response data includes all forms (210) received during the 30-day public comment period (7/6/15-8/6/15).



## Public Consensus

Although two different opinions were received from the public regarding the most favored, alternatives 5 through 8, both groups shared the same reasoning for why they “liked” or “disliked” these alternatives. Respondents who “liked” alternatives 5 through 8 felt that these alternatives would have lower or less impact to homes and properties. At the same time, respondents who “disliked” alternatives 5 through 8 focused on the potential negative impacts these same alternatives would have to homes, properties, farmland and open space. In short, respondents to alternatives 5 through 8 disagreed on their support for these options, but agreed on the importance of minimizing the impact to homes, properties and the rural character of the KY 536 area.

As shown in Table 13, an additional consensus point was reached in the public’s overwhelming “dislike” for alternatives 1 and 2. The most frequent responses were that these alternatives did not do enough to address current problems with the existing roadway.

## Two Approaches

Feedback received from stakeholders during the second phase of the KY 536 Scoping Study, Alternatives Developed, clarified two primary trains of thought expressed by the public regarding improvements to KY 536. While most people agree that some level of improvement would be beneficial, the public differs considerably regarding the approach to which improvements should be made. Individuals generally fall into one of two groups; (1) a preference to address current issues by improving the existing roadway (on-alignment alternative) and (2) a preference to move traffic away from the existing roadway onto a modern, new roadway (off-alignment alternative).

### On-Alignment Alternative

Public comments in this category generally tend to favor solutions that focus on improvements which address all the safety issues along the corridor such as sharp curves and intersections, narrow travel lanes, and steep slopes. Some expressed preferences to maximize use of the existing roadway as much as possible, stating that doing so would have less impact on homes, properties, open space and farmland than other proposed alternatives. They also tend to feel that focusing improvements on the existing roadway corridor would maintain the rural character of the eastern section of the study corridor – an element of their community that they value greatly – by limiting traffic, keeping travel speeds low and not encouraging unwanted development.



### **Off-Alignment Alternative**

Public comments in this category generally tend to explore solutions that offer a more comprehensive solution to the problems of the existing roadway and its integration into the regional transportation system. Similar to the first group, this group tends to place strong emphasis on safety improvements, but it also wants to improve the flow of traffic and improve access from a local and/or regional level. Some like the idea of supporting economic development opportunities, while others are concerned that increased opportunities will result in unwanted development. Individuals in this group tend to be interested in exploring alternatives that would redirect the roadway onto a new alignment – either at certain locations or for the majority of the study segment in order to move traffic away from the existing KY 536 corridor. The support for an off-alignment improvement being that it would maintain the rural character of the corridor – an element of their community that they value greatly – by removing all but local traffic from the existing KY 536 roadway.

### **Next Steps**

In fall 2015, the KY 536 Scoping Study will advance toward completion as the Study Team refines alternatives and begins to develop its recommendations for improvements to be made. As part of its efforts, the Study Team will carefully review the feedback received and suggestions offered by the public during Phase Two of the Study, as well as comments and direction provided by the PDT members. This report has presented Phase Two feedback and suggestions from the public and PDT. The team will then refine alternatives as needed and begin developing its recommendations for a final, preferred alternative.

The refined alternatives and final, preferred alternative will be presented to the public for review and comment at a third public open house on October 5, 2015. A public comment period during which the Study Team will accept and review feedback from the public will remain open for 30 days following the open house. Input received will be considered and addressed as needed prior to the Study's conclusion and final recommendation.

Once recommendations are finalized, the KY 536 Scoping Study will be presented to the OKI Board of Directors for adoption. With regional support, the Study's recommendations will be considered for inclusion in the OKI 2040 Regional Transportation Plan to ensure its eligibility for future federal funding. The timing of construction will be dependent upon funding availability.

